



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: September 30, 2010

Hearing Date: September 30, 2010
Case No.: 2005.0963E
Project: Crystal Springs Pipeline No. 2 Replacement Project
Zoning: Various
Block/Lot: Various
Project Sponsor: San Francisco Public Utilities Commission
1145 Market Street, 5th Floor
San Francisco, CA 94103
Staff Contact: Brett Becker – (415) 575-9045
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ADOPTION OF FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED CRYSTAL SPRINGS PIPELINE NO. 2 REPLACEMENT PROJECT.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2005.0963E, Crystal Springs Pipeline No. 2 Replacement Project, located in San Mateo and San Francisco Counties (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and in accordance with 15082 of the CEQA Guidelines, the Department prepared a Notice of Preparation (NOP) of an EIR and conducted a scoping meeting (see Draft EIR, Appendix B). The NOP was circulated to local, state, and federal agencies and to other interested parties on November 14, 2008, initiating a public comment period that extended through December 15, 2008. Pursuant to CEQA Guidelines Section 15083, the Department held one public scoping meeting in Hillsborough on December 3, 2008. The purpose of the meeting was to present the proposed Project to the public and receive public input regarding the proposed scope of the EIR analysis. Comments received during the NOP comment period are included in Appendix B of the Draft EIR.
 - B. On December 10, 2009, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in newspapers of general

circulation of the availability of the DEIR for public review and comment, and of the date and time of the public hearings on the DEIR. This notice was mailed to the Department's list of persons requesting such notice and other interested parties.

- C. Notices of availability of the DEIR and of the date and time of the public hearing were posted at various locations along or near the project site by Department staff on December 10, 2009. The Notice of Availability was made available at public libraries in San Francisco, and in the Cities of San Mateo, Millbrae, Burlingame, South San Francisco, Brisbane, Daly City, and San Bruno in San Mateo County.
 - D. On December 10, 2009, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list of the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse. The DEIR was posted on the Department's website.
 - E. The Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on December 10, 2009.
2. The DEIR was circulated to local, state, and federal agencies and to interested organizations and individuals for review and comment on December 10, 2009 for a 45-day public review period. The public review period closed on January 25, 2010. Two duly-advertised public hearings on the DEIR to accept written or oral comments were held; one hearing was held in Hillsborough on January 7, 2010 and a second hearing was held in San Francisco on January 21, 2010. The Commission acknowledges and endorses the supplemental public hearing that the Environmental Review Officer's delegate conducted in Hillsborough in order to allow potentially affected members of the public to present oral comments at a convenient location. The public hearings transcripts are in the Project record.
 3. The Department prepared responses to comments on environmental issues received at the public hearings and in writing during the public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Draft Comments and Responses document (hereinafter "C&R document"), published on September 8, 2010. The C&R was distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at Department offices and on the Department's website.
 4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the C&R document, all as required by law.
 5. Project files on the FEIR have been made available for review by the Commission and the public. These files are available for public review at the Department offices at 1650 Mission Street, and are part of the record before the Commission. Linda Avery is the custodian of

records. Copies of the DEIR and associated reference materials as well as the C&R are also available for review at public libraries in San Francisco and San Mateo Counties.

6. The Commission, in certifying the completion of said FEIR, hereby does find that the Crystal Springs Pipeline No. 2 Replacement Project described in the FEIR, will result in significant environmental effects that could not be mitigated to a less than significant level with implementation of mitigation measures. The project would contribute to the following significant and unavoidable effects on the environment:

Significant and Unavoidable Land Use Impacts:

- Combined impacts pertaining to impeded access and increased construction noise and air quality emissions would substantially disrupt land uses on El Camino Real at the 11 launch pits at Site 12, including blocked access to driveways and parking lots as well as significant noise increases at some locations. Additionally, residents, business patrons, school children, and other visitors could experience corridor-wide inconveniences and delays because construction activity would occur intermittently along the 3.2-mile section of El Camino Real for approximately 17 months. Implementation of advance notification and the noise control plan as proposed, in addition to measures requiring traffic controls, dust and exhaust controls, and supplemental noise controls [Mitigation Measure M-TR-1a (Traffic Control Plan) described in Section 5.5, Traffic, Transportation and Circulation; Mitigation Measures M-NO-1 (Supplemental Noise Controls), M-NO-2 (Supplemental Noise Controls at Schools), and M-NO-3 (Construction Hours) described in Section 5.6, Noise and Vibration; and Mitigation Measures M-AQ-1a (Dust Control Measures) and M-AQ-1b (Exhaust Control Measures) described in Section 5.7, Air Quality] would help reduce these impacts, but the combined and prolonged disruption of land uses along El Camino Real would remain *significant and unavoidable*.

Significant and Unavoidable Traffic, Transportation, and Circulation Impacts:

- The project's traffic impacts on El Camino Real/Site 12 would be reduced by implementation of Mitigation Measure M-TR-1a (Traffic Control Plan) and Mitigation Measure M-TR-1b (Additional Traffic Control Measures for Site 12) described in Section 5.5, Traffic, Transportation, and Circulation. However, traffic disruption and increased delays would likely still occur even with these mitigation measures, and at some locations, these impacts would occur over an extended duration. Therefore, the traffic impacts related to reduction in capacity and increased traffic delays along El Camino Real would remain *significant and unavoidable*.

Significant and Unavoidable Noise Impacts:

- The project’s construction noise levels (with or without sheetpile driving) would exceed the 70-dBA speech interference criterion at sensitive receptors located near proposed launch pits at Sites 12 and 18. Even with implementation of a noise control plan as part of the project (see Chapter 3, Project Description, Section 3.7, Noise Control Plan) and Mitigation Measure M-NO-1 (Supplemental Noise Controls) and Mitigation Measure M-NO-2 (Supplemental Noise Controls at Schools) described in Section 5.6, Noise and Vibration, construction noise would still be expected to exceed the 70-dBA threshold for longer than two weeks at nearby sensitive receptors. Therefore, potential noise impacts on residences and one building associated with Bayshore Childcare Services located within 75 or 120 feet of proposed launch pits at Sites 12 and 18 would remain *significant and unavoidable*. In the commercial section of El Camino Real (Site 12, north of Trousdale Drive), construction may need to occur during the evening and nighttime hours, which could result in *significant and unavoidable* sleep disruption effects at residential uses located near Launch Pits 8, 10, or 11, even with implementation of noise controls. During construction at all project facility sites, extenuating circumstances may require construction activities beyond ordinance weekday or weekend time limits. These potential occasional conflicts with ordinance time limits would be *potentially significant and unavoidable*.
7. The Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.
 8. The Commission hereby does find that the FEIR concerning File No. 2005.0963E, Crystal Springs Pipeline No. 2 Replacement Project, reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of September 30, 2010.

Linda Avery
Commission Secretary

Motion No. _____
Hearing Date: September 30, 2010

Case No. 2005.0963E
Crystal Springs Pipeline No. 2 Replacement Project

AYES:

NOES:

ABSENT:

RECUSED:

ACTION: Certification of a Final Environmental Impact Report for the Proposed Crystal Springs Pipeline No. 2 Replacement Project.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 23, 2010
TO: President Miguel and Members of the Planning Commission
FROM: Brett Becker, Environmental Planner
RE: Additional Comments Received on the Environmental Impact Report for SFPUC's Crystal Springs Pipeline No. 2 Replacement Project (File No. 2005.0963E)

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The attached memo provides responses to additional comments received on the Environmental Impact Report (EIR) for the SFPUC's Crystal Springs Pipeline. No. 2 Replacement Project (CSPL2). The comments were received after closure of the Draft EIR public review period; they do not raise any new environmental issue or concern any impact conclusion documented in the EIR. The responses to additional comments received on the CSPL2 EIR do not change the adequacy or completeness of the Draft EIR or the associated Comments and Responses document.



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 23, 2010
TO: President Miguel and Members of the Planning Commission
FROM: Brett Becker, Environmental Planner (554-1650)
RE: Case No. 2005.0963E, Crystal Springs Pipeline No. 2 Replacement Project

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Two emails have been received from one individual after the comment period for the Draft EIR and after publication of the Comments and Responses (C&R) document for the Crystal Springs Pipeline No. 2 (CSPL2) Replacement Project (the "project"). This memo provides brief responses to the comments raised in these emails, which are attached to this memo (Attachment A). In general, the comments do not specifically relate to the adequacy of the EIR or raise any new or significant environmental issues. Detailed responses to other comments received during the comment period for the Draft EIR are provided in the C&R document.

Citizens

Mr. Steve Lawrence

Summary of Specific Comment: Mr. Lawrence expresses his disagreement with the response to his comment [P2] on pp. 3-7 and 3-8 of the C&R document. Mr. Lawrence indicated that his understanding is that the CSPL2 Replacement Project described in the SFPUC 2002 Capital Improvement Program included replacement of the entire CSPL2.

Response: To clarify, as described in response P2 of the C&R document and in the CSPL2 Replacement Project Alternatives Analysis Report (Parsons, 2006¹), the original Capital Improvement Project (CIP) description of the CSPL2 Replacement Project is as follows: "The City Distribution Division (CDD) anticipates that portions of this pipeline, which was originally installed in the 1930's, will need to be replaced over the next ten years to ensure reliable delivery of water to the City. The pipeline will be replaced with similar sized steel pipe and generally follow the existing alignment (SFPUC, 2002)." [emphasis added] Relevant excerpts of this report are included as Attachment B; Figure 1-1 describes the history of work performed to finalize the CSPL2 project.

Summary of Specific Comment: Mr. Lawrence expresses concern regarding water outages, both during construction as well as during long-term project operation.

¹ Parsons, 2006. Crystal Springs Pipeline No. 2 Replacement Project, Alternatives Analysis Report, Project No. CUW 37801, Prepared for San Francisco Public Utilities Commission, May 2006.

Response: Information regarding Mr. Lawrence’s concerns is presented in the Draft EIR and C&R document. Specifically, the Draft EIR p. 3-36 describes pipeline shutdown and startup practices during construction and states “Shutdown of individual segments of the CSPL2 would not disrupt water service to customers, who would be served by alternate pipelines.” As described both in the Draft EIR and in response P2 to Mr. Lawrence’s comment, the objective of the project is to upgrade the CSPL2 to meet current seismic standards and Water System Improvement Program (WSIP) seismic reliability level of service goals, i.e. to reduce the risk of water outages.

Summary of Specific Comment: Mr. Lawrence expresses additional concern regarding water deliverability in the event of an outage on CSPL2 and inquires regarding the status of repairs to Crystal Springs Pipeline No.1 (CSPL1).

Response: CSPL2 is interconnected to several major transmission lines within the water system at different locations, which include Sunset Supply Pipeline, Crystal Springs Pipeline No.3 and CSPL1. These interconnections provide redundancy to the water system, and serve as backup to the CSPL2. CSPL1 has been repaired and is providing redundant service to CSPL2. If there is outage in the northern segment of the CSPL2, water could be delivered to University Mound by CSPL1 via an interconnection between CSPL1 and CSPL2 that will be installed as part of the water system operation and maintenance by next summer 2011 and before the construction of the northern segment in the CSPL2 project.

Attachments: Attachment A – Emails Received for CSPL2 Replacement Project After Publication of the Comments and Responses Document

Attachment B – Relevant Excerpts from Alternatives Analysis Report for CSPL2 Replacement Project

Attachment A

"Steve Lawrence" <splawrence@sbcglobal.net>
To <Brett.Becker@sfgov.org>, <steve.smith@sfgov.org>
09/05/2010 07:28 PM

Subject: Responses to Comments for Crystal Springs Pipeline No. 2 Replacement Project

In an Examiner article Nov. 24, 2009 Steve Ritchie said, "If Crystal Springs 2 went out for some reason, we would really be hard-pressed to deliver water. Our plumbers would have to work miracles."

Ritchie also said that if Crystal Springs 2 went out, University Mound reservoir could run dry within two days.

Has Crystal Springs #1 been repaired? If so, the situation might be less dire; but please check.

----- Original Message -----

From: Steve Lawrence
To: Brett.Becker@sfgov.org
Sent: Friday, September 03, 2010 6:58 PM
Subject: Responses to Comments for Crystal Springs Pipeline No. 2 Replacement Project

Mr. Becker:

I am in receipt of Responses to Comments for the Crystal Springs No. 2 project; date is Sept 8, 2010, although that day is yet to come.

To my Comment, beginning page 3-8, the response states that I am wrong: the line was never to be replaced. This is false. The name of the job indicates so: "Crystal Springs Pipeline No. 2 Replacement Project." "Replacement." Further, in the early 2002 Capital Improvement Program document there is a page describing the then proposed project. The description includes, "The pipeline will be replaced with a similar sized (54-inch diameter) steel pipe and generally follow the same alignment."

While the Response seems to give some reassurance that the entire line will meet current seismic standards (not just the new and rehabilitated portions), and that some thought has been given to keeping water service flowing during construction, there is no clear evaluation of the risk of outages that would be borne if the current plan is implemented. Common sense indicates that a replacement line carries less risk of outage than the proposed project, which repairs portions and replaces portions of the existing line. May we hope that engineers will do their utmost to avoid outages?

Steve Lawrence

Crystal Springs Pipeline No. 2 Replacement Project

Alternatives Analysis Report

Project No. CUW 37801

Prepared for
San Francisco Public Utilities Commission

May 2006

Prepared by

PARSONS

Executive Summary

Crystal Springs Pipeline No. 2 (CSPL No. 2) was primarily built between 1935 and 1936 with a rated capacity of 52 million gallons per day (mgd). This pipeline is approximately 19 miles long and extends north from the Crystal Springs Pump Station through the El Camino Real and Bellevue Burlingame Valve Lot, the Millbrae Yard Valve Lot, past the Baden Pump Station, and terminates at the University Mound Reservoir. A 17-mile portion of CSPL No. 2 from Crystal Springs Pump Station to the San Francisco City and County line, just west of Bayshore Boulevard, is designated as part of the Regional System. The remaining 2-mile section from the City and County line to the University Mound Reservoir is the City portion. This pipeline currently delivers water to suburban customers and the City and County of San Francisco (CCSF).

The objective for this project as described in the WSIP (SFPUC 2005b) is to implement improvements necessary to meet seismic reliability level of service (LOS) requirements. Since work was completed previously to address delivery reliability, the secondary objective addressed in this report as stated in the original project description (SFPUC 2002) is to identify and replace pipeline sections along CSPL No. 2 over the next ten years that would fail to provide reliable delivery. However, the WSIP Steering Committee decided on May 16, 2006 that the secondary objective of delivery reliability would not be funded by through this WSIP project.

This report summarizes the condition assessment work performed during the first phase of the project (Section 3) and includes the identification of vulnerable pipeline sections and viable alternatives for the alternatives analysis (Section 4). Risks used to assess the vulnerability of pipeline sections were categorized as follows:

Seismic Reliability: Pipeline sections were assessed with respect to their vulnerability to ground shaking, landslide, liquefaction and structural stability (exposed pipeline).

Security: Exposed pipeline sections were assessed with respect to security concerns.

Delivery Reliability: Pipeline sections were assessed with respect to their vulnerability to external and internal corrosion. *Note: Alternative evaluations for these risks are included in this report, but excluded from the Project per the May 16, 2006 Steering Committee decision.*

Each of the identified alternatives was analyzed with respect to right-of-way, constructability, geotechnical, hydraulic, operations, environmental, cost and schedule impacts (Section 5). The preferred engineering alternatives recommended for the conceptual engineering phase are provided in TABLE E-1. No action alternatives are not included in the table.

**TABLE E-1
PREFERRED ENGINEERING ALTERNATIVES**

| Seg. | Stationing | Risk | Recommended Alternative | Length (ft) |
|--|------------------|----------------------|--|-------------|
| Seismic Reliability | | | | |
| 2 | 0+00 to 19+00 | Ground Shaking | Replace with thicker-walled pipeline | 1900 |
| | 24+80 to 32+40 | Ground Shaking | Replace with thicker-walled pipeline | 760 |
| | 46+38 to 49+89 | Ground Shaking | Replace with thicker-walled pipeline | 451 |
| | 73+00 to 73+62 | Structural Stability | Retrofit piers | 62 |
| | 74+24 to 76+42 | Ground Shaking | Replace with thicker-walled pipeline | 618 |
| | 98+34 to 100+53 | Ground Shaking | Replace with thicker-walled pipeline | 219 |
| 3 | 143+24 to 144+77 | Ground Shaking | Replace with thicker-walled pipeline | 153 |
| | 150+50 to 151+56 | Structural Stability | Retrofit piers | 106 |
| | 172+50 to 173+68 | Ground Shaking | Replace with thicker-walled pipeline | 218 |
| 4 | 241+34 to 365+62 | Ground Shaking | Replace Segment 4 with welded steel pipeline | 16811 |
| 6 | 631+85 to 634+05 | Liquefaction | Modify pipeline | 220 |
| | 659+49 to 672+98 | Ground Shaking | Slipline pipeline | 1549 |
| | 679+27 to 683+70 | Ground Shaking | Slipline pipeline | 643 |
| | 686+00 to 695+00 | Landslide | Relocate pipeline | 1300 |
| Total Length of Seismic Reliability Alternatives: 4.7 miles | | | | |
| Security | | | | |
| 2 | 63+00 to 63+43 | Security | Camouflage pipeline | 43 |
| | 73+00 to 73+62 | Security | Conceal pipeline | 62 |
| | 119+00 to 119+15 | Security | Camouflage pipeline | 15 |
| 3 | 150+50 to 151+56 | Security | Conceal pipeline | 106 |
| 7 | 801+92 to 802+67 | Security | Camouflage pipeline | 75 |
| Total Length of Security Alternatives: 301 feet | | | | |

During the alternatives analysis, it was determined that two areas of vulnerability would require additional investigation during conceptual engineering to verify the preferred engineering alternative selected:

- Segment 4, Ground Shaking: There is uncertainty regarding the condition of the rivets along the riveted wrought iron pipeline of Segment 4. The seismic wave analysis (O'Rourke 2005) of this pipeline section was based on assumptions that the rivets had corroded severely and would not be able to withstand ground shaking. Other than the age of the pipeline (103 years), no additional information, such as leak records, supports this assumption. If a testing program and evaluation criteria for the rivets can be established, the condition of the rivets and the existing pipeline should be evaluated to verify the need

to replace the pipeline section. If a testing program and evaluation criteria cannot be established without affecting the schedule of this project, the WSIP Steering Committee recommended that the preferred engineering alternative to replace the pipeline be implemented because a risk has been established by the seismic wave analysis report and the pipeline has been in service for over a century. Segment 4 should either be replaced or sliplined. Sliplining is the preferred alternative provided future inspection confirms that the pipe shape and profile are suitable for sliplining.

- **Segment 6, Liquefaction:** The pipeline section located below Colma Creek in South San Francisco is susceptible to liquefaction during a seismic event. Settlement of the soil was estimated at 2 inches. However, the nature and extent of the liquefiable area has not been established and additional geotechnical investigations are required. It is possible that if the liquefiable area is quite extensive (extending to at least 100 feet of the pipeline with the 2-inch settlement), the preferred engineering alternative to modify the pipeline would not be required as the pipeline would be able to accommodate the settlement without modification.

To maintain and extend the serviceable life of the CSPL No 2, cathodic protection is to be added/improved to all pipeline sections found to be within corrosive environments. The preliminary design of the improved cathodic protection system will be developed during the Conceptual Engineering phase.

Project Background

Crystal Springs Pipeline No. 2 (CSPL No. 2) was primarily built between 1935 and 1936 with a rated capacity of 52 million gallons per day (mgd). This pipeline is approximately 19 miles long and extends north from the Crystal Springs Pump Station through the El Camino Real and Bellevue Burlingame Valve Lot, the Millbrae Yard Valve Lot, past the Baden Pump Station, and terminates at the University Mound Reservoir. A 17-mile portion of CSPL No. 2 from Crystal Springs Pump Station to the San Francisco City and County line, just west of Bayshore Boulevard, is designated as part of the Regional System. The remaining 2-mile section from the City and County line to the University Mound Reservoir is the City portion. This pipeline currently delivers water to suburban customers and the City and County of San Francisco (CCSF).

As depicted in Figure 1-1, the Water System Improvement Program (WSIP) CSPL No. 2 Replacement Project (CUW 37801) was originally described as replacing or rehabilitating pipeline sections to ensure reliable water delivery (SFPUC 2002). The subsequent SFPUC Facilities Reliability Study published in March 2002 (SFPUC) identified potential seismic risks along the pipeline alignment that needed to be addressed. Given these issues, an initial pipeline condition assessment was conducted and the results presented in a technical memorandum (SFPUC et al 2004). Following the initial pipeline condition assessment, more specialized studies and field investigations were conducted to better understand pipeline performance following a major earthquake and the extent of corrosion over the welded steel pipeline segments. Concurrent with these specialized investigations, system wide performance criteria were being evaluated and this work resulted in the adoption of the SFPUC Level of Service (LOS) goals in February 2005 (SFPUC) for water quality, seismic reliability, delivery reliability and water supply.

The objective for this project as described in the WSIP (SFPUC 2005b) is to implement improvements necessary to meet seismic reliability LOS requirements. Since work was completed previously to address delivery reliability, the secondary objective addressed in this report as stated in the original project description (SFPUC 2002) is to identify and replace pipeline sections along CSPL No. 2 over the next ten years that would fail to provide reliable delivery. The WSIP Steering Committee decided on May 17, 2006 that the secondary objective of delivery reliability would be funded provided there was available budget after seismic reliability was addressed.

The planning phases of this project include:

- Phase 1 – Condition assessment, needs assessment, and alternatives identification
- Phase 2 – Alternative analysis
- Phase 3 – Conceptual engineering

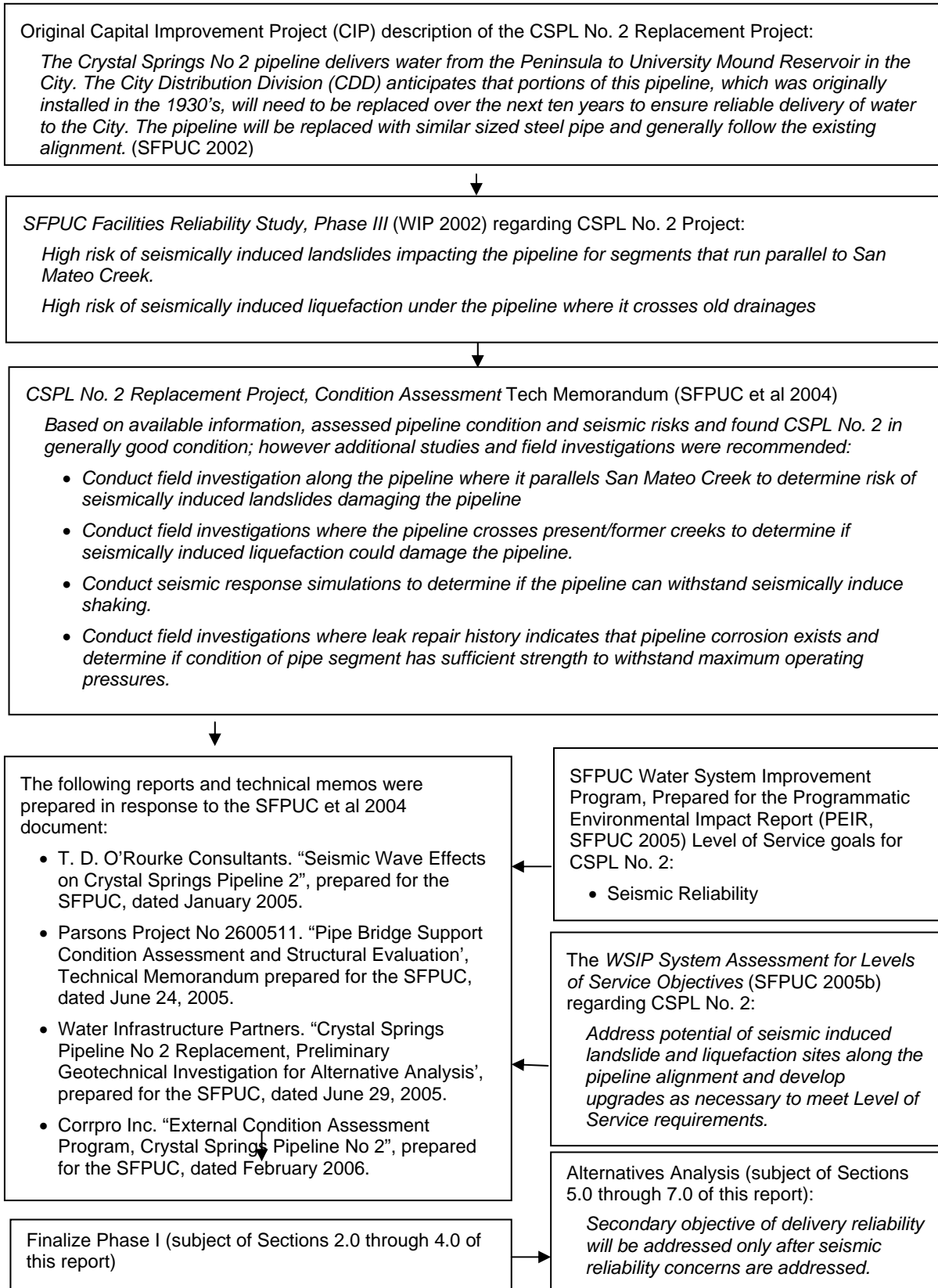


Figure 1-1: History of Work Performed for the CSPL No. 2 Replacement Project



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 23, 2010
TO: President Miguel and Members of the Planning Commission
FROM: Brett Becker, Environmental Planner
RE: Errata for Comments and Responses document for the Environmental Impact Report for SFPUC's Crystal Springs Pipeline No. 2 Replacement Project (File No. 2005.0963E) Issued on September 8, 2010

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Errata

The following changes to the text of the Crystal Springs Pipeline No. 2 Replacement Project Draft EIR Revisions in the Comments and Responses document correct minor clerical errors in, and add additional clarifying information to the Draft EIR. In each change, new language is double underlined, while deleted text is shown in ~~strike-out~~.

The first paragraph on page 4-55 of Chapter 4, Draft EIR Revisions in the Comments and Responses document, is revised to update the text on page 6-24 of the Draft EIR to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

As mentioned above, the ~~proposed~~ 2010 thresholds define a 1,000-foot zone of influence for evaluation of cumulative TAC emissions. Thus, the 1,000-foot zone of influence is defined as any location within 1,000 feet of where the project would emit construction emissions containing TACs, i.e. DPM in this case. Within the zone of influence, existing sources (such as roadways), present and future cumulative projects, as well as the proposed project could all contribute DPM emissions. Major cumulative sources within 1,000 feet of CSPL2 Site 1 include the LCSDI, CSSA, and Crystal Springs Pump Station Temperature Alarms projects as well the I-280 freeway, while sensitive receptors within this 1,000-foot radius are residences located both north and south of Crystal Springs Road. Sources within 1,000 feet of CSPL2 Site 2 include the NCSBT north shaft and sensitive receptors within this area include residential uses to the north and south and Odyssey School to the northeast. ~~Since the excess cancer risk associated with freeways alone can exceed the proposed 2010 BAAQMD threshold of 100 chances in a million within 500 feet (CARB, 2005), it is possible that the freeway by itself would exceed the proposed 2010 BAAQMD significance threshold for DPM. Although I-280 has a relatively lower truck fraction of overall traffic compared to other freeways like U.S. 101 or I-80 and lower attendant health risks, any additional DPM emissions resulting from SFPUC projects in the Lower Crystal Springs Dam vicinity (within 500 feet of I-280) could be cumulatively considerable since it could contribute to existing exceedance of this threshold. While DPM emissions from the CSPL2 project would be reduced by implementation of exhaust controls (Mitigation Measure M-AQ-1b), the cumulative emissions from all sources within 1,000 feet of affected sensitive receptors could still exceed the proposed 2010 threshold and, therefore, is considered to be potentially~~

significant and unavoidable. According to the 2010 BAAQMD Roadway and Highway Screening Tables, the I-280 freeway poses an excess cancer risk of 23 chances in a million at 200 feet, 7 chances in a million at 500 feet, and 0.28 chances in a million at 700 feet. The non-cancer hazard index (chronic and acute) is 0.06 at 200 feet, 0.02 at 500 feet, and 0.00 at 700 feet. Risks associated with Crystal Springs Road and Skyline Boulevard would be substantially lower since they carry much lower traffic volumes than the I-280 freeway. When risks from cumulative development (including the CSPL2 project) are added to the risks associated with the freeway, the combined risks could be as high as 36.5 chances in a million under worst-case conditions (if all project construction occurred simultaneously, which is unlikely), well below the 2010 BAAQMD thresholds of 100 in a million. Therefore, the cumulative DPM emissions would not be cumulatively considerable when compared to the 2010 BAAQMD guidelines, and this cumulative impact would be less than significant.

The last full paragraph on page 4-19 of Chapter 4, Draft EIR Revisions in the Comments and Responses document, is revised to correct a typographical error on page 5.5-17 of the Draft EIR:

Since the construction activities at Site 12 would affect travel lanes, and would require traffic detours and alternate one-lane way traffic operations, the traffic impact related to temporary reduction in roadway capacity would be a significant impact.

San Francisco Public Utilities Commission

CRYSTAL SPRINGS PIPELINE No. 2 REPLACEMENT PROJECT

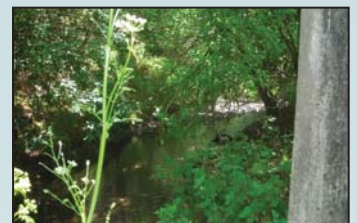
Environmental Impact Report Comments and Responses

MEA Case No. 2005.0963E
State Clearinghouse No. 2008112050

September 8, 2010

Important Dates:

Draft EIR Publication Date: December 10, 2009
Draft EIR Public Meeting Date (Hillsborough): January 7, 2010
Draft EIR Public Hearing Date (San Francisco): January 14, 2010 continued to
January 21, 2010
Draft EIR Public Comment Period: December 10, 2009 to January 25, 2010
EIR Certification Date: September 30, 2010





SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 8, 2010
TO: Members of the Planning Commission and Interested Parties
FROM: Brett Becker, Environmental Planner
RE: Case No. 2005.0963E, Crystal Springs Pipeline No. 2 Replacement Project

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Attached for your review please find a copy of the Comments and Responses document for the Draft Environmental Impact Report (EIR) for the above-referenced project. **This document, along with the Draft EIR, will be before the Planning Commission for Final EIR certification on September 30, 2010.** Please note that the public review period ended on January 25, 2010.

The Planning Commission does not conduct a hearing to receive comments on the Comments and Responses document, and no such hearing is required by the California Environmental Quality Act. Interested parties, however, may always write to Commission members or to the President of the Commission at 1650 Mission Street and express an opinion on the Comments and Responses document, or the Commission's decision to certify the completion of the Final EIR for this project.

Please note that if you receive the Comments and Responses document in addition to the Draft EIR, you technically have the Final EIR. If you have any questions concerning the Comments and Responses document or the environmental review process, please contact Brett Becker at (415) 575-9045.

Thank you for your interest in this project and your consideration of this matter.

Attachment: Comments and Responses Document

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SFPUC Crystal Springs Pipeline No. 2 Replacement Project Comments and Responses

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1. Introduction

1.1 Purpose of the Comments and Responses Document

This document contains public comments received on the Draft Environmental Impact Report (Draft EIR) prepared for the San Francisco Public Utilities Commission's (SFPUC) proposed Crystal Springs Pipeline No. 2 (CSPL2) Replacement Project (State Clearinghouse No. 2008112050), and presents responses to those comments. Also included in this document are text changes initiated by Planning Department staff to provide additional clarity as necessary, as well as text changes in response to comments on the Draft EIR.

1.2 Environmental Review Process

On December 10, 2009, the San Francisco Planning Department published the Draft EIR on the CSPL2 Replacement Project for public review and comment. The public review and comment period on the document extended from December 10, 2009 through January 25, 2010. During the 45-day public review period, the San Francisco Planning Department received nine written comments sent through the mail or by hand-delivery, fax, or email (see Appendix A). Five verbal comments were received at the Hillsborough public hearing on the Draft EIR. A court reporter was present at each of the public hearings, transcribed the verbal comments verbatim, and prepared written transcripts (see Appendix B). Public hearings were held on the following dates and at the following locations:

- Hillsborough Town Hall – January 7, 2010
- San Francisco City Hall (Planning Commission) – January 14, 2010 continued to January 21, 2010

This Comments and Responses document was distributed to the San Francisco Planning Commission, State Clearinghouse, agencies, and individuals that commented on the Draft EIR. This Comments and Responses document, which responds to comments received on the Draft EIR and includes associated revisions to the Draft EIR, in combination with the Draft EIR, constitutes the Final EIR for the CSPL2 Replacement Project.

The San Francisco Planning Commission will review and consider the information presented in the Final EIR and decide at a public hearing whether to certify the Final EIR in compliance with CEQA. The San Francisco Board of Supervisors will hear and decide any appeal of the Planning Commission's certification decision. If the San Francisco Planning Commission certifies the Final EIR, the SFPUC will review and consider the Final EIR prior to deciding whether to approve the proposed project. If the SFPUC approves the proposed project, it will adopt environmental findings and a Mitigation Monitoring and Reporting Program (MMRP) at the project decision hearing.

1.3 Document Organization

This Comments and Responses document presents the responses to comments received on the Draft EIR. Section 2, List of Persons Commenting, contains a list of all agencies, organizations, and individuals that submitted written comments on the Draft EIR and verbal comments at the public hearings on the Draft EIR.

Section 3, Comments and Responses, presents verbatim excerpts of the substantive comments received on the Draft EIR, either verbally during the public hearings or in writing during the public comment period. Comments are organized by environmental topic and resource area, generally in the same order presented in the Draft EIR. The name of the commenter is indicated following each comment, along with the unique comment identifier “code” that is also shown on the letters in Appendix A. Similar comments are grouped together by topic and may be addressed by a single response. The response is presented after each comment or group of comments. Appendix A presents copies of the written comment letters from which the excerpts are derived, and Appendix B presents the transcripts of the verbal testimony received at the public hearings on the Draft EIR from which excerpts of the verbal comments are derived. Each comment letter or transcript is bracketed according to topic, showing the comment identifier codes used in this document.

Section 4, Draft EIR Revisions, contains changes to the Draft EIR that were initiated by staff subsequent to publication of the Draft EIR to clarify content, add additional information received after the release of the Draft EIR, or to correct the content in the Draft EIR. The responses provide clarification of the Draft EIR and may also include revisions or additions to the Draft EIR. Section 4 also reiterates text changes that were made in Section 3 in response to comments. Section 4 also contains revised Draft EIR figures and tables. Revisions to the Draft EIR text are shown as indented text. New or revised text is double underlined; deleted material is shown in ~~strike out~~.

2. List of Persons Commenting

The San Francisco Planning Department received comments on the CSPL2 Replacement Project Draft EIR from agencies, organizations, and individuals during the public comment period from December 10, 2009 through January 25, 2010. In addition to written comments, the Planning Department received verbal comments at the Hillsborough public hearing on the Draft EIR held on January 7, 2010 at the Hillsborough Town Hall. A complete list of commenters is provided below.

2.1 Written Comments

Table 2-1 identifies all written comments received during the Draft EIR comment period.

**TABLE 2-1
PUBLIC AGENCIES AND INDIVIDUALS – WRITTEN DRAFT EIR COMMENTS**

| Comment Form | Comment Letter Identification | Name, Title, and Affiliation | Date of Comment Letter |
|------------------------------------|--------------------------------------|--|-------------------------------|
| State Agencies | | | |
| Letter | A_OPR | Scott Morgan—State Clearinghouse and Planning Unit, Governor’s Office of Planning and Research | January 26, 2010 |
| Letter | A_CALTRANS | Lisa Carboni, District Branch Chief, California Department of Transportation | January 25, 2010 |
| Letter | A_RWQCB | William Hurley, P.E., Senior Engineer, California Regional Water Quality Control Board, San Francisco Bay Region | January 14, 2010 |
| Regional and Local Agencies | | | |
| Letter | A_BAWSCA | Nicole Sandkulla, P.E., Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency | January 25, 2010 |
| Email | A_PGE | Melitta Rorty, PG, CHG, Senior Project Manager, PG&E Environmental Remediation, Pacific Gas & Electric Company | January 22, 2010 |
| Letter | A_BURLGME | Philip Monaghan, P.E., Civil Engineer, City of Burlingame Public Works Department | January 21, 2010 |
| Letter | A_HILLSB2 | Cyrus Kianpour, P.E., PLS, Consulting City Engineer, Department of Public Works, Town of Hillsborough | January 21, 2010 |
| Individuals | | | |
| Letter | I_KEY2 | Karen Key | January 22, 2010 |
| Email | I_LAWRENCE | Steve Lawrence | December 28, 2009 |
| Comment Card | I_COOPERMAN2 | Josh Cooperman | January 7, 2010 |

2.2 Persons Commenting at the Hillsborough Public Hearing, January 7, 2010

The following individuals made verbal comments on the Draft EIR during the public hearing on January 7, 2010 at the Hillsborough Town Hall located at 1600 Floribunda Avenue in Hillsborough, California:

- Josh Cooperman (I_COOPERMAN1)
- Bob Doerr (I_DOERR)
- Karen Key (I_KEY1)
- Tom Kasten, Vice-Mayor, Town of Hillsborough (A_HILLSB1)
- Lionel Carnot (I_CARNOT)

2.3 Persons Commenting at the San Francisco Public Hearing, January 14, 2010 continued to January 21, 2010

No individuals provided verbal comments on the Draft EIR during the public hearing before the Planning Commission at San Francisco City Hall on January 21, 2010.

3. Comments and Responses

The comments presented below are organized by environmental resource topic discussed in the Draft EIR, as well as general comments on the EIR or CEQA process. Within each topic area, similar comments are grouped together and numbered sequentially. For example, General Comments [G] are listed as [G1], [G2], [G3], etc. beneath a header that introduces the comment content. Following each comment, the agency(ies) or individual(s) providing the comments are identified, including the comment identifier code presented on the bracketed letters and transcripts in the appendices.

3.1 General Comments

CEQA Process

Comment [G1]

“The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 25, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project’s ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation.

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.” (*Scott Morgan, Acting Director, State Clearinghouse [A_OPR-01]*)

Response

The Governor’s Office of Planning and Research acknowledges that the City and County of San Francisco (CCSF) has complied with the State Clearinghouse review requirements, and forwards comment letters from two agencies: the California Regional Water Quality Control Board (RWQCB) and the California Department of Transportation

(Caltrans). These agencies provided the same comment letters to the San Francisco Planning Department. Responses to comments in these letters are addressed below in Sections 3.6, Cultural Resources; 3.7, Traffic, Transportation, and Circulation; 3.13 Biological Resources; and 3.15, Hydrology and Water Quality.

Public Outreach

Comment [G2]

“The draft EIR reports significant and unavoidable traffic and noise impacts in several communities resulting from the construction activities that will occur as part of this project. BAWSCA strongly supports increased effort by the SFPUC to work with these effected communities to coordinate construction activities and reduce impacts. BAWSCA recommends that the SFPUC contact other major utilities that have constructed projects with similar levels of impacts to learn what other mitigation measures might be available to reduce the overall community impacts.” (*Nicole M. Sandkulla, P.E., Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A_BAWSCA-01]*)

“Project sponsor will be required to coordinate all work on private property with the property owners and conduct public outreach with effected and surrounding property owners.” (*Cyrus Kianpour, P.E., PLS, Town of Hillsborough [A_HILLSB2-03]*)

“Advanced notifications shall include door hangers as well as mailers to insure that renters as well as property owners are aware of all phases of the work and the impacts on their property.” (*Philip Monaghan, P.E., Senior Civil Engineer, City of Burlingame [A_BURLGME-09]*)

“What I would request from PG&E that may or may not be in the EIR--but we would need something more than including it in a 700-page document--is the traffic impacts of the work that’s going to be done along Crystal Springs and, as well, El Camino. Crystal Springs is one of the few east-west traffic venues that people use when they use 280 to come down either into our town or San Mateo, Burlingame. And it is a two-lane road, one lane each way.

To the extent that there are going to be delays or closures or stops along the way, we want to notify all our residents about that well in advance of it actually taking place.

We had a problem when PG&E was working on the Jefferson Martin transmission line that we were not given sufficient notification of those kinds of delays and interruptions to traffic. So if we can get in front of it in advance of the work, we can then put out on our Web site and other ways of communicating with our residents to expect those delays or to plan for an alternate route.

It becomes more problematical with El Camino Real. But it is also a major, in this case, north-south venue for our residents, as well as a lot of the residents throughout the cities of the Peninsula. To the extent, again, that we be given as much advance notice as possible about the disruption caused by the work, we will be in a better position to help our people plan for those. Otherwise, they’re going to get angry because they’re going to be late for doctors’ appointments or late for work.

So again, I would request that PG&E would be very clear with certainly the Town of Hillsborough, which I represent, but I suspect all the cities along the El Camino that are going to be impacted, what those impacts are going to be so that we can try and minimize the disruption to people's lives." (*Tom Kasten, Vice-Mayor, Town of Hillsborough [A_HILLSB1-01]*)

"The complaint phone line during construction should have a 24 hour human response time from the San Francisco Water Department, not a 3 day response time." (*Karen Key [I_KEY2-04]*)

Response

The comments listed above as Comment [G2] concern the SFPUC's plans for providing public notice of construction activity and outreach to affected persons, generally. The Draft EIR Section 3.6, SFPUC Standard Construction Measures (p. 3-42), outlines the SFPUC's proposed notification procedures, which will include reasonable notification to local jurisdictions, businesses, property owners, facility managers, identified stakeholders, and residents of adjacent areas potentially affected by the CSPL2 project about the nature, extent, and duration of construction activities.

The SFPUC has been and will continue to work with affected persons and communities to coordinate construction activities and minimize impacts on these communities. Examples of SFPUC coordination efforts as part of this Standard Construction Measure include the following:

- The SFPUC has assigned a communications liaison specifically for this project to coordinate with the local communities and municipalities before and during construction. Proactive and regular communication strategies and tools will be created and advertised specifically for this project. On April 28, 2010, a large informational event was held to share the SFPUC's communication strategies to continue to update San Mateo County stakeholders including: city and county municipalities, elected officials, transportation representatives, school districts, emergency service providers, community groups, business networks, recreation groups and home owner associations.
- The communications liaison and CSPL2 project team have met and will continue to meet with the following jurisdictions where pipeline improvements are proposed: San Mateo County, Hillsborough, Burlingame, Millbrae, South San Francisco, San Bruno, Daly City, and Brisbane, as well as with Caltrans and PG&E. Additional city council briefings are planned and will be scheduled when the project becomes CEQA-certified and the construction schedule has been determined by the contractor.
- As construction nears, the SFPUC will provide updates on construction plans, project progress, and anticipated inconveniences to the affected jurisdictions.
- The communications liaison will establish various and ongoing communication tools to update the affected communities, including mailers, door hanger notices, informational posters, e-mail updates, website updates, blogs, and other social media updates. Notices will be distributed to residents and local business owners

located near each project site, as well as other community stakeholders identified during the SFPUC's public outreach efforts.

- An e-mail address and 24-hour telephone hotline answering service will be available for residents to speak to someone directly. This information will be included in the SFPUC communications described above prior to construction.
- Prior to and throughout construction, the communication liaison will meet with community groups, businesses, schools, emergency services, and property owners and residents near the project sites.
- For residents who are trying to determine the best possible transportation route, advance notification by mail, as well as electronic updates will be utilized to notify and alert residents where and when traffic is expected to be delayed along El Camino Real and other proposed work areas. The SFPUC is working with the San Mateo County Alert System and San Mateo County Transit District (SamTrans) to distribute traffic-related delay and detour information.
- Ample and regular notice will be given to residents, local businesses, and other identified stakeholders to ensure they are informed and updated as construction progresses.

One of the goals of the SFPUC communications team will be to respond to all queries or complaints from the community within one business day or 24 hours. At a minimum, staff will respond by acknowledging the inquiry and letting the individual know when to expect a full response.

As noted by Comment A_BAWSCA-01, the Draft EIR identifies several significant and unavoidable traffic and noise impacts associated with proposed construction along El Camino Real (Site 12). However, the Draft EIR presents extensive mitigation measures to help reduce these impacts. Mitigation Measures M-TR-1a, Traffic Control Plan, and M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR pp. 5.5-35 to 5.5-38), identify 31 measures (11 of these specifically apply to Site 12, El Camino Real) to reduce the project's traffic disruption effects. These measures require maintaining access for local residents, coordinating with solid waste collection and emergency services for access to adjacent uses, maintaining safe bicycle and pedestrian access, detour plans to minimize traffic delays, and providing for worker access/parking and construction staging. Likewise, Mitigation Measures M-NO-1, Supplemental Noise Controls, M-NO-2, Supplemental Noise Controls at Schools, and M-NO-3, Construction Hours (Draft EIR pp. 5.6-52 to 5.6-54), identify 11 different measures that would minimize noise impacts on sensitive receptors such as schools, churches, nearby residents, and business owners. These measures require that the following be implemented as necessary to meet the 70-dBA speech interference and 50-dBA sleep interference performance standards: (1) sound curtains or alternative construction methods for launch pit excavation; (2) use of temporary noise barriers and enclosures on stationary equipment, and/or (3) restrictions on equipment operations and activities during the night, at staging areas, and at schools.

Project Permitting

Comment [G3]

“Any evening or night time construction, outside of Burlingame’s published construction hours, would need to be approved by the City.” (*Philip Monaghan, P.E., Senior Civil Engineer, City of Burlingame [A_BURLGME-04]*)

“The document mentions that for site 12, SFPUC is currently developing a Traffic Management Plan. The City has not received a copy of this plan and would reserve the right to approve said plan prior to the notice to proceed with construction.” (*Philip Monaghan, P.E., Senior Civil Engineer, City of Burlingame [A_BURLGME-05]*)

“SFPUC and its contractor will be required to acquire permits from the Town of Hillsborough for all work within the Town boundary.” (*Cyrus Kianpour, P.E., PLS, Town of Hillsborough [A_HILLSB2-01]*)

“All hours of work within the Town will be according to Town’s Municipal Code.” (*Town of Hillsborough Cyrus Kianpour, P.E., PLS, [A_HILLSB2-02]*)

“Four staging areas within the Town of Hillsborough have been identified in the EIR. The SFPUC and its contractor should receive approvals from Town’s Planning and Police Departments regarding storage of materials, traffic impact, hour of operations and impact on schools.” (*Cyrus Kianpour, P.E., PLS, Town of Hillsborough [A_HILLSB2-05]*)

Response

Comments regarding applicability of local permit requirements to the CSPL2 project do not relate directly to the analysis of environmental impacts in the EIR and, as such, are largely outside the scope of this EIR. However, as described in Section 3.10, Required Actions and Approvals (Draft EIR p. 3-43 and 3-44), the SFPUC will seek local permits where applicable. Principles of intergovernmental immunity exempt the SFPUC from local zoning and building requirements (see Section 4.2.1.1 of the Draft EIR), but the SFPUC is engaged in outreach to local jurisdictions to minimize potential disruption of affected communities and to coordinate implementation of the Water System Improvement Program (“WSIP”) (the SFPUC approved the WSIP in October 2008). As part of discussions with local jurisdictions, the SFPUC has been working to address local concerns and to ensure local review of the Traffic Management Plan. The details of arrangements with local jurisdictions are outside the scope of this EIR, but as noted in the Draft EIR, the CSPL2 project involves outreach to local planning departments, police departments, and city staff (e.g., Mitigation Measure M-TR-1a, Traffic Control Plan). In addition, the Draft EIR evaluates local regulations in instances where they are relevant to environmental impact determinations or corresponding mitigation measures. For example, the analysis of noise impacts in Section 5.6 of the Draft EIR evaluates the project’s consistency with construction-related noise standards in local jurisdictions. (See Chapter 5 of the Draft EIR and Comments and Responses Sections 3.3 through 3.18 for

analysis of local code requirements where relevant to specific environmental impacts.) Additional analysis of the CSPL2 project's impacts related to storage of materials, traffic, hours of operations, and impact on schools is set forth in various environmental impact sections of the EIR including the following: Section 5.2, Land Use (Draft EIR p. 5.2-25); Section 5.3, Aesthetics (p. 5.3-13 to 5.3-21); Section 5.5, Traffic, Transportation and Circulation (Draft EIR p. 5.5-6 to 5.5-39); and Section 5.14, Hazards (Draft EIR p. 5.14-34 to 37).

In response to comments from the City of Burlingame and the Town of Hillsborough regarding applicability of local ordinances, it should be noted that construction work outside of standard hours would be infrequent and noise impacts would be mitigated to less-than-significant levels where feasible (see, for example, M-NO-3, which requires work hours to conform to local code requirements). Please refer to Impact NO-3 (Draft EIR p. 5.6-37) for more discussion of project conflicts with noise ordinances of Hillsborough and Burlingame.

The SFPUC will meet with Police and Planning staff to discuss the concerns regarding construction. The SFPUC has already met with the Hillsborough town engineer and has coordinated with the police department and town staff. Prior to construction, the SFPUC project team will meet with local planning departments in affected jurisdictions to provide updates on construction progress, plans, and anticipated inconveniences.

Community Disruption

Comment [G4]

“This massive and long project will subject all involved parties to upheaval and it is imperative that the San Francisco Water Department be sensitive to the issues that this project creates for Site 12, Launch Pits #1, 2a, 2b, 2c, and 3 as they are part of the most difficult site of the Crystal Springs Pipeline No.2 Replacement Project.” (*Karen Key [I_KEY2-23]*)

Response

The Draft EIR acknowledges that significant land use and traffic disruptions and noise increases would occur along El Camino Real during construction of this project (Draft EIR pp. 5.2-20 to 5.2-22, 5.5-12 to 5.5-18, and 5.6-29 to 5.6-31). The Draft EIR also outlines extensive traffic and noise mitigation measures to help reduce the extent of disruption and impacts (Mitigation Measures M-TR-1a and M-TR-1b, Draft EIR pp. 5.5-35 to 5.5-38; Mitigation Measures M-NO-1, M-NO-2, and M-NO-3, Draft EIR pp. 5.6-52 to 5.6-54). However, the Draft EIR acknowledges that these measures would not completely offset the adverse effects of construction (i.e., measures would not reduce impacts to a less-than-significant level) by determining that these impacts would be significant and unavoidable.

3.2 Project Description

Water Delivery

Comment [P1]

“Chapter 3: Project Description, Section 3.9 Operations and Maintenance (p. 3-43). The text states, “Sliplining of CSPL2 at Sites 12 and 18 would decrease the diameter of the pipeline in these sections; however, there would be no decrease in the volume of water delivered to the reservoir as adjustments to flow at the reservoir would be made to maintain the current flow following project completion.” As the size of the sliplined sections will be 6-inches less in diameter and there is significant distance involved (over 3 miles), further explanation of what are the expected typical flow regimes after project completion would be helpful to support this statement.” (*Nicole M. Sandkulla, P.E., Senior Water Resources Engineer, Bay Area Water Supply & Conservation Agency [A_BAWSCA-02]*)

Response

As described on page 3-43 of the Draft EIR, the CSPL2 currently operates at less than full capacity due to system operation requirements. Because the pipeline is not operated at full capacity, the proposed reduced pipeline diameter would not affect the amount of water delivered.

In response to this comment, the last sentence of the second full paragraph on page 3-43 of the Draft EIR is revised as follows for clarification:

Sliplining of CSPL2 at Sites 12 and 18 would decrease the diameter of the pipeline in these sections; however, there would be no decrease in the volume of water delivered to the reservoir as adjustments to flow at the reservoir would be made to maintain the current ~~flow~~ water supply following project completion.

No new significant environmental impacts would occur as a result of this clarification to the Draft EIR.

Comment [P2]

“The project scope is considerably different than it once was. At inception a new 54” line was to be built following the same course as the existing. As such the existing line could have stayed operating while the new line was built parallel. Then, when the new line was done, water could have been switched from old to new. The old line might have remained in place as a backup, or for use if the new line required maintenance. In an earthquake the old line probably would fail, but the new would stand.

Now the project replaces some of the old, and repairs some, and leaves much alone. This raises questions. Will reliable service continue while the new line is built? While portions of the old are repaired? How? What about the old portion not repaired or replaced? Is it sound enough to

survive a design earthquake, that is, I believe a 7.8 on the San Andreas fault? What are the risks, and what would happen if the line becomes not usable, due to construction accident, or post-WSIP due to earthquake breakage if the portion not repaired is less than fully sound?"

(Steve Lawrence [I_LAWRENCE-01])

Response

This commenter's description of the original CSPL2 project (construction of a new 54-inch pipeline parallel to the existing pipeline) is incorrect. The CSPL2 Replacement Project has always been designed to replace portions of the existing pipeline, not to construct a new parallel pipeline. The SFPUC conducted a three-phase planning process associated with the development of the CSPL2 Replacement Project that included: Phase I, Needs Assessment and Alternatives Identification; Phase II, Alternatives Analysis and Evaluation; and Phase III, Conceptual Engineering. During Phase II, the preferred engineering alternative was recommended by the project team and approved by the WSIP Steering Committee (EMB, 2007¹). The preferred alternative did not include construction of a new pipeline.

The Draft EIR (pp. 3-20 and 3-21) describes the project objectives and provides background information regarding the numerous studies the SFPUC has conducted to evaluate the structural condition of the CSPL2, as well as to identify locations susceptible to seismic hazards and locations exhibiting substantial corrosion that could affect the system's ability to transport water during and after a major earthquake. The purpose of the CSPL2 Replacement Project is to upgrade the pipeline to meet current seismic standards and achieve the WSIP seismic reliability level of service goals. The Draft EIR (pp. 5.12-18 and 5.12-19) further discusses the SFPUC General Seismic Design Requirements, which specify that every WSIP project must have project-specific design criteria based on the seismic environment and the importance of the facility in achieving water service delivery goals in the event of a major earthquake (which includes a Richter magnitude 7.8 or greater on the San Andreas fault, as noted in the comment). Because the CSPL2 is a critical transmission facility, the CSPL2 Replacement Project was evaluated and designed to meet the appropriate seismic design criteria for this class of facilities, meaning that the entire pipeline (both old and new sections) would meet appropriate seismic design criteria upon completion of the project.

As discussed on page 3-20 of the Draft EIR, two other pipelines (the Crystal Springs Pipeline No. 3 and Sunset Supply Pipeline) extend parallel to sections of the CSPL2. These pipelines provide vital redundancy in the distribution system to prevent water service interruption if any of the pipelines break or are shut down for required maintenance. These other pipelines also have redundant turnouts to a majority of the customers. For those without connections to the adjacent pipelines, temporary bypass and connections would be established prior to construction. During CSPL2 project

¹ EMB, *SFPUC Crystal Springs Pipeline No. 2 Replacement Project, Conceptual Engineering Report, Planning Phase III*, Project CUW 37801, January 2007.

construction, water through these two adjacent pipelines would be increased to avoid service interruptions and reductions.

Project Clarification

Comment [P3]

“I have been over to the library, and I have looked at the 700-page EIR draft. What I have not gotten out of the draft is there are 12 launch pits going down the El Camino in Burlingame. Five of those are in the three-block area between Bellevue and Arc Way.

There was some weeks given, like, 95 weeks. The hours--they were talking about nights, which has been said differently here. I'd like to know if that is going to hold us by 12, meaning I don't-- I'm not able to ascertain how long it's going to take them to work and how they're going to work-- subsequently or all at the same time--on these 11 launch pits that are going to be built in Burlingame or done in Burlingame.” (*Karen Key, Public Hearing Transcript, January 7, 2010 [I_KEY1-01]*)

“We know we're going to two lanes on El Camino. There's many, many, mitigations. You've got an elementary school. You have got three churches. You've got density in condos and apartments along the El Camino.” (*Karen Key, Public Hearing Transcript, January 7, 2010 [I_KEY1-02]*)

Two complexes have said they're not going to have access to their underground parking. You're talking about crews of 42. Is that all at once? I cannot tell what the sequence of events is going to be from the EIR. So that needs to be set out.” (*Karen Key, Public Hearing Transcript, January 7, 2010 [I_KEY1-03]*)

1. The construction on Site #12 El Camino Real in Burlingame will be done in groupings of Launch Pit work areas: Launch Pits #1, 2a, 2b, 2c, 3 will be done as a group at the same time.
2. The Launch Pit work for #1, 2a, 2b, 2c, 3 will take 2-3 months for all the work to be completed.
3. The work will commence Monday through Fridays from 9 a.m. to 3 p.m. with the possibility of weekend and night work to complete a project in work.
4. Due to the different Launch Pits being worked on at the same time there will be a total of approximately 5 sets of 12 to 15 workers which means there will be a need for parking for a minimum of 60 workers each day.

If #1-4 points listed above are informational in error, as I was very persistent in my questioning of staff, I request that I be informed of their informational error which in turn I can correct my request for mitigations listed below.” (*Karen Key [I_KEY2-01]*)

Response

This comment includes introductory concerns regarding impacts to nearby land uses on El Camino Real, access to two residential buildings, and mitigation measures that are

further detailed in other comments by this commenter. Responses to specific written comments related to impacts on schools and churches are provided below in Section 3.7, Traffic, Transportation, and Circulation, and Section 3.8, Noise.

Pages 5.5-4 through 5.5-39 of the Draft EIR identify the project's traffic impacts, including impacts along El Camino Real (Site 12). Although this comment does not address the adequacy or accuracy of the Draft EIR, the following are clarifications to the information presented by the commenter.

1. The commenter's points #1 through #4 are correct in stating that work at Launch Pits 1 through 3 along El Camino Real would be conducted concurrently (see Draft EIR p. 5.5-14).
2. As indicated on page 5.5-12 of the Draft EIR, pipeline rehabilitation over the entire length of Site 12 would occur over a period of 17 months. The construction duration at each launch pit would vary, with heavy equipment operating up to an *average* of seven weeks total (excavation averaging three weeks, pipeline installation averaging three weeks, and backfilling/restoration averaging one week). Since there could be breaks between each construction task, the total duration of construction could occur over four months at this group of pits (Launch Pits 1 through 3).
3. As indicated on pages 3-40 and 5.5-9 of the Draft EIR, construction hours and activities along El Camino Real would be subject to review by Caltrans. This analysis assumes that construction hours on El Camino Real would be restricted to 7:00 a.m. to 3:00 p.m. on weekdays with some daytime work on Saturdays, since Caltrans could require such restrictions to avoid peak commute hours. The analysis also assumes that Caltrans could require nighttime construction in the commercial section of El Camino Real (Launch Pits 8, 10, and 11 only) to reduce traffic impacts. No nighttime construction would occur at Launch Pits 1 through 3.
4. As indicated on Table 5.5-7 (Construction Duration and Construction Vehicles at Project Sites) on page 5.5-23 of the Draft EIR, there would be about 46 construction workers on average on a daily basis along El Camino Real. During each phase of construction along El Camino Real, these workers would be split between two Launch Pit groups, as presented in Table 5.5-4 (Launch Pit Locations by Construction Phase Along El Camino Real [Site 12]; Draft EIR p. 5.5-14).

3.3 Plans and Policies

Site Municipality Correction

Comment [PP1]

"Sections 4.2.5.8 and 4.2.5.9 on pages 4-11 and 4-12 state that Site 18 is in Daly City; however, Site 18 is partially in Daly City and partially in the City Brisbane. This may be significant because Daly City and the City of Brisbane have different construction ordinances; for example, Daly City does not have specific numerical noise ordinance criteria, while the City of Brisbane does." (*Melitta Rorty, PG, Manager of PG&E Environmental Remediation, Pacific Gas and Electric Company [A_PGE-01]*)

Response

The commenter is correct in that portions of Site 18 are located in Brisbane (specifically, the pipeline segment extending from Station 905+00 to Station 916+00 and the three launch pits located adjacent to Bayshore Park, between Stations 916+00 to 921+00). In addition, EI sites E-26 through E-29 are located in this same vicinity in Brisbane. In response to this comment, the above-referenced text in the Draft EIR (pp. 4-11 and 4-12) and additional text is revised as follows:

Page 4-11 of the Draft EIR, last paragraph:

4.2.5.8 City of Brisbane

Within the planning area for the City of Brisbane, CSPL2 facility sites include Sites 17 (general improvements only), a portion of 18, and E-26 through E-29.

Page 4-12 of the Draft EIR, first paragraph:

4.2.5.9 City of Daly City

The planning area for the *City of Daly City General Plan* (Daly City General Plan) (City of Daly City, 1987) encompasses a portion of Site 18 ~~Sites 18~~ and E-29–30.

Page 5.2-5 of the Draft EIR, the last row of Table 5.2-1:

**TABLE 5.2-1
LAND USES IN VICINITY OF PROJECT REPLACEMENT, RELOCATION AND IMPROVEMENT SITES**

| Jurisdiction | Project Site ^a | Pipe Length (feet) | Land Uses in Project Vicinity | Minimum Distance to Project Site | Approximate Construction Duration (weeks) |
|-------------------|---------------------------|--------------------------------|---|-------------------------------------|---|
| City of Brisbane | Site 17 | 75 | Land Use: SFPUC ROW in unpaved area among homes located uphill from San Bruno Avenue, which terminates behind an industrial building facing Bayshore Boulevard | 50 feet | 3 |
| | <u>Site 18</u> | <u>1950</u> | <u>Land Use: Located in an undeveloped, open space area with trees and annual grasses; nearby land uses include residential and industrial uses</u> | <u>100 feet</u> | <u>26^e</u> |
| City of Daly City | Site 18 | 2,550 <u>600</u> | <u>Land Use: Mixed industrial and residential uses. Townhomes and single-family homes located at the edges of industrial uses such as the PG&E Martin Service Center; about 600 feet of the alignment is located in an undeveloped, open space areas with trees and annual grasses</u> | 100 feet | 26 ^e |
| | | | <u>Schools: Garnet J. Robertson Intermediate School (1 Martin Street), Bayshore Elementary School (144 Oriente Street), Bayshore Childcare Services (45/47 Midway Drive)</u> | 450 feet 850 feet 300/25 feet | |
| | | | <u>Parks: Bayshore Park (45 Midway Drive)</u> | At Boundary | |

Page 5.2-11 of the Draft EIR, the subheading beneath “City of Brisbane”:

Sites 17 and 18, E-26–289

Page 5.2-12 of the Draft EIR, the subheading beneath “City of Daly City”:

Site 18, and E-29–30

Page 5.3-6 of the Draft EIR, the subheading beneath “City of South San Francisco”:

Sites 13–16 and E-15–2425

Page 5.3-8 of the Draft EIR, the subheading beneath “City of Brisbane”:

Sites 17 and 18, CP-15, and E-22–25-26–29

Page 5.3-8 of the Draft EIR, the subheading beneath “City of Daly City”:

Site 18 and E-30

Page 5.6-38 of the Draft EIR, last paragraph:

Sites 2–16, and 18

Construction hours at pipeline replacement sites located within Hillsborough (Sites 2 through 12), Millbrae (Site 12), and South San Francisco (Sites 13 through 16), ~~and Daly City (Site 18)~~ are expected to vary by one hour from ordinance time limits. Therefore, construction hours at these sites would conflict with local ordinance time limits, which would be a *significant* impact. Proposed construction hours at Site 18 would be consistent with Brisbane construction hours; Daly City does not specify construction hours. Implementation of Mitigation Measure M-NO-3, Construction Hours, would require adjustment of construction hours to be consistent with ordinance hours, and this would reduce impacts most of the time. However, there might be extenuating circumstances where construction may have to occur beyond ordinance weekday or weekend time limits. In addition, construction noise at the Site 18 pipeline could periodically exceed Brisbane’s 86-dBA property line limit even after mitigation. Consequently, the potential for conflicts with local noise ordinances, as described above and shown in Table 5.6-11, and if this occurs, this potential occasional conflict with ordinance time limits would be potentially significant and unavoidable.

Page 5.6-39 of the Draft EIR, last paragraph:

Sites E-1–3, E-6, E-9–13, E-15–25, and E-29–30

Construction hours at EI sites located within Hillsborough (Sites E-1 through E-3), Millbrae (Sites E-9 through E-13), and South San Francisco (Sites E-15 through E-25) are expected to vary by one hour from ordinance time limits. Therefore,

construction hours at these sites would conflict with local ordinance time limits, which would be a *significant* impact. Implementation of Mitigation Measure M-NO-3 would require adjustment of construction hours to be consistent with these ordinance hours, and this would reduce impacts most of the time. Sites E-26 through E-29 are located in Brisbane, and proposed construction hours would be consistent with Brisbane construction hours. ~~Sites E-29 and E-30 are~~ is located within Daly City, and the municipal code (Section 9.22.030) ~~does not specify have any time limits restrictions on for construction noise, but prohibits only that noise disturbance shall occur~~ between 10 p.m. and 6 a.m. Therefore, proposed construction hours are not expected to conflict with ordinance limits. However, there might be extenuating circumstances where construction may have to occur beyond ordinance weekday or weekend time limits, and if this occurs, this potential occasional conflict with these ordinance time limits would be *potentially significant and unavoidable*.

Page 5.8-2 of the Draft EIR, Table 5.8-1, after fourth row:

**TABLE 5.8-1
PUBLIC PARKS NEAR CSPL2 PROJECT SITES**

| Jurisdiction | Public Parks | Nearby Project Sites | Distance From Project Site |
|-----------------|--|--|----------------------------|
| <u>Brisbane</u> | <u>Firth Memorial Park 301 Glen Park Way</u> | <u>Sites 17 and E-26</u> | <u>1,000 feet</u> |
| <u>Brisbane</u> | <u>Brisbane Dog Park 50 Park Place</u> | <u>E-27</u> | <u>1,500 feet</u> |
| Daly City | Bayshore Park, 45 Midway Drive | Sites 18 (Launch Pits 12-14) and E-29 | Within 100 feet |
| | | Sites 18 (Launch Pit 15) and E-30 | 900 feet |

Page 5.8-4 of the Draft EIR, after first paragraph:

City of Brisbane

Firth Memorial Park, located at 301 Glen Park Way, provides barbeque pits and picnic seating. Firth Memorial Park is located near Sites 17 and E-26. In addition, the Brisbane Dog Park is located at 50 Park Place and provides a long and narrow area for dogs to run and play. This park is in the vicinity of E-27 (City of Brisbane, 2010).

On page 5.8-15, the following reference is inserted before “City of Burlingame, 2009” to support additional information:

City of Brisbane, Parks and Recreation, Facilities, available online at <http://www.ci.brisbane.ca.us/html/cityDept/park/facilities.asp>, accessed on March 4, 2010.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

3.4 Land Use

There were no comments on the Draft EIR regarding land use.

3.5 Aesthetics

Existing Site 10 Conditions

Comment [A1]

“My main concern is about the pipe that dates from the ‘30s or ‘40s is an ugly sight for all of us who are neighbors. It’s a very old pipe. It’s rusty. The bridge has been repaired several times, but it is an ugly sight for all the people of Hillsborough who live along Sierra Drive and El Cerrito.”
(*Lionel Carnot, Public Hearing Transcript, January 7, 2010, I_CARNOT-01*)

Response

This comment, expressing an opinion regarding the unsightliness of the existing CSPL2 pipeline and pipe bridge near Site 10, is acknowledged, but it does not relate to the adequacy or accuracy of the Draft EIR. As described in the Draft EIR (p. 3-31), the CSPL2 project includes general improvements to the pipeline at Site 10: the addition of metal mesh panels (in green or other neutral color) to screen and protect the pipeline. In addition, the commenter is referred to Mitigation Measures M-AE-3, Landscaping and Tree Replacement Plan (Draft EIR p. 5.3-30), and M-BI-2a, Vegetation Restoration Plan (Draft EIR p. 5.11-76), for further information regarding site restoration after project completion.

Comment [A2]

“Not only is the pipe ugly, but all of the surrounding easement that is 14 feet wide along the pipe is just like a dump. There’s old tool boxes. There is --no one comes and fixes the pipes or any of the valves along the pipes. It’s a dump. So hopefully, as part of the renovation, all of the tool boxes, all of the tools, all of the parts, all of the equipment is not being used maintain to pipe will be cleared, because it is also in a site which doesn’t look like it’s protected from those who have access to it.” (*Lionel Carnot, Public Hearing Transcript, January 7, 2010, I_CARNOT-02*)

Response

Similar to Comment [A1], this comment does not relate to the adequacy or accuracy of the Draft EIR, as the comment concerns the existing visual conditions at Site 10. The commenter is referred to Mitigation Measure M-AE-1, Construction Staging and Cleanup (Draft EIR pp. 5.3-29 and 5.3-30), which requires the construction contractor to locate construction staging areas away from public view, where possible, and to maintain

construction staging areas in a clean and orderly manner by removing construction debris at regular intervals and stockpiling materials neatly. Implementation of this measure would minimize public views of construction staging areas, equipment, and debris. In addition, SFPUC staff has reminded maintenance workers to keep the area surrounding Site 10 clear of garbage, debris, tools, etc.

Lighting for Nighttime Construction

Comment [A3]

“Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for 36 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be made available at the expense of the San Francisco Water Department when ever needed.”

(Karen Key [I_KEY2-20])

Response

Impacts associated with night lighting would not occur, because no nighttime construction would take place at Site 12 where there are adjacent residential uses. Also, because there would be no nighttime construction adjacent to residential uses, there would also be no need for noise barriers or additional mitigation (see Section 3.8, Noise, Comment [N3] for more discussion of construction hours and nighttime activities).

3.6 Cultural Resources

Comment [C1]

“Chapter 5.4, Cultural Resources, neglects to identify an additional historic property that is located within the C-APE of the project. This is the Howard-Ralston Eucalyptus Tree Rows, which are mostly within Department’s right of way along both sides of El Camino Real (State Route 82). This resource, mature eucalyptus and elm trees was initially identified in 1999 as extending 1.7 miles along State Route 82, between Rosedale Avenue/Ray Drive on the north end and Chapin Avenue on the south end. The historic property was found eligible for the National Register of Historic Places under National Register criteria A and C. The State Office of Historic Preservation (SHPO) concurred in the eligibility of the resource in 2003. In 2008, at the request of SHPO, the Department’s Cultural Resource staff evaluated a second section of the tree row, extending from Chapin Avenue south to Peninsula Avenue. It was concluded that this additional section of the tree rows has sufficient integrity to be considered a contributing element of the historic property.” *(Lisa Carboni, District Branch Chief, State of California Department of Transportation [A_CALTRANS-01])*

Response

Caltrans correctly notes that the Draft EIR does not identify an additional historic property that is located within the C-APE of the project. This historic property is called the Howard-Ralston Eucalyptus Tree Rows, which are mostly within the Caltrans right-of-way along El Camino Real (State Route 82). Originally evaluated by Caltrans in 1999, the historic tree rows are present along both sides of El Camino Real for approximately 1.76 miles in the communities of Burlingame and Hillsborough, between Chapin Avenue and Ray Drive.² All but 400 feet of the entire 1.76-mile-long historic property is located within the CSPL2 Project's Site 12 boundaries. In 2008, a second section of the tree rows, extending from Chapin Avenue south to Peninsula Avenue, was found to contain sufficient integrity to be considered a contributing element to the historic property. This contributing element is located south of Site 12.

Planted in the 1870s to enhance the suburban subdivision of Burlingame and to act as a wind block for newly planted elm trees that have not survived, the trees were found by Caltrans to be historically significant because they relate to the founding of Burlingame, and for their association with John McLaren and William Ralston, both of whom are significant figures in San Mateo County history.³ The trees are also significant as a local resource that has long been recognized and protected for its historic importance by the City of Burlingame.

The following text changes have been made to incorporate the above information into this EIR. On page 5.4-20, the text has been revised to include additional information about the historic Howard-Ralston Trees Rows along El Camino Real in the project area:

Howard-Ralston Eucalyptus Tree Rows

The Howard-Ralston Eucalyptus Tree Rows are a row of mature eucalyptus trees located along both sides of El Camino Real (State Route 82) for approximately 1.76 miles in the communities of Burlingame and Hillsborough, between Chapin Avenue and Ray Drive. All but 400 feet of the entire 1.76-mile-long historic property is located within the CSPL2 Project's Site 12 boundaries. The trees were planted along El Camino Real beginning in the 1870s to enhance the suburban subdivision of Burlingame and to act as a wind block for newly planted elm trees, which subsequently did not survive. Originally evaluated for their historic significance in 1999, Caltrans found the trees within the El Camino Real right-of-way to be historically significant because they relate to the founding of Burlingame and for their association with John McLaren and William Ralston, both of whom are significant figures in San Mateo County history. The tree rows were found eligible for the National Register of Historic Places under National Register criteria A and C. The State Office of Historic Preservation (SHPO) concurred in the

² Caltrans, Department of Parks and Recreation (DPR) Primary Record Form: *Howard-Ralston Eucalyptus Tree Rows* (site no. P-41-002191). Prepared as part of a report entitled *Historic Architectural Report for the Proposed Widening of State Highway 82 in Hillsborough, San Mateo County* by William Kostura, 1999.

³ Ibid.

eligibility of the resource in 2003. In 2008, a second section of the tree rows along El Camino Real, extending from Chapin Avenue south to Peninsula Avenue, was found to contain sufficient integrity to be considered a contributing element to the historic property. This contributing element is located south of Site 12. The trees have also long been recognized by the communities of Burlingame and Hillsborough for their beauty and historic importance.

On page 5.4-44, the text has been revised to describe project impacts to the historic Howard-Ralston Tree Rows along El Camino Real:

Site 12

| Impact CP-6: Impacts on adjacent or nearby historic architectural/structural resources | |
|--|-----------|
| Retrofitting or Replacing Pipe Support Piers and Improvements | |
| Site 10 | PSM |
| <u>Site 12</u> | <u>LS</u> |
| All Other Project Sites | NI |

The project would result in the likely removal of one tree from the Howard-Ralston Eucalyptus Tree Rows at Site 12 adjacent to Launch Pit 5. As described on pages 5.3-27 and 5.11-72 of the Draft EIR, the project would not result in loss of the remaining eucalyptus trees lining this section of El Camino Real. The potential loss of one mature eucalyptus tree within the Howard-Ralston Eucalyptus Tree

Rows would not be considered a significant impact on historic resources, considering the overall number of trees that make up this historic resource. The loss of less than approximately 0.4 percent of the resource would not substantially reduce the physical integrity of the tree rows. The absence of the tree at Site 12 would be nearly imperceptible given the totality of the historic tree rows, which extend for nearly two miles along El Camino Real. Even with the elimination of one mature eucalyptus tree, the Howard-Ralston Eucalyptus Tree Rows would continue to be eligible for listing as a historic resource after completion of the proposed project. For these reasons, the proposed project would have a less than significant impact on the Howard-Ralston Eucalyptus Tree Rows.

While the Draft EIR evaluates worst-case conditions (i.e., removal of one mature eucalyptus tree), it is possible that construction of Launch Pit 5 could be accomplished without requiring removal of this tree. Depending on the extent of root damage that occurs with construction, this tree may survive after project completion if root disturbance is limited. The SFPUC will make every effort to retain this eucalyptus tree if feasible. This commitment has been added to Mitigation Measure M-BI-5b, Protection of Trees to be Retained, on page 5.11-83 of the Draft EIR for clarification:

- At project sites located in urban areas (Sites 11 through 19 and all remaining CP, EI, and several staging areas), a qualified arborist shall review and approve all tree protection measures to be implemented before the start of construction, and also conduct inspections during construction. Post-construction, trees subject to root or limb pruning shall be monitored according to the arborist’s

recommendations. The SFPUC shall make best efforts to retain eucalyptus trees within the Howard-Ralston Eucalyptus Tree Rows at Site 12.

The following reference is added to the Draft EIR page 5.4-50:

Caltrans, Department of Parks and Recreation (DPR) Primary Record Form: Howard-Ralston Eucalyptus Tree Rows (site no. P-41-002191). Prepared as part of a report entitled *Historic Architectural Report for the Proposed Widening of State Highway 82 in Hillsborough, San Mateo County* by William Kostura, 1999.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

3.7 Traffic, Transportation, and Circulation

Access

Comment [T1]

“What I heard is that we’re going to be impacted with no ingress or egress in our building for many weeks. I’m concerned about who people live in our building who have terminal illnesses, people that are older who have difficulty getting in and out of the building onto the street, and children who are going to school that need to get to the school across the street.” (*Bob Doerr, Public Hearing Transcript, January 7, 2010 [I_DOERR-01]*)

“Last thing, as far as the egress and ingress of the building for emergency vehicles, ambulances, fire trucks--we have had ambulances that have had to come into the property several times because of the elderly residents. And if that pit is sitting in front of the building, they’re not going to be able to get in. So that’s my concern on that.” (*Bob Doerr, Public Hearing Transcript, January 7, 2010 [I_DOERR-04]*)

“There are additional multi-family residences on the EI Camino Real listed below which need access to their driveways during construction which are between Launch Pit 2c and Launch Pit 3:

743 EI Camino Real- 16 units
747 EI Camino Real- 7 units
777 EI Camino Real - 17 units
789 EI Camino Real to Willow - 22 units” (*Karen Key [I_KEY2-22]*)

“A total of 11 residential buildings will have their access blocked during construction hours. Provisions for emergency access as well as emergency response, should be included in the Traffic Management Plan.” (*Philip Monaghan, P.E., Senior Civil Engineer, City of Burlingame [A_BURLGME-06]*)

“Project sponsor and its contractor are required to coordinate closely with the Town’s Police Department and Central Fire Department to ensure access is provided for all emergency response

vehicles during construction.” (Cyrus Kianpour, P.E., PLS, Consulting Engineer, Town of Hillsborough [A_HILLSB2-04])

Response

The Draft EIR (pp. 5.5-4 to 5.5-39) describes impacts regarding blocked access to residential driveways. Implementation of Mitigation Measures M-TR-1a, Traffic Control Plan, and M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR pp. 5.5-35 to 5.5-38), would require the development of access plans for pedestrians, residences, and businesses located adjacent to launch pits. Provisions for emergency access to all buildings along Site 12 and coordination with service providers would be a requirement of the Traffic Control Plan. Specifically, bullet #4 under Mitigation Measure M-TR-1a (Draft EIR p. 5.5-36) requires that access to driveways and private roads be maintained through the use of steel trench plates. To ensure proper driveway access for residents located near launch pits, a flagger would be stationed near the launch pit to alert construction workers (operating near the pit) when to move out of the way. The flagger would also be responsible to guide residents through the first traffic lane. If access is restricted for brief periods during construction hours, the SFPUC will notify property owners in advance. Pedestrian access to front entrances of properties would be maintained throughout construction by stationing construction personnel and using a steel plate to cover the pit when pedestrian access is required, as described in bullet #13 of Mitigation Measure M-TR-1a (Draft EIR p. 5.5-36).

The Draft EIR also addresses emergency access to residences and businesses affected by construction activities. Bullet #9 of Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR p. 5.5-36) requires the project contractor to accommodate emergency vehicles by plating over excavations and by creating short detours and/or alternate routes. In addition, bullet #17 of Mitigation Measure M-TR-1a (Draft EIR p. 5.5-37) requires coordination with police and fire stations as well as transit providers and sensitive land uses (such as schools and hospitals) prior to construction activities, and also requires that they be notified in advance of the timing, location, and duration of the construction activities, and the locations of detours and lane closures.

Regarding the commenter’s concern for children crossing the street to access school, bullets #11 through #13 of Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR p. 5.5-36) would reduce impacts on children walking to school by providing pedestrian detour routes with appropriate signage and use of flaggers that would enhance the visibility of pedestrians, including children, and bullet #10 of Mitigation Measure M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (Draft EIR p. 5.5-38) would require the project contractor to coordinate with the schedules of affected schools to minimize impacts on school operations. Student safety issues are discussed further below under the response to Comment [T5].

Comment [T2]

“Any coordination with the Solid Waste Collection Firm should also be included in the Traffic Management Plan.” (*Philip Monaghan, P.E., Senior Civil Engineer, City of Burlingame [A_BURLGME-08]*)

Response

The commenter is referred to bullet #5 of Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR p. 5.5-36), which includes provisions to coordinate with the waste collection service provider regarding solid waste/recycling collection services at sites where driveway access restrictions would be necessary. This provision would ensure that solid waste/recycling collection services are not disrupted by construction activities. The commenter is also referred to bullet #9 of Mitigation Measure M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR p. 5.5-38), which requires coordination with the waste collection service provider regarding service along El Camino Real to reduce potential disruptions of solid waste/recycling collection when one-lane northbound and one-lane southbound operations are in place.

Comment [T3]

“ISSUES NOT ADDRESSED IN EIR DRAFT FOR 729 El Camino Real and 735 El Camino Real Condominium complexes.

In the EIR Draft it is stated that the sidewalks and driveways will be closed during construction at the above two addresses and that owners will be required to remove their autos from the provided parking area in the complexes.

Access for these properties needs to be addressed regarding the following concerns.

1. The delivery of mail.
2. Access to building by condo owners during day. For example, how do they get groceries into their homes?
3. Access being denied to people with disabilities.
4. Where do owners park when they must remove their autos from complex for construction work? They already use the 5-6 places in front of 1499 Oak Grove for over flow parking at night beginning at 5 p.m. till approximately 7 a.m. Oak Grove is already congested with apartment parking by other Oak Grove residents.
5. Pick up of trash/recycling collection
6. Access to Fire Department, Police Department and Ambulance during construction.”
(*Karen Key [I_KEY2-16]*)

Response

The commenter correctly states that along El Camino Real, some sidewalks and driveways would be affected by project construction activities (see Draft EIR pp. 5.5-4 to 5.5-39 for a

description of construction impacts on the transportation network). The commenter's concerns regarding impacts at 729 El Camino Real and 735 El Camino Real were addressed in the impact discussion and mitigation measures developed for the project, including Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR pp. 5.5-35 to 5.5-37), and Mitigation Measure M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR pp. 5.5-37 and 5.5-38). The following clarifications are provided in response to the commenter's above concerns regarding access to specified addresses:

1. Mail delivery would not be affected by travel lane closures on El Camino Real, and pedestrian access to all buildings along El Camino Real would be maintained throughout construction by stationing construction personnel and using a steel plate to cover the pit when pedestrian access is required, as described in bullet #13 of Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR p. 5.5-36).
2. Access to both buildings by pedestrians and autos would be maintained. At the 729 El Camino Real building, design development completed subsequent to the Draft EIR publication indicates that access can be maintained at all times to this building via one of the two driveways, since that driveway would be located at the end of the launch pit. If a piece of equipment is operating in front of a driveway that a resident is trying to access, the equipment operator would need to move the equipment to provide access for the resident. At 735 El Camino Real, no launch pits would be located in front of any of this building's three driveways. However, if a piece of equipment is operating within the launch pit work area and is blocking the driveway when a resident is trying to access this driveway, the operator would need to move the equipment to provide access to the residents. At both these locations, a flagger would be stationed near the launch pit to alert equipment operators to move equipment out of the way and guide residents through the first traffic lane. The SFPUC specifications for the contractor's Traffic Control Plan would prohibit the contractor from parking unused equipment in front of any driveways.
3. Pedestrian access for people with disabilities would be maintained at all times. As indicated in Comment [T7] below, Caltrans will require pedestrian detours to have cane detectables for individuals with visual impairment.
4. While pedestrian and auto access to adjacent driveways would be maintained at all times by locating launch pits appropriately and using steel plates where driveways are blocked by launch pits, vehicles entering or leaving driveways could be delayed while steel plates are being moved into place. Mitigation Measure M-TR-1b (Additional Traffic Control Plan Measures for Site 12) restricts the hours of construction activities at Launch Pit 2, which means that residents would have uninterrupted access to their building's driveways from 3 p.m. to 9 a.m. on weekdays (launch pits would be covered by steel plates at such times). Between 9 a.m. and 3 p.m. on weekdays, vehicular access by residents to driveways located directly adjacent to launch pits would be delayed (while steel plates are being moved into place), but residents could avoid this access delay between 9 a.m. and 3 p.m., by parking their vehicles on streets nearby. As indicated in the Draft EIR (p. 5.5-33), on-street parking is permitted on residential streets in the vicinity of El Camino Real, and on-street parking is generally available during weekday work hours (e.g., between 9 a.m. and 3 p.m.).

5. As noted above, bullet #5 of Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR p. 5.5-36) includes provisions to coordinate with the waste collection service provider regarding solid waste/recycling collection services at sites where driveway access restrictions would be necessary. This provision would ensure that solid waste/recycling collection services are not disrupted by construction activities. The commenter is also referred to bullet #5 of Mitigation Measure M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR p. 5.5-38), which requires coordination with the waste collection service provider regarding service along El Camino Real to reduce potential disruptions of solid waste/recycling collection when one-lane northbound and one-lane southbound operations are in place.
6. As noted above, bullet #9 of Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR p. 5.5-36) requires the project contractor to accommodate emergency vehicles by plating over excavations and by creating short detours and/or alternate routes. In addition, bullet #17 of Mitigation Measure M-TR-1a (Draft EIR p. 5.5-37) requires coordination with police and fire stations as well as transit providers and sensitive land uses (such as schools and hospitals) prior to construction activities, and also requires that they be notified in advance of the timing, location, and duration of the construction activities, and the locations of detours and lane closures.

Parking Availability

Comment [T4]

“The City is concerned with the impact construction may have on the side streets immediately adjacent to the El Camino right of way. No worker parking will be allowed and no material or equipment storage shall be allowed.” (*Philip Monaghan, P.E., Senior Civil Engineer, City of Burlingame [A_BURLGME-03]*)

“PARKING MITIGATION FOR CONSTRUCTION WORKERS:

The conclusion in the EIR Draft that 60 construction workers for 2-3 months can park on the surface streets near the Launch Pit sites # 1, #2a, 2b, 2c, #3 in Burlingame is not a good assertion as all surface streets East of the El Camino are already congested with overflow apartment and condominium owners auto parking. The PUC needs to arrange for a staging parking area and the crews should be shuttled into work sites and again shuttled back to the parking staging site.” (*Karen Key [I_KEY2-02]*)

Response

The commenters’ concern regarding the impact of construction worker parking on side streets along El Camino Real is acknowledged and discussed in the Draft EIR in Impact TR-4, Temporary displacement of on-street parking at some locations due to increased parking demand or construction within roadways (p 5.5-32). As indicated in Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR pp. 5.5-35 to 5.5-37), construction contractors would be required to identify locations for construction worker parking either within the construction zone or, if necessary, at a nearby location and provide transport between the parking locations and the worksite. Construction

equipment and materials would be stored at the construction staging areas and not on the side streets adjacent to El Camino Real, consistent with the City of Burlingame’s request.

Also, an SFPUC communications liaison has already started coordinating with local communities that would be affected by project construction, including worker parking issues. The SFPUC communications liaison will continue to coordinate with the City of Burlingame and other jurisdictions in the vicinity of the project site to discuss Traffic Control Plan measures.

School Access and Parking Availability

Comment [T5]

“Also, please note that the 5-6 parking spaces from 8 a.m. to 4 p.m. Monday through Friday on Oak Grove in front of 1499 Oak Grove are used by McKinley school staff for their parking overflow needs. Please note that at 8 a.m. and at 2 p.m. and 3 p.m. there are parking impactions on Oak Grove by parents bringing and picking up their children at McKinley Elementary School.” (*Karen Key [I_KEY2-14]*)

Response

The commenter’s observation that McKinley Elementary School staff use public on-street parking spaces in front of 1499 Oak Grove Avenue for overflow parking is acknowledged. However, project construction would not conflict with current use of these spaces on Oak Grove Avenue. Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR pp. 5.5-35 to 5.5-37), requires construction contractors to identify locations for construction worker parking, either within the construction zone or, if necessary, at a nearby location where transport would be provided between the parking locations and the worksite. Construction equipment and materials would be stored at the construction staging areas and not on the side streets adjacent to El Camino Real. In addition, Mitigation Measure M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR p. 5.5-38) requires the SFPUC to coordinate with affected schools to minimize the impacts on school operations to the maximum extent feasible. Because construction workers will be parking in designated areas only and the SFPUC will coordinate with the McKinley School, it is expected that the spaces would remain available to McKinley School staff as well as residents and other visitors.

As indicated in the Draft EIR, active construction at Launch Pit 2 will only occur for five to nine weeks total, but the launch pit and any corresponding access issues are expected to last for up to three to four months (Draft EIR at pages 5.5-28 and 5.5-30). The Draft EIR identifies a significant and unavoidable access impact due to the combined construction activities at Site 12, and proposes Mitigation Measure M-TR-1b to mitigate the impact to the extent feasible. It should be noted, however, that Launch Pit 2 will not directly limit access to the McKinley School because school buses and parent drop-off and pick-up operations for the McKinley School occur on Paloma Avenue, which will not

be directly affected by project construction on El Camino Real (Draft EIR at 5.5-18). School-related traffic could use Paloma Avenue to Oak Grove Avenue, Edgehill Drive, California Drive, or other local streets to avoid traffic delays on El Camino Real. In addition, the SFPUC is attempting to schedule Launch Pit 2 work during the summer months to further minimize any access and parking impacts.

Nonetheless, Mitigation Measure M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR, p. 5.5-37), requires coordination with the schedules of affected schools to minimize impacts on school operations to the maximum extent feasible. The SFPUC has met with school staff to identify construction issues that could require advance coordination. Prior to the development of the Traffic Control Plan, the SFPUC will meet with the McKinley school principal to address student pick-up and drop-off concerns. While the school's 2 p.m. pick-up would occur during proposed 9 a.m. to 3 p.m. construction hours on El Camino Real, the school's 8 a.m. drop-off would occur prior to project construction activities; the 3 p.m. pick-up would only partially conflict with construction activities, since launch pits would be covered and travel lanes reopened on El Camino Real by the time the 3 p.m. pick-up begins. At Launch Pit 2, construction activities, including daily mobilization, will not be conducted prior to 9 a.m. or after 3 p.m., when children are traveling to and from McKinley Elementary School. Since the 2 p.m. pick-up would overlap with daytime construction, additional measures would be employed as necessary (e.g. providing additional traffic control officers at the intersection of El Camino Avenue and Oak Grove Avenue, in addition to the school crossing guards) to minimize traffic disruption and ensure student safety.

In response to this comment, the following text is inserted to the Draft EIR on p. 5.5-33 at the end of the first full paragraph to provide additional clarification:

While parking impacts in the vicinity of El Camino Real would be less than significant, Mitigation Measure M-TR-1a (Traffic Control Plan) would further reduce potential impacts by requiring that construction contractors identify locations for construction worker parking either within the construction zone or, if necessary, at a nearby location and provide transport between the parking locations and the worksite.

Transit

Comment [T6]

“Any Bus Stop closures or relocation should also be addressed in the Traffic Management Plan along with any notification procedures to riders.” (*City of Burlingame [A_BURLGME-07]*)

Response

Mitigation Measure M-TR-1a, Traffic Control Plan (Draft EIR pp. 5.5-35 to 5.5-37), contains a provision that requires the SFPUC to coordinate with local transit providers, including relocation of bus routes or bus stops in work zones, as necessary. In addition,

as described in Mitigation Measure M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR pp. 5.5-37 and 5.5-38), the SFPUC is required to coordinate with SamTrans to relocate a bus stop adjacent to Launch Pit 3 and to determine if any other bus stops near Site 12 launch pits require relocation or temporary discontinuation.

Pedestrian Detour Accessibility

Comment [T7]

“Traffic Control Plan

Please provide cane detectables to accommodate people with visual impairments wherever there are pedestrian detours.” (*State of California Department of Transportation [A_CALTRANS-03]*)

Response

In response to this comment, Mitigation Measure M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR p. 5.5-38), is expanded to include this provision:

- Provide cane detectables to accommodate people with visual impairments at locations where there are pedestrian detours.

No new significant environmental impacts would occur as a result of this additional measure.

El Camino Real Traffic Mitigation

Comment [T8]

“EL CAMINO TRAFFIC MITIGATION

When the El Camino is reduced to two lanes of traffic in the Site 12, Launch Pit 1, 2a 2b 2c, 3 area. NO LEFT TURNS IN EITHER DIRECTION MUST BE ENFORCED TO KEEP EL CAMINO FROM BECOMING GRID LOCKED. Also, a detour should be created working with the City of Burlingame to move traffic from the El Camino to California Drive to alleviate some of the traffic impactions. Finally, there was no traffic study done on Oak Grove to see the number of autos which use the street for access to Carolan Ave. and Hwy. 101 North and South weekdays during the morning and evening commute hours.

NOTE: There are only 6 streets in which autos can cross the Caltrain tracks in Burlingame.

1. Peninsula Ave. which has a major construction project going on, 2. Bayswater - no direct access to Hwy. 101, 3. Howard Ave. (retail area) with no direct access to Hwy. 101, 4. Burlingame Ave. retail area) with no direct access to Hwy. 101, 5. Oak Grove with best community access to North and South Hwy 101, 6. Broadway (retail area) which has direct access to Hwy 101 North and South.” (*Karen Key [I_KEY2-03]*)

Response

The Draft EIR (pp. 5.5-12 to 5.5-18) identifies traffic impacts along El Camino Real due to travel lane closures. The commenter's suggestions for restricting left turns, creating potential detour routes, and listing streets that cross the Caltrain tracks in Burlingame are acknowledged. Detour routes and left-turn prohibitions will be determined as part of implementation of Mitigation Measures M-TR-1a, Traffic Control Plan (Draft EIR p. 5.5-35), and M-TR-1b, Additional Traffic Control Plan Measures for Site 12 (El Camino Real) (Draft EIR p. 5.5-37). Furthermore, the need for detours and left-turn prohibitions will be determined based on input from local jurisdictions and will be subject to Caltrans' approval. Construction activities on El Camino Real would not affect the travel lanes on Oak Grove Avenue, and therefore a traffic study was not warranted as part of the Draft EIR analysis. However, the traffic volumes on Oak Grove Avenue will be considered in determining the optimal detour routes in the vicinity of Launch Pits 1, 2, and 3.

3.8 Noise and Vibration

Construction Noise at McKinley Elementary School

Comment [N1]

"The City is concerned with the impact to the students at McKinley School. The school will be doing significant on-site construction from June 2010 until June 2011. Please move pit number 2 or schedule this work during the summer months when the noise would not disrupt the class room atmosphere." (*Philip Monaghan, P.E., Senior Civil Engineer, City of Burlingame [A_BURLGME-02]*)

"Also have an issue with noise during the school year with a school that's there across the street from the pits--or where the pits are and how that's going to impact their school days." (*Bob Doerr, Public Hearing Transcript, January 7, 2010 [I_DOERR-02]*)

"4. Further mitigation for McKinley School located at Oak Grove Ave. and El Camino for construction noise if noise barriers are not sufficient would be to replace all windows in class rooms which have construction noise which still measures too high with triple pane windows (noise attenuated) at the expense of the San Francisco Water Department." (*Karen Key [I_KEY2-13]*)

"A further mitigation should be that during arrival and departure of school children, lunch time and recess times that all loud construction at Launch Pits 2a, 2b 2c construction sites be stopped while the children are vulnerable to sound levels when they are outdoors." (*Karen Key [I_KEY2-14]*)

"Access for these properties needs to be addressed regarding the following concerns.

8. Survey to ascertain if there are children in residence who do not attend school who would be vulnerable to sound levels of the construction work." (*Karen Key [I_KEY2-16]*)

Response

The SFPUC will attempt to schedule Launch Pit 2 work during the summer months. The SFPUC cannot, however, guarantee that all work can be completed during the summer months. The SFPUC communications liaison will continue to work closely with the school's administration to ensure that staff and parents are notified in advanced of construction activities and updates are provided to teachers and parents during the construction process.

The commenters are referred to Mitigation Measure M-NO-2, Supplemental Noise Controls at Schools (Draft EIR p. 5.6-54), which restricts construction activities that generate high noise levels during school hours to ensure that the 70-dBA (Leq) speech interference threshold is not exceeded. If such activities must be performed during school hours, temporary barriers will be required to minimize disruption of school activities. Since this measure requires that the 70-dBA speech interference threshold not be exceeded at school classrooms, the contractor will implement all measures necessary to meet this performance standard. The exterior 70-dBA noise limit ensures that interior noise levels in classrooms will not exceed 45 dBA (Leq) with the windows closed or 55 dBA (Leq) with the windows open. Therefore, measures such as retrofitting windows, as suggested by the commenters, are not necessary. Additionally, a communications liaison met with the school administrators in May and toured the classroom facilities nearest the pit location. The classrooms include doubled-paned windows. Outside noise interruption is not a concern of the school's staff.

In addition, prohibiting construction activities adjacent to McKinley Elementary School when students arrive, depart, have lunch, and play at recess is not necessary to further prevent significant noise impacts because state land use compatibility noise guidelines indicate that noise levels up to 70 dBA (Leq) are considered to be normally acceptable for playground and neighborhood park uses.⁴ While construction-related noise levels of 70 dBA (Leq) are considered acceptable according to state guidelines, such noise levels would represent a 3 to 6 dBA noise increase over existing background levels of traffic noise.⁵ In general, a noise increase of 3 dBA is barely perceptible to most people, while a 5 dBA noise increase is readily noticeable. Therefore, construction noise is expected to be noticeable on the school playground due noise level increases and because the nature of construction noise (e.g. sporadic with noise peaks) is different from traffic noise (e.g. more constant with fewer noise peaks). Also, only one playground is directly adjacent to El Camino Real; this playground extends to Paloma Avenue, so students would have the option to use the portion of this playground located away from El Camino Real. There are three other playgrounds: two are located behind school buildings, which block noise from El Camino Real, and one is located on Paloma Avenue, away from El Camino Real. With these three other playgrounds, the school has the option to utilize quieter playgrounds as necessary.

⁴ California Governor's Office of Planning and Research, *General Plan Guidelines*, 1990.

⁵ Noise measurements collected adjacent to El Camino Real (north of the school) indicate existing daytime noise levels of 64 to 67 dBA (Leq) along El Camino Real (see Table 5.6-2 (Draft EIR p. 5.6-4)).

While construction noise increases would be noticeable, the SFPUC will require the contractor to prepare and implement a noise control plan, which shall include: (1) noise controls to limit noise generated by construction equipment, and (2) designation of a project liaison to respond to noise complaints (see Section 3.7, Noise Control Plan (DEIR p. 3-42)). In addition, Mitigation Measure M-NO-2, Supplemental Noise Controls at Schools (Draft EIR p. 5.6-54), will ensure that construction noise does not exceed 70 dBA (Leq) at the school. The Draft EIR (p. 5.5-18) indicates that school buses and parent drop-off and pick-up operations for the McKinley School occur on Paloma Avenue, and therefore construction noise on El Camino Real would not affect student drop-off and pick-up activities. With implementation of supplemental noise controls such as restricting certain construction activities during school hours or erecting temporary barriers (Mitigation Measure M-NO-2), noise impacts at McKinley School would be reduced to a less-than-significant level by ensuring that speech interference effects would not occur at school classrooms.

Vibration

Comment [N2]

“I have another issue with the statement that was summarized up here. I am sure, with all this construction going on--how is that going to impact our building, our structure, our foundation, our garage that’s underground? And what’s the mitigation for any damages done for that? I haven’t seen any, so I have questions about that.” (*Bob Doerr, Public Hearing Transcript, January 7, 2010 [I_DOERR-03]*)

“3. Also, if there is vibration damage caused to any of the buildings which are to be surveyed, the San Francisco Water Department must take responsibility for repair of said building damage in the draft EIR. All addresses given in this letter should be included in the survey.” (*Karen Key [I_KEY2-08], [I_KEY2-12], and [I_KEY2-19]*)

Response

The Draft EIR (pp. 5.6-45 to 5.6-52) describes the potential effects of construction activities on vibration-sensitive residential uses located directly adjacent to El Camino Real and near Launch Pits 1 through 7. As indicated in Table 5.6-16 (Draft EIR p. 5.6-49), sheetpiling activities could generate vibration levels between 0.700 and 0.03 in/sec PPV and could exceed the Caltrans/AASHTO criteria (0.3 to 0.5 in/sec PPV).

However, implementation of vibration limits (Mitigation Measure M-NO-5a, Vibration Controls, Draft EIR p. 5.6-54) will restrict operation of certain types of equipment to minimize vibration levels. In addition, Mitigation Measure M-NO-5b, Pre-construction Building Crack Survey (Draft EIR p. 5.6-55), will ensure that surveys of all structures located within 100 feet of launch pits (where sheetpile driving would occur) will be completed at Sites 12 and 18. The contractor will be required to perform a pre-construction site survey, which includes annotated photographs of all adjacent properties. After project

construction is completed, a post-construction survey will be conducted to determine if any repair work is required.

Construction Hours

Comment [N3]

“2. 500 El Camino Real - 35 units located at the corner of Bellevue and El Camino. 1469 Bellevue - 85 units located at the corner of Bellevue and El Camino. Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for 120 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be made available at the expense of the San Francisco Water Department when ever needed.” (*Karen Key [I_KEY2-07]*)

“2. 1499 Oak Grove - 16 condo units located at the corner of Oak Grove and El Camino Real. 729 El Camino Real - 23 unit condos with five Eucalyptus trees at curb of El Camino. 735 El Camino Real - 17 unit condos with two Eucalyptus trees at curb of El Camino. Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for 56 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be made available at the expense of the San Francisco Water Department when ever needed.” (*Karen Key [I_KEY2-11]*)

“2. 1515 Arc Way, 36 unit complex backs up to the El Camino Real. Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for the 36 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be made available at the expense of the San Francisco Water Department when ever needed.” (*Karen Key [I_KEY2-18]*)

“Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for 36 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be

made available at the expense of the San Francisco Water Department when ever needed.”
(Karen Key [I_KEY2-20])

Response

No nighttime construction activities are proposed to occur in the vicinity of 500 El Camino Real, 1469 Bellevue, 1499 Oak Grove, 729 El Camino Real, 735 El Camino Real, or 1515 Arc Way. As stated on page 3-40 of the Draft EIR, construction activities are expected to occur primarily on weekdays during daytime hours (7 a.m. to 5 p.m.), which would be consistent with Burlingame’s time limits. However, construction could periodically extend into the evening hours to complete work on a pipeline segment so that access could be restored as quickly as possible. Work on weekends could also occur periodically to accommodate the needs of the local community or due to an unforeseen event and could occur outside of Burlingame’s Saturday limits (8 a.m. to 6 p.m.) or Sunday limits (10 a.m. to 6 p.m.). Also, nighttime construction along the commercial section of El Camino Real (Site 12, north of Trousdale Drive) could occur if required by Caltrans. The only launch pits where nighttime construction could occur are Launch Pits #8, #10, and #11. Of these, only Launch Pit #8 is located in Burlingame, and this launch pit is located adjacent to a shopping center. Nighttime construction should have a minimal impact on this shopping center, since stores would be closed during these hours.

The SFPUC will require the contractor to prepare and implement a noise control plan, which must include: (1) noise controls to limit noise generated by construction equipment, and (2) designation of a project liaison to respond to noise complaints (see Section 3.7, Noise Control Plan (DEIR p. 3-42)).

Mitigation Measure M-NO-1(b), Supplemental Noise Controls, Noise Barriers (Draft EIR p. 5.6-53), specifies a performance standard (70-dBA speech interference threshold) that must be met at residential receptors located adjacent to launch pits, which will ensure that all necessary mitigation measures are implemented if noise barriers are not sufficient. Since construction activities are scheduled to occur on weekdays during daytime hours, residents will be able to open windows for extended periods of time during the evenings, at night, and on weekends.

Construction Noise near Churches

Comment [N4]

“SITE 12 FURTHER MITIGATIONS: LAUNCH PIT #1 - Bellevue and El Camino Real
1. During religious services on Sunday morning at St. Paul’s Episcopal Church located at Occidental and El Camino Real, there should be no construction work done.” (Karen Key [I_KEY2-06])

“LAUNCH PITS #2a, 2b, 2c - Oak Grove and El Camino Real

1. During religious services on Saturday morning at the Seventh Day Adventist Church located at 707 El Camino Real there should be no construction work done. Also, please note, that the church attendees use Oak Grove for their over-flow parking during church services.” (Karen Key [I_KEY2-10])

“LAUNCH PIT 3 - located between Willow and Arc Way on the El Camino Real

1. During religious services on Sunday morning at New Life Community Church Drive (First Baptist Church) located at Palm and El Camino Real there should be no construction work done.” (Karen Key [I_KEY2-17])

Response

Regarding coordination with church activities, the Draft EIR (p. 3-40) states that construction activities are expected to occur primarily on weekdays during daytime hours (7 a.m. to 5 p.m.). However, construction could periodically extend into the evening hours to complete work on a pipeline segment so that access could be restored as quickly as possible. Work on weekends could also occur periodically to accommodate the needs of the local community or due to an emergency or unforeseen events. The SFPUC communications liaison will continue to coordinate with affected churches. While construction on Saturday or Sunday mornings is unlikely, the communications liaison will work directly with church staff to provide advanced notification and updates of any nearby construction activity. The potential for construction activities to exceed the speech interference threshold and cause noise impacts on churches will depend on the proximity of the church facilities where services are held to construction work areas and the types of equipment that would operate in these areas. However, with implementation of the noise control plan as part of the project (Draft EIR p. 3-42), which would include coordination with religious facilities, potential noise impacts on churches were determined to be less than significant.

Construction Noise Impacts on Seriously Ill Persons

Comment [N5]

“Access for these properties needs to be addressed regarding the following concerns.

9. Survey to ascertain if there are any seriously ill persons who would be put in danger by the quality of the air created by the construction work and the construction noise itself putting them in danger from the duress they would be placed under.” (Karen Key [I_KEY2-16])

Response

Impact NO-1, Disturbance from temporary construction-related noise increases (Draft EIR pp. 5.6-24 to 5.6-31), acknowledges that construction noise would be noticeable at residences adjacent to or near launch pits at Site 12 and identifies significant and unavoidable noise impacts on these residents. However, Mitigation Measure M-NO-1, Supplemental Noise Controls (Draft EIR pp. 5.6-52 and 5.6-54), specifies a noise limit of 70 dBA (Leq) for construction noise. As explained on page 5.6-19 of the Draft EIR, the

70-dBA exterior noise limit ensures an acceptable interior noise environment of 45 dBA when windows are closed. Furthermore, and as noted above, noise sampling has indicated that El Camino Real currently produces daytime noise levels of up to 67 dBA (Leq) along El Camino Real (see Table 5.6-2 (Draft EIR p. 5.6-4)). Construction noise levels would not be substantially higher since, in general, a noise increase of 3 dBA is barely perceptible to most people.

In addition, the SFPUC communications liaison will establish a 24-hour telephone hotline answering service that will be available for residents to speak to someone directly about noise complaints or other concerns. This would enable the SFPUC to address the special needs of any seriously ill persons in the project area.

3.9 Air Quality

Increased Dust and Exhaust Emissions

Comment [AQ1]

“4. After the completion of Launch Pits #1, 2a, 2b, 2c, 3 construction work that the adjoining buildings listed in this letter will receive exterior power wash and exterior window cleaning to remove all the construction dirt mentioned in the Draft EIR at the expense of the San Francisco Water Department. Any landscaping damaged from the building power washing or window washing would need to be replaced at the expense of the San Francisco Water Department.”
(*Karen Key [I_KEY2-09], [I_KEY2-15], and [I_KEY2-21]*)

“Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for 36 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be made available at the expense of the San Francisco Water Department when ever needed.”
(*Karen Key [I_KEY2-20]*)

Response

The duration of construction at each launch pit is estimated to be approximately five to nine weeks, with the total duration at this group of launch pits (1 through 3) occurring for up to four months. As stated under Impact AQ-1, construction emissions of criteria pollutants, construction-related dust and exhaust emissions are considered potentially significant under 1999 and 2010 BAAQMD CEQA Guidelines, but reduced to less than significant with implementation of Mitigation Measures M-AQ-1a, Dust Control Measures (Draft EIR p. 5.7-28), and M-AQ-1b, Exhaust Control Measures (Draft EIR p. 5.7-29), which will limit dust and exhaust emissions from construction activities.

There would be no nighttime construction adjacent to the 36 residential units or any residences along El Camino Real. As indicated above, construction activities are expected to occur primarily on weekdays during daytime hours (7 a.m. to 5 p.m.). Construction could periodically extend into the evening hours to complete work on a pipeline segment so that access could be restored as quickly as possible. Work on weekends would only occur periodically to accommodate the needs of the local community or due to an emergency or unforeseen events. However, since construction is not scheduled to occur at night and only periodically during the evenings and weekends, residents will be able to open windows for extended periods of time at night as well as during most evenings and weekends. Therefore, relocation of the residents of these 36 residential units, as suggested by the commenter, would not be necessary since nighttime noise, construction-related air emissions, and night lighting would not occur adjacent to these 36 residential units, which are located along El Camino Real (Site 12). The commenter is referred to the response to Comment [N3] in Section 3.8, Noise, for more discussion of noise impacts associated with nighttime construction activities.

Distance to Nearest Residences

Comment [AQ2]

“Page 5.7-5: it is stated that the nearest residences to Site 18 are 850 feet away. Previous sections correctly state that there are residences within 100 feet of Site 18. On page 5.7-6 it is stated that various parks are within 850 feet of Site 18, however, Bayshore Park is within 75 feet of Site 18.”
(Melitta Rorty, PG, Manager of PG&E Environmental Remediation, Pacific Gas and Electric Company [A_PGE-02])

Response

The commenter correctly notes that the distance between Site 18 and the nearest residences shown on page 5.7-5 of the Draft EIR is inaccurate and is also inconsistent with previous sections. The commenter also notes that the distance between Site 18 and Bayshore Park is incorrect on page 5.7-6 of the Draft EIR.

To correct this editorial error, the last two bullet points on page 5.7-5 of the Draft EIR are revised as follows:

- Residential uses are located as close as 80 feet from the following project sites: Sites 11, 12, 13, 14, 15, 16, 18, and 19 and Staging Areas 5 and 6. At Site 12, the nearest receptors to construction activities would be located along El Camino Real. Single- and multiple-family residences are located as close as 100 feet from Launch Pits 1, 2a, 2b, 2c, 4a, 4b, 4c, 6a, and 6c.
- Residential uses are located as close as 850 feet from the following project facility sites: Sites 1, 2, 3, 6, 7, 8, 9, 10, ~~18~~, and 19; Staging Areas 4, 8, 9, 10, 11, and 12; and CP-1.

The seventh bullet point on page 5.7-6 of the Draft EIR is revised as follows:

- Various parks are located as close as 100850 feet from Site 18 and CP-24 Staging Area 11.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Access to Adjacent Properties

Comment [AQ3]

“Access for these properties needs to be addressed regarding the following concerns.

9. Survey to ascertain if there are any seriously ill persons who would be put in danger by the quality of the air created by the construction work and the construction noise itself putting them in danger from the duress they would be placed under.” (*Karen Key [I_KEY2-16]*)

Response

Impact AQ-1 (Draft EIR pp. 5.7-19 to 5.7-23) quantifies air pollutant emission levels associated with project construction. Table 5.7-6 (Draft EIR p. 5.7-22) compares these levels to significance thresholds for criteria pollutants established by the Bay Area Air Quality Management District (BAAQMD) and demonstrates that project-related construction emissions would not exceed these significance thresholds. These thresholds are based on national and state ambient air quality standards, which are intended to protect the public health and welfare. The Draft EIR (p. 5.7-6) describes how these standards are intended to protect those segments of the public most susceptible to respiratory distress, including asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Nevertheless, the SFPUC will implement Mitigation Measures M-AQ-1a, Dust Control Measures, and M-AQ-1b, Exhaust Control Measures (Draft EIR pp. 5.7-28 and 5.7-29), to reduce the project’s construction-related air pollutant emissions.

3.10 Recreation

There were no comments on the Draft EIR regarding recreation.

3.11 Utilities and Service Systems

Utilities Identification and Replacement

Comment [U1]

“SFPUC and its contractor’s shall replace all Town utilities in conflict with the proposed pipeline.” (*Cyrus Kianpour, P.E., PLS, Consulting Engineer, Town of Hillsborough [A_HILLSB-07]*)

Response

The commenter’s concern regarding replacement of any utilities that could be damaged during construction is addressed in Mitigation Measures M-UT-1a, Pre-construction Utility Identification and Coordination, and M-UT-1b, Protection of Other Utilities during Construction (Draft EIR p. 5.9-18), which describe how the SFPUC will make arrangements with affected utility service providers regarding the protection, relocation, or temporary disconnection of services prior to the start of construction, and promptly reconnect services, as required.

Comment [U2]

“Table 5.9-3 lists utilities in the vicinity of the pipeline alignment. At Site 18, there is a storm drain that crosses the pipeline in the vicinity of launch pit #14 that should be listed on this table.”
(Melitta Rorty, PG, Manager of PG&E Environmental Remediation, Pacific Gas and Electric Company [A_PGE-03])

Response

The commenter states that at Site 18, a storm drain crosses the CSPL2 alignment in the vicinity of Launch Pit 14 and suggests that this utility should be added to Table 5.9-3 (Draft EIR p. 5.9-12). In response to this comment, Table 5.9-3 of the Draft EIR is revised as follows:

**TABLE 5.9-3
 KNOWN UTILITIES AT PIPELINE REHABILITATION SITES**

| Site | Potentially Affected Utilities | Approach to Relocation/Protection |
|---------------|---|---|
| Launch Pit 14 | City of Daly City 14-inch water line | Temporarily or permanently relocate water line upon coordination with the City of Daly City. |
| | <u>Storm drain (Bayshore Storm Drain Improvement Project)</u> | <u>Three options: (1) avoid or (2) protect and support; (3) upon coordination with the Cities of Daly City and/or Brisbane, cut and replace if construction occurs during dry season.</u> |

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Temporary Disruption of Utility Services

Comment [U3]

“Another issue not addressed in the Draft EIR is what happens if water and/or electricity or both are shut off during construction to the churches, schools, and close by residential complexes. If a home doesn’t have electricity or water for an extended time, the domicile is not habitable. The San Francisco Water Department needs to address what mitigation they should offer to a person who cannot continue to live in his or her home, or another example would be reimbursement for

the loss of foods in refrigerators due to the loss of electricity for an extended period.” (Karen Key [I_KEY2-05])

Response

The commenter’s concerns regarding utility service disruptions are addressed in Impact UT-1, Potential damage to or temporary disruption of existing utilities (Draft EIR pp. 5.9-9 to 5.9-15), which identifies potentially significant impacts associated with possible damage to or temporary disruption of existing utility lines. Implementation of Mitigation Measures M-UT-1a, Pre-construction Utility Identification and Coordination, M-UT-1b, Protection of Other Utilities during Construction, and M-UT-1c, Advance Notification (Draft EIR p. 5.9-18), would require the SFPUC or its construction contractor to make arrangements with utility service providers to protect, relocate, temporarily disconnect, and promptly reconnect services. Implementation of these measures would prevent extended disruptions of utility services through pre-construction coordination efforts with service providers to ensure prompt reconnection of utilities (either by the construction contractor or the utility provider, as appropriate).

Unavoidable temporary disruptions in service would be limited to the time required to disconnect and promptly reconnect services. For example, Mitigation Measure M-UT-1b (Draft EIR p. 5.9-18) indicates that where avoidance of overhead utility lines is not feasible, the SFPUC or its construction contractors will coordinate with affected utility owners to either temporarily or permanently support the line, or de-energize the line while temporarily supporting the overhead line. Affected residents, owners, and businesses will be notified two to four days prior to construction of the timing and duration of any potential utility service disruptions. The notice will include the 24-hour response line to respond to any questions or concerns. Such advance notification will allow residents and business owners time to make appropriate arrangements. With implementation of these mitigation measures, the potential impact of utility service disruptions would be less than significant.

3.12 Public Services

There were no comments on the Draft EIR regarding public services. Comments concerning access for emergency services are addressed in the response to Comment [T1] in Section 3.7, Transportation and Traffic.

3.13 Biological Resources

Tree Protection Measures

Comment [B1]

“Table 3.1 of the Draft EIR indicates that there will be some excavation for launch pits, appurtenances, and electrical isolation work at Site 12 (along El Camino Real) that have the

potential to affect the historic tree rows. Coordination with the Department should be undertaken to avoid or minimize potential adverse effects on this historic property. Currently, when mature elms or eucalyptus trees are removed, our standard mitigation is to replant with disease-resistant elms of a few specific varieties as long as there is sufficient space to replant in accordance with the Department’s landscape and safety guidelines.” (*Lisa Carboni, District Branch Chief, State of California Department of Transportation [A_CALTRANS-02]*)

Response

The SFPUC will coordinate with Caltrans regarding its approval of construction activities in the Caltrans right-of-way (ROW). The Caltrans standard mitigation measure described in this comment is consistent with Mitigation Measure M-BI-5a, Replacement of Trees to be Removed (Draft EIR p. 5.11-83), which requires the SFPUC to plant a 24-inch box size replacement tree of similar species at all urban sites, such as Site 12, for each removed landscape tree that meets ordinance criteria. If replanting trees on the same site is infeasible, the SFPUC will find a suitable alternative location. As noted above, the Draft EIR evaluates worst-case conditions (i.e., removal of one mature eucalyptus tree), but it is possible that construction of Launch Pit 5 could be accomplished without requiring removal of this tree. Depending on the extent of root damage that occurs with construction, this tree may survive after project completion if root disturbance is limited. The SFPUC will make best efforts to retain this eucalyptus tree.

Comment [B2]

“Based on the report, only one tree is to be removed along El Camino Real. It appears that others could also be impacted. Please have an Arborist as well as the Caltrans Office of Historical Preservation review the construction plans and the impact to the trees.” (*Philip Monaghan, P.E., Senior Civil Engineer, City of Burlingame [A_BURLGME-01]*)

“Access for these properties needs to be addressed regarding the following concerns.

6. Further protection of the seven Eucalyptus trees as they are within a few feet of the Launch Pits 2a 2b 2c construction sites.” (*Karen Key [I_KEY2-16]*)

Response

The Draft EIR (pp. 5.11-72 to 5.11-75 and Table 5.11-8) describes and analyzes impacts on trees along El Camino Real based upon an arborist survey. The arborist evaluated proximity of each launch pit to existing eucalyptus trees and concluded these seven eucalyptus trees would not be significantly affected and would not require additional protections. The Draft EIR indicates that the limbs of 60 trees and the roots of 222 trees along El Camino Real would be pruned (the same tree might have both limbs and roots pruned). Further, as described in Mitigation Measure M-BI-5b, Protection of Trees to be Retained (Draft EIR p. 5.11-83), the following tree protection measures will be implemented to reduce tree damage from construction activities:

- For trees to be retained at all sites, the qualified arborist has provided appropriate measures to ensure adequate protection from construction. Measures could include: (1) installing tree protective fencing; (2) pruning low limbs to provide for equipment access and work; (3) providing root buffer zones during the wet season for construction activities encroaching into the tree protection zone (TPZ); (4) prohibiting storage of equipment and materials within root buffer zones or within two feet of the base of any tree; and (5) excavating and pruning roots by hand within the TPZ.
- At project sites located in urban areas (Sites 11 through 19 and all remaining CP and EI sites as well as several staging areas), a qualified arborist will review and approve all tree protection measures to be implemented before the start of construction, and also conduct inspections during construction. Post-construction, trees subject to root or limb pruning will be monitored according to the arborist's recommendations.

Impact BI-5, Impacts on protected trees, (Draft EIR p. 5.11-72) identifies impacts on protected trees along El Camino Real (Site 12) as well as at all project sites. With respect to the commenter's request to have an arborist and the Caltrans Office of Historic Preservation review the impacts on trees, Mitigation Measure M-BI-5b (Protection of Trees to be Retained) requires a qualified arborist to review and approve all tree protection measures prior to construction and conduct inspections during construction, as noted above. In addition, Caltrans will have an opportunity to review this information in conjunction with the SFPUC encroachment permit application required for construction activities within the Caltrans ROW on El Camino Real.

Wetland and Riparian Mitigation Measures

Comment [B3]

“We appreciate inclusion of Mitigation Measure M-BI-1a to protect aquatic resources including wetlands and streams. This measure is consistent with U.S. EPA's Section 404(b)(1), “Guidelines for Specification of Disposal Sites for Dredge or Fill Material,” dated December 24, 1980. The Water Board adopted the Section 404(b)(1) Guidelines in its Basin Plan for determining the circumstance under which filling of wetlands, streams or other waters of the State may be permitted. The Section 404(b)(1) Guidelines prohibit all discharges of fill material into regulated waters of the United States, unless a discharge, as proposed, constitutes the least environmentally damaging practicable alternative that will achieve the basic project purpose.

The Guidelines sequence the order in which proposals should be approached: 1) Avoid - avoid impacts to waters; 2) Minimize - modify project to minimize impacts to waters; and, 3) Mitigate – once impacts have been fully minimized, compensate for unavoidable impacts to waters. When it is not possible to avoid impacts to water bodies, disturbance should be minimized. Mitigation for lost water body acreage and functions through restoration or creation should only be considered after disturbance has been minimized. Where impacts cannot be avoided, the creation of adequate mitigation habitat to compensate for the loss of water body acreage, functions and values must be

provided.” (William B. Hurley, P.E., Senior Engineer, San Francisco Regional Water Quality Control Board [A_RWQCB-02])

Response

Mitigation Measure M-BI-1a, Protection of Jurisdictional Waters and Riparian Habitat (Draft EIR p. 5.11-75) addresses the first two items of this sequence as described in the above comment, since it requires: (1) *avoiding* watercourses and riparian habitat where feasible, including entirely avoiding the adjacent riparian habitat at Sites 1 through 3; and (2) *minimizing* impacts on jurisdictional waters at Sites 4 through 8 during construction by installing temporary fencing to demarcate the boundary for construction. While the third item of this sequence, *mitigate*, is not included in this mitigation, it is generally addressed in Mitigation Measure M-BI-2a, Vegetation Restoration Plan (Draft EIR pp. 5.11-76 and 5.11-77), by requiring mitigation of any riparian vegetation that is removed. However, for further clarification in response to this comment, the following text change is made on page 5.11-75 of the Draft EIR:

Mitigation Measure M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat

The SFPUC shall minimize impacts by avoiding watercourses and riparian habitat where feasible. The SFPUC shall require its construction contractor to avoid entirely the adjacent riparian habitat at Sites 1 through 3, and 9. At Sites 4 through 8 and 10, the impacts shall be confined to the minimum required for construction. The construction contractor shall install temporary fencing to demarcate the boundary for construction at these sites. The SFPUC shall mitigate impacts on jurisdictional waters through a combination of on-site compensation areas as necessary. The SFPUC shall select compensation sites that ensure no net loss of jurisdictional waters, in consultation with jurisdictional resource agencies.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Comment [B4]

“The DEIR provides four access variants for construction activities at Sites 6 and 7 (pp. 5.11-52 and 5.13-24 to 5.13-26). Variant 1 includes widening and leveling an existing dirt road next to San Mateo Creek. Variant 2 includes installing two temporary bridges across San Mateo Creek. Variant 3 would use helicopters to fly equipment and materials across San Mateo Creek. Variant 4 would use cranes to carry equipment and materials across San Mateo Creek. We recommend removing Variant 1 from the DEIR because it does not appear to meet Section 404(b)(1) guidelines (see previous comment).

Road improvements for Variant 1 involve substantial grading adjacent to San Mateo Creek. To minimize erosion and sediment impacts from the road improvement adjacent to San Mateo Creek, Mitigation Measure M-HY-1b indicates that dirt access roads shall be located away from steep gradients, landslide prone areas, and areas with poor drainage to the extent feasible. Water Board

staff, however, noted during site visits that much of the road is located on a steep hillside, so placing roads away from steep gradients will not be feasible for a large segment of the dirt roads. In addition, Variant 1 would permanently impact a seep wetland (FWS-1) while the other Variants avoid permanent impacts to this seep wetland. As a result, Variant 1 appears to conflict with Mitigation Measure M-BI-1a and the Section 404(b)(1) Guidelines because it will likely have a greater permanent impact to jurisdictional waters and there appear to be practicable alternatives (i.e., Variants 2 through 4).

In addition, it will be extremely difficult to compensate for permanent impacts to seep wetland functions and acres because seep wetlands are extremely difficult to restore or create. As a result, Variant 1 appears to cause a net loss in seep wetland functions and acres, and accordingly, may not meet the California Wetlands Conservation Policy's goal of ensuring "no overall net loss," and achieve a "long-term net gain in the quantity, quality, and permanence of wetlands acreage and values." (*William B. Hurley, P.E., Senior Engineer, San Francisco Regional Water Quality Control Board [A_RWQCB-03]*)

Response

Through its evaluation of the four access variants to Sites 6 and 7, the SFPUC has determined that Variant 1, widening and leveling a dirt access road, will not be utilized for construction access. Consequently, the project description has been revised to eliminate this access variant (please refer to Section 4, Draft EIR Revisions). As a result of this project change, permanent impacts on seep wetland FWS-1 and associated erosion and sedimentation impacts on San Mateo Creek due to road construction would not occur.

3.14 Geology, Soils, and Seismicity

There were no comments on the Draft EIR regarding geology, soils, and seismicity.

3.15 Hydrology and Water Quality

Construction Water Quality Best Management Practices

Comment [H1]

"The DEIR indicates that the project will require dewatering of potentially contaminated groundwater (Impact HY-3 and Impact HZ-1). However, Section 3.5.1.2 indicates that dewatered groundwater will be discharged in accordance with the Statewide General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Construction Permit) (Order No. 2009-0009-DWQ). Even after treatment, contaminated water can not be discharged under the General Construction Permit. Instead, we recommend discharging contaminated water to the sanitary sewer, assuming approval can be obtained from the sanitary sewer agency. If approval to discharge to the sanitary sewer cannot be obtained, then a Discharger should determine whether the discharge can be covered under the one of the Water Board's

General NPDES permits for groundwater dewatering, and should prepare the requisite sampling, analysis, and treatment plans, submit the permit applications, etc. Based on the potential contaminants listed in the DEIR, we recommend applying for either the General Permit for Fuel Clean Ups (Order No. R2-2006-0075) of the General Permit for Solvent Clean Ups (Order No. R2-2009-0059). Both general permits may be downloaded from the Water Board's website at http://www.waterboards.ca.gov/sanfranciscobay/general_permits.shtml“ (William B. Hurley, P.E., Senior Engineer, San Francisco Regional Water Quality Control Board [A_RWQCB-01])

Response

The commenter correctly points out that construction dewatering discharges must be made in accordance with the terms and conditions of the applicable National Pollutant Discharge Elimination System (NPDES) permit and that such activity is not necessarily covered under the General Construction Permit. If dewatering discharges are contaminated (due to construction-related contaminants or nearby environmental cases) and cannot be made into a municipal sewer system, the SFPUC or its contractor would need to obtain coverage under either General Permit for Fuel Clean Ups (Order No. R2-2006-0075) or the General Permit for Solvent Clean Ups (Order No. R2-2009-0059), in consultation with the San Francisco Bay RWQCB. This clarification of NPDES permit requirements necessitates several text changes within the Draft EIR.

In response to this comment, Section 3.5.1.2 of the Draft EIR (p. 3-37, first paragraph) is modified as follows:

Dewatering must be performed in accordance with the requirements of the municipal sewer provider or the applicable permit issued by the State Water Resources Control Board, such as ~~of the Statewide General Construction Permit for Stormwater Discharges Associated with Construction Activity issued by the State Water Resources Control Board, and municipal stormwater permits, and NPDES permits for non-stormwater discharges, such as~~ General Permit for Fuel Clean Ups (Order No. R2-2006-0075) or the General Permit for Solvent Clean Ups (Order No. R2-2009-0059).

Also, in response to this comment regarding state regulation of dewatering discharges, Section 5.13 of the Draft EIR (p. 5.13-14) is revised by inserting a new third paragraph under the heading NPDES Waste Discharge Regulations following the General Construction Permit discussion:

Other NPDES General Permits

General orders have been prepared for certain types of similar discharges, including Statewide General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality (Order No. 2003-003-DWQ), which regulates discharges to land that are considered to have a low threat to water quality (such as wastes from the installation of borings and wells, clear water discharges, small dewatering projects, and miscellaneous discharges); General Waste Discharge

Requirements for Fuel Clean Ups (Order No. R2-2006-0075) and General Waste Discharge Requirements for Solvent Clean Ups (Order No. R2-2009-0059), both of which regulate discharges of treated groundwater that have been contaminated by volatile organic compounds, fuel leaks, and related wastes. These orders prohibit certain activities and prescribe effluent limitations, discharge specifications, receiving water limitations, and a compliance and monitoring scheme.

In addition, the following discussion under Impact HY-3, Degradation of surface water quality due to construction dewatering discharges (Draft EIR p. 5.13-31), second paragraph) is amended as follows:

Where the groundwater would be discharged to land, the discharges could possibly be made under the Statewide General Waste Discharge Requirements for Discharges to Land with Low Threat to Water Quality, although individual waste discharge requirements, or a waiver, would be required. If there is evidence of contamination in the groundwater (such as a visible sheen or known environmental cases in the immediate vicinity), construction dewatering discharges would need to obtain coverage under the General Permit for Fuel Clean Ups (Order No. R2-2006-0075) or the General Permit for Solvent Clean Ups (Order No. R2-2009-0059), or obtain specific waste discharge requirements in consultation with the San Francisco Bay RWQCB. In accordance with the requirements of these permits or waivers, the contractor(s) would be required to implement control measures to ensure adequate quality of the discharged water, conduct the appropriate sampling to demonstrate permit compliance, and regulate flow rates to prevent erosion or downstream flooding in the receiving water.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Comment [H2]

“We acknowledge and appreciate the best management practices (BMP) included in Mitigation Measure M-HY-1a to protect water quality from potential construction storm water impacts. We offer the following comments to clarify requirements in the General Construction Permit and recommendations to Mitigation Measure M-HY-1a to ensure compliance with the General Construction Permit.

Mitigation Measure M-HY-1a indicates that tire washing and street sweeping will be used to prevent soil and sediment from being tracked off site and remove soil and sediment that has been tracked off site before it can be entrained in storm water runoff. Please note that wash water used in the tire washing facility needs to be contained, so it does not enter into storm drains or receiving waters. Likewise, street sweeping should use vacuum trucks or dry street sweepers to avoid discharging non-storm water to storm drains or receiving waters.” (*William B. Hurley, P.E., Senior Engineer, San Francisco Regional Water Quality Control Board [A_RWQCB-04]*)

Response

The commenter's suggested language clarifications are acknowledged. In response to these clarifications, the last two bullets of Mitigation Measure M-HY-1a, Construction Water Quality Best Management Practices, (d) Tracking Controls (Draft EIR pp. 5.13-41 and 5.13-42), are revised as follows:

- Install a tire washing facility at the site access to allow for tire washing when exiting the site. All wash water from tire washing must be contained so it does not enter storm drains.
- Remove any soil or sediment tracked off paved roads during construction by using dry street sweepers or vacuum trucks.

In addition, the fourth and fifth bullets of Mitigation Measure M-AQ-1a, Dust Control Measures (Draft EIR p. 5.7-28) are revised as follows:

- All paved access roads, parking areas, and staging areas at construction sites shall be swept daily ~~(with water sweepers)~~ (with vacuum trucks or dry street sweepers).
- If visible soil material is carried onto adjacent public streets, adjacent streets shall be swept daily ~~(with water sweepers)~~ (with vacuum trucks or dry street sweepers).

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

3.16 Hazards and Hazardous Materials

Site 18

Comment [HM1]

“Table 5.14-1 indicates that PG&E’s Martin Service Center has a soil cap. The caps at Martin Service Center are either chip seal or concrete.” *(Melitta Rorty, PG, Manager of PG&E Environmental Remediation, Pacific Gas and Electric Company [A_PGE-04])*

“Page 5.14-22: In the vicinity of Site 18 launch pits 12, 13, and 14, the cap is chip seal, not asphalt as stated. The cap was placed over material that was excavated to create the Main Street Detention Basin.” *(Melitta Rorty, PG, Manager of PG&E Environmental Remediation, Pacific Gas and Electric Company [A_PGE-06])*

Response

The commenter's suggested corrections to the description of the cap at the PG&E Martin Service Center are acknowledged. In response to these corrections, the eighth row in Table 5.14-1 (Draft EIR p. 5.14-3) is revised as follows:

**TABLE 5.14-1
HAZARDOUS MATERIALS RELEASE SITES IDENTIFIED
WITHIN 1/4 MILE OF THE PROJECT SITE**

| Site Name/Address | Approximate Distance from Project Site | Regulatory List | Site Summary | Potential to Affect Project Site |
|--|--|--|--|----------------------------------|
| PG&E Martin Service Center, 731 Schwerin Street, Daly City | At Site 18 (also E-28-30) | CERCLIS, Cortese, Hist UST, Deed Restriction, FINDS, | Former manufactured gas plant site. Contaminants remain in-place beneath <u>either a soil chip seal or concrete</u> cap. A groundwater interceptor trench has been installed along the eastern property boundary. Deed restrictions for excavation and land use. | High |

In addition, the first sentence of the last paragraph on page 5.14-22 of the Draft EIR is corrected as follows:

At Site 18, construction at the PG&E Martin Service Center Brisbane Yard Annex (a known environmental case) could result in exposure to hazardous materials in soil and groundwater, predominantly PNAs that remain in place beneath ~~an asphalt~~ a chip seal cap installed as part of site remediation.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Comment [HM2]

“Page 5.14-5: The document states that the Site 18 launch pits are in areas outside the limits of known manufactured gas plant (MGP) waste, based on borings and an MGP waste distribution map from a 1988 report. These data were generated before the construction/remediation of the Main Street Detention Basin. Soil with MGP residues was excavated from the old channel and the most impacted soil was disposed of offsite. However, in 2001/2002 soil with lower concentrations of MGP residues was placed on the Brisbane Yard and the Brisbane Yard Annex and capped with chip seal. Some of this soil is present in the areas where launch pits 12, 13, and 14 will be excavated.” (*Melitta Rorty, PG, Manager of PG&E Environmental Remediation, Pacific Gas and Electric Company [A_PGE-05]*)

Response

This comment states that although the launch pits would be located outside the limits of known manufactured gas plant residues delineated in the 1988 Site Characterization Report by CH2M HILL, soil with low concentrations of such residues could be present as a result of the subsequent construction/remediation of the Main Street Detention Basin Project, which spread excavated soil with low concentrations of contaminants onto the Brisbane Yard and the Brisbane Yard Annex. Due to the presence of contaminants on

adjacent properties and the uncertainties with respect to the distribution of manufactured gas plant residues, the Draft EIR analysis of hazardous materials assumes that contaminants may be present in site soils. The potential impact related to potential exposure to contaminated soil and groundwater at this site would be reduced to less-than-significant levels with implementation of mitigation measures, as described in the Draft EIR on pages 5.14-25 and 5.14-26. Additionally, the *Construction Completion Report for the PG&E Martin Service Center Former Manufactured Gas Plant – Operable Unit 2*⁶ states that approximately 8,500 cubic yards of excavated soil containing less than 10 parts per million of carcinogenic polynuclear aromatic hydrocarbons (PNAs) were regraded into the Brisbane Yard and Brisbane Yard Annex and covered with a chip seal cap, which is generally consistent with information presented in the Draft EIR (p. 5.14-5, last paragraph). However, the commenter’s suggestion for clarification of this discussion is acknowledged, and Section 5.14.1.2 of the Draft EIR (p. 5.14-5) is revised as follows:

Site 18

Site 18 is located at the Pacific Gas & Electric Company (PG&E) Daly City Martin Service Center. Between 1905 and 1916, PG&E operated a manufactured gas plant site that produced gas for lighting, heating, cooking, and fueling electric generators. Two by-products of the manufacturing process were lampblack (a finely powdered carbon) and tars (thick, sticky substances made up of hydrocarbons similar to roofing tar). Both lampblack and tars contain polynuclear aromatic hydrocarbons (PNAs) and volatile organic compounds (VOCs) such as benzene (DTSC, 2003). PG&E has performed numerous soil and groundwater investigations to assess the nature and extent of these residues in soil and groundwater at the site. These studies are summarized in the Site Characterization Report, Daly City Former Manufactured Gas Plant Site (CH2M HILL, 1988). The results of the site characterization studies indicate that historic gas plant residues were mixed in soils below the surface in certain areas of the site (Figure 5.14-1). Three of the launch pits are located along the western boundary of the Brisbane Yard Annex and the fourth is at the north of the site near Geneva Avenue. As shown on this figure, the launch pits would not be within the area of known gas plant residues; however, subsequent site remediation (discussed below) resulted in the placement of soil with low concentrations of PNAs in this area. PNAs were not detected in soil at the closest borings to the launch pit locations (B-11, B-13, and B-27). Sampling data was not available for the specific launch pit locations. Site investigations at the neighboring Bayshore Park reported the presence of PNAs in shallow soils and subsequently resulted in the removal of surface soils from that site (Lowney Associates, 1999).

In 1991, the DTSC and PG&E entered into a Consent Agreement to investigate and clean up contamination at the Martin Service Center. The site was split into two Operable Units (OUs). Remediation of OU1 was completed in 1994, and the DTSC

⁶ CH2M HILL, *Construction Completion Report, PG&E Martin Service Center Former Manufactured Gas Plant – Operable Unit 2*, April 2002.

certified remediation of OU2 in 2003. Remediation for OU2 included the following: land use restrictions, ongoing groundwater monitoring, soil management activities, and construction of a groundwater interceptor trench along the east side of the property adjacent to Bayshore Boulevard to prevent the offsite migration of contaminated groundwater. Soil management activities primarily included excavating soil that contained carcinogenic PNAs in excess of 10 parts per million (ppm), disposing the soil in a landfill designed to accept this type of material, and grading and recontouring the area to ensure better drainage. Soil containing less than 10 ppm of PNAs was permitted to remain in place and was also regraded into the Brisbane Yard and Brisbane Yard Annex beneath an asphalt chip seal cap (DTSC, 2000; CH2M HILL, 2002). PNAs and VOCs have also been detected in soil on both of the adjacent properties (Midway Village and Bayshore Park).

Land use restrictions placed on the PG&E property prohibit residential, hospital, daycare, or school use. Site management provisions require maintenance of the ~~asphalt~~ cap and interceptor trench and continued groundwater monitoring. No subsurface excavation or groundwater extraction is permitted without DTSC approval. All project construction activities would require coordination with DTSC and the property owner, review and approval of a work plan, including soil and groundwater disposal plan, implementation of appropriate health and safety measures, notification to nearby residents and businesses, and restoration of the site cap.

In addition, the following report is added to Section 5.14.4, References (Draft EIR p. 5.14-43):

CH2M HILL, Construction Completion Report, PG&E Martin Service Center Former Manufactured Gas Plant – Operable Unit 2, April 2002.

No new significant environmental impacts would occur as a result of these changes to the Draft EIR.

Comment [HM3]

“Page 5.14-23, Potential for Encountering Hazardous Materials. This section does not take into account the material excavated from the Main Street Detention Basin. Also, the screening assessment is based on data acquired from borings drilled prior to placement of material excavated during construction of the Main Street Detention Basin.” (*Melitta Rorty, PG, Manager of PG&E Environmental Remediation, Pacific Gas and Electric Company [A_PGE-07]*)

Response

Although the discussion in the Draft EIR (p. 5.14-23) does not mention that material excavated from the Main Street Detention Basin was placed in the vicinity of the Brisbane Yard and Brisbane Yard Annex, it acknowledges that hazardous materials may be encountered in soil at the launch pit locations due to site history and uncertainties related to

the distribution of hazardous materials. As noted by PG&E in this comment, the most impacted soil excavated for the Main Street Detention Basin was disposed of offsite, and material placed in the Brisbane Yard and Brisbane Yard Annex had lower concentrations of manufactured gas plant residues (PNA concentrations less than 10 ppm).⁷ Conservatively, the screening assessment was based on a worst-case scenario, using the highest measured concentrations historically detected in soil from the available data to demonstrate that the potential human health risk from exposure to hazardous materials in soil would be below acceptable levels. These data were derived from areas of other areas of the gas plant where gas plant residues were known to occur and prior to redistribution of material during construction of the Main Street Detention Basin. Because only excavated soil with less than 10 ppm carcinogenic PNAs was permitted to be placed on the Brisbane Yard and Brisbane Yard Annex (far lower than the maximum concentration of 6,951 ppm used for the screening assessment), the potential health risk associated with exposure to site soil would be considerably lower than calculated under the screening assessment. The potential impact related to exposure to contaminated soil and groundwater at this site would be reduced to less-than-significant levels with implementation of mitigation measures, as described in the Draft EIR on p. 5.14-25 and 5.14-26.

3.17 Energy Resources

There were no comments on the Draft EIR regarding energy resources.

3.18 Other CEQA Issues

There were no comments on the Draft EIR regarding other CEQA issues, including growth-inducing impacts, significant and unavoidable impacts, and cumulative impacts.

3.19 Alternatives

There were no comments on the Draft EIR regarding alternatives.

3.20 Other Topics

Dam Safety

Comment [O1]

“There should be an independent engineering study of the Crystal Springs Dam independent of any engineers hired by the SFPUC to review the hired guns of the PUC to ensure the integrity and continued sustainability of the dam structure before all this work is begun.” (*Josh Cooperman [I_COOPERMAN1-01]*)

“This is my fourth time I’ve been to these EIR hearings. I was at South School I was over at the golf course, and I’ve been to a couple others. I still have a problem in general with the fact that

⁷ Ibid.

San Francisco PUC is not undertaking an independent engineering study of the dam. While San Francisco PUC may have hired engineers that it is paying for, I believe, as a resident of Hillsborough, a member of the financial committee in Hillsborough, that an independent study with engineers hired by--for the benefit of San Francisco PUC should be engaged to look over the engineering studies that are being done on this dam. I have spoken with the State. The last physical engineering report that was done, that somebody went out to the dam and did physical borings, was done in the 1970s. The Federal Government--through a nationwide Federal Government program to investigate dams in the U.S. The most recent review by information in their files, using their own computer programs. And I think before the San Francisco PUC--the citizens of San Francisco and I own property there, so I pay water bills. And the citizens of the Peninsula who pay water bills which support this project--before this project is implemented, I have asked for the last four years for an independent study. And so far, I have not received any comments which would indicate why this study should not be undertaken. Since I live by the creek and my house will be wiped out in case the dam fails, as will my neighbors', a good portion of Hillsborough, and the downtown San Mateo commercial district will likely be wiped out and our hospital, I think it behooves us all to have this independent study done of the engineering calculations that are being handled by the engineers hired by the PUC." (*Josh Cooperman, Public Hearing Transcript, January 7, 2010 [I_COOPERMAN2-01]*)

Response

The proposed project is a pipeline replacement project that would not involve making any changes to the structure of the Lower Crystal Springs Dam (LCSD), nor would operation of the proposed project have any effect on the integrity of the LCSD structure. The comment is outside the scope of this project-level CEQA analysis because it does not relate to physical impacts potentially associated with the proposed project.

Further, the SFPUC (Julie Lebonite, WSIP Director) sent a letter to Mr. Cooperman (dated April 22, 2009) responding to his concerns and discussing technical studies that concluded that the LCSD is structurally and seismically safe. As described in the SFPUC letter, the California Department of Water Resources, Division of Safety of Dams (DSOD), performed a comprehensive assessment of the LCSD in 2007. The DSOD's review included review by all three branches of the DSOD: Design Engineering, Field Engineering, and Geology. Based on its analysis, the DSOD determined that further seismic assessment of the dam was not necessary.

4. Draft EIR Revisions

The following changes to the Draft EIR for the SFPUC’s proposed CSPL2 Replacement Project are provided at the initiation of staff to clarify content, add additional information received after the release of the Draft EIR, or to correct content in the Draft EIR. In addition, changes that were made in response to a comment (see Section 3, Comments and Responses), are also reiterated in this section. None of the text changes would result in new significant environmental impacts not previously disclosed in the Draft EIR.

The revisions that follow incorporate both staff-initiated changes and changes in response to comments. This section presents changes by Draft EIR page number (the first page number if there is more than one). In each change, new language is double underlined, while deleted text is shown in ~~strike-out~~.

On pages 1-9 through 1-20, the key for Table 1.1 is revised as follows to reflect the BAAQMD’s adoption of new CEQA Guidelines on June 2, 2010:

* = Significance Determination under ~~Existing 1999~~ BAAQMD CEQA Guidelines / Significance Determination under Proposed 2010 BAAQMD CEQA Guidelines

On page 1-10, Table 1.1 in Chapter 1.0, Executive Summary, is revised in response to comment [C1]:

| IMPACT | Pipeline Rehabilitation | Retrofitting Pipe Support Piers | General Improvement | Electrical Isolation | Cathodic Protection | Staging Areas |
|--|-------------------------|---------------------------------|---------------------|----------------------|---------------------|---------------|
| Impact CP-6: Impacts on adjacent or nearby historic architectural/ structural resources | LSM | PSM | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | | | |
| M-CP-6: Sierra Drive Bridge Vibration Monitoring and Restrictions | N/A | X | N/A | N/A | N/A | N/A |

On page 1-15, the ninth row of Table 1.1 is revised as follows to reflect the removal of Variant 1 and Mitigation Measures M-HY-1b from the proposed project:

**TABLE 1.1
SUMMARY OF IMPACTS AND MITIGATION MEASURES BY PROJECT FACILITY TYPE**

| IMPACT | Pipeline Rehabilitation | Retrofitting Pipe Support Piers | General Improvement | Electrical Isolation | Cathodic Protection | Staging Areas |
|---|-------------------------|---------------------------------|---------------------|----------------------|---------------------|---------------|
| 5.11 BIOLOGICAL RESOURCES | | | | | | |
| Impact BI-1: Impacts on Jurisdictional Waters and Riparian Habitat | PSM | PSM | PSM | NI | PSM | NI |
| <i>Mitigation Measures</i> | | | | | | |
| M-BI-1a: Protection of Jurisdictional Waters or Riparian Habitat | X | X | X | N/A | X | N/A |
| M-BI-1b: Environmental Awareness Training | X | X | X | N/A | X | N/A |
| M-BI-2a: Vegetation Restoration Plan | X | N/A | X | N/A | X | N/A |

| IMPACT | Pipeline Rehabilitation | Retrofitting Pipe Support Piers | General Improvement | Electrical Isolation | Cathodic Protection | Staging Areas |
|---|--------------------------------|--|----------------------------|-----------------------------|----------------------------|----------------------|
| 5.11 BIOLOGICAL RESOURCES | | | | | | |
| M-BI-3c: Protection of Steelhead | N/A | X | N/A | N/A | N/A | N/A |
| M-HY-1a: Construction Water Quality Best Management Practices | X | X | X | N/A | N/A | N/A |
| M-HY-1b: Access Road Improvements and Maintenance Plan | X | N/A | N/A | N/A | N/A | N/A |

On page 1-17, Table 1.1 is revised as follows to reflect the removal of Variant 1 and Mitigation Measure M-HY-1b from the proposed project:

**TABLE 1.1
SUMMARY OF IMPACTS AND MITIGATION MEASURES BY PROJECT FACILITY TYPE**

| IMPACT | Pipeline Rehabilitation | Retrofitting Pipe Support Piers | General Improvement | Electrical Isolation | Cathodic Protection | Staging Areas |
|---|--------------------------------|--|----------------------------|-----------------------------|----------------------------|----------------------|
| Impact HY-1: Degradation of water bodies as a result of erosion and sedimentation or a hazardous materials release during construction | PSM | PSM | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | | | |
| M-HY-1a: Construction Water Quality Best Management Practices | X | X | X | X | X | X |
| M-HY-1b: Access Road Maintenance and Improvement Plan (Variants 1, 3, and 4 only) | X | N/A | N/A | N/A | N/A | N/A |

On page 1-18, Table 1.1 is revised as follows to reflect the removal of Variant 1 and Mitigation Measure M-HY-1b from the project:

**TABLE 1.1
SUMMARY OF IMPACTS AND MITIGATION MEASURES BY PROJECT FACILITY TYPE**

| IMPACT | Pipeline Rehabilitation | Retrofitting Pipe Support Piers | General Improvement | Electrical Isolation | Cathodic Protection | Staging Areas |
|--|--------------------------------|--|----------------------------|-----------------------------|----------------------------|----------------------|
| Impact HY-5: Degradation of water quality, including offsite erosion and flooding, as a result of permanent alteration of drainage patterns | PSM | PSM | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | | | |
| M-HY-1a: Construction Water Quality Best Management Practices | X | X | X | X | X | X |
| M-HY-1b: Access Road Maintenance and Improvement Plan (Variants 1, 3, and 4 only) | X | N/A | N/A | N/A | N/A | N/A |

On page 1-20, Table 1.1 is revised as follows to include cumulative impacts and mitigation measures:

**TABLE 1.1
SUMMARY OF IMPACTS AND MITIGATION MEASURES BY PROJECT FACILITY TYPE**

| IMPACT | Pipeline Rehabilitation | Retrofitting Pipe Support Piers | General Improvement | Electrical Isolation | Cathodic Protection | Staging Areas |
|---|--------------------------------|--|----------------------------|-----------------------------|----------------------------|----------------------|
| <u>Impact C-LU: Cumulative disruption of established communities and changes in existing land patterns.</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | |
| <u>None Available</u> | | | | | | |
| <u>Impact C-AE: Cumulative impacts on visual character</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | |
| <u>None Required</u> | | | | | | |
| <u>Impact C-CP: Cumulative increase in impacts on archaeological, paleontological, and historical resources during construction.</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | |
| <u>None Required</u> | | | | | | |
| <u>Impact C-TR: Cumulative construction and/or operational traffic increases on local and regional roads.</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | |
| <u>M-CTR-1: SFPUC Construction Coordination</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| <u>Impact C-NO: Cumulative increases in construction noise in the project vicinity.</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | |
| <u>M-CNO-1: Coordinated Noise Control Plan During Construction</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| <u>Impact C-AQ: Cumulative construction emissions of criteria pollutants and greenhouse gas emissions</u> | <u>LS/SU*</u> | <u>LS/LS*</u> | <u>LS/LS*</u> | <u>LS/LS*</u> | <u>LS/LS*</u> | <u>LS/LS*</u> |
| <i>Mitigation Measures</i> | | | | | | |
| <u>None Available</u> | | | | | | |
| <u>Impact C-RE: Cumulative effects on recreational resources during construction</u> | <u>SM</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | |
| <u>M-CTR-1: SFPUC Construction Coordination</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| <u>Impact C-UT: Cumulative impacts related to disruption of utility service or relocation of utilities during construction</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |

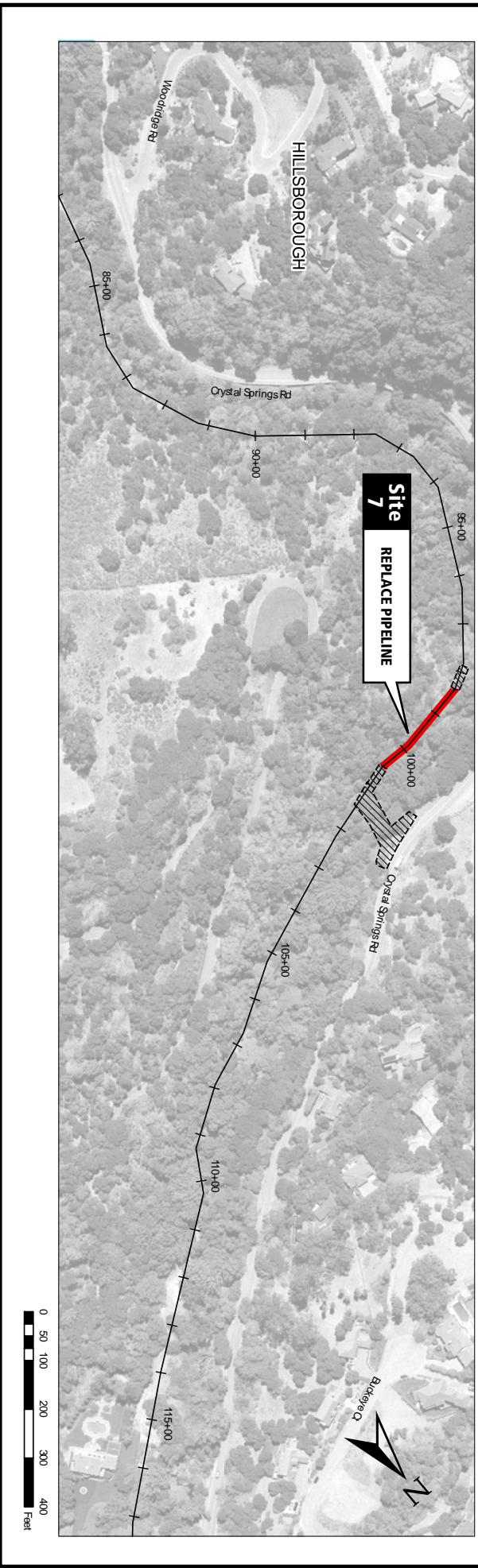
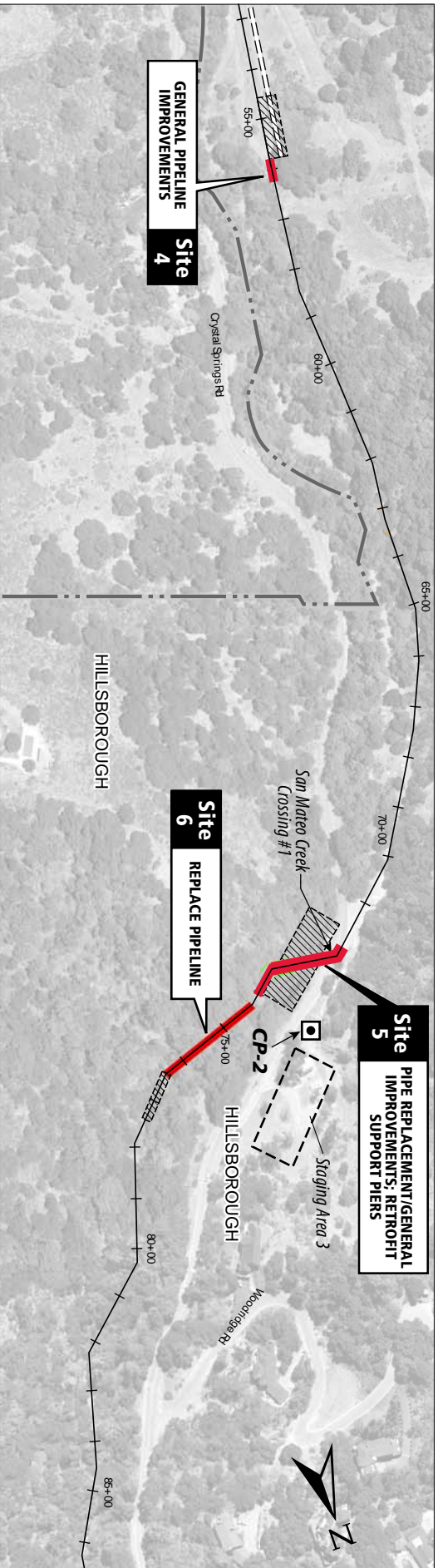
**TABLE 1.1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES BY PROJECT FACILITY TYPE**

| IMPACT | Pipeline Rehabilitation | Retrofitting Pipe Support Piers | General Improvement | Electrical Isolation | Cathodic Protection | Staging Areas |
|---|--------------------------------|--|----------------------------|-----------------------------|----------------------------|----------------------|
| <u>Mitigation Measures</u> | | | | | | |
| <u>None Required</u> | | | | | | |
| <u>Impact C-PS: Cumulative impacts related to increased demand for public services during construction.</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <u>Mitigation Measures</u> | | | | | | |
| <u>None Required</u> | | | | | | |
| <u>Impact C-BI: Cumulative loss of sensitive biological resources during construction</u> | <u>SM</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <u>Mitigation Measures</u> | | | | | | |
| <u>M-CBI-1: Snake and Frog Exclusion Fencing Below Crystal Springs Dam</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| <u>Impact C-GE: Cumulative exposure to people or structures to geologic and seismic hazards</u> | <u>B</u> | <u>B</u> | <u>B</u> | <u>B</u> | <u>B</u> | <u>B</u> |
| <u>Mitigation Measures</u> | | | | | | |
| <u>None Required</u> | | | | | | |
| <u>Impact C-HY: Cumulative impacts related to the degradation of water quality, alteration of drainage patterns, increased surface runoff, and flooding hazards.</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <u>Mitigation Measures</u> | | | | | | |
| <u>None Required</u> | | | | | | |
| <u>Impact C-HZ: Cumulative effects related to hazardous conditions and exposure to or release of hazardous materials during construction.</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <u>Mitigation Measures</u> | | | | | | |
| <u>None Required</u> | | | | | | |
| <u>Impact C-ME: Cumulative increases in the use of nonrenewable energy resources.</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <u>Mitigation Measures</u> | | | | | | |
| <u>None Required</u> | | | | | | |

On pages 3-6 and 3-7, Figure 3.5 and Figure 3.6 are revised to reflect the removal of Variant 1 from the project, as shown on the following pages.

On page 3-17, Figure 3.16 is revised to correct an editorial error and show that both sliplining and pipeline replacement would occur at this site, as shown on page 4-7 of this document.

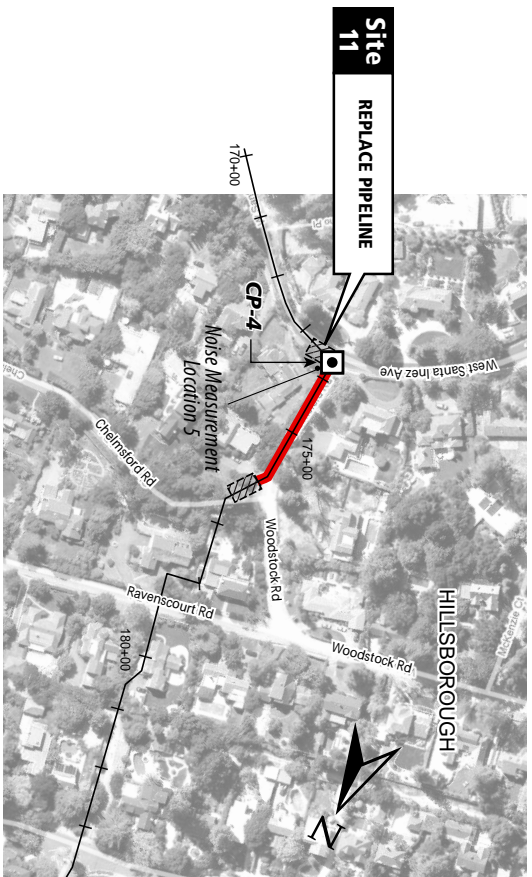
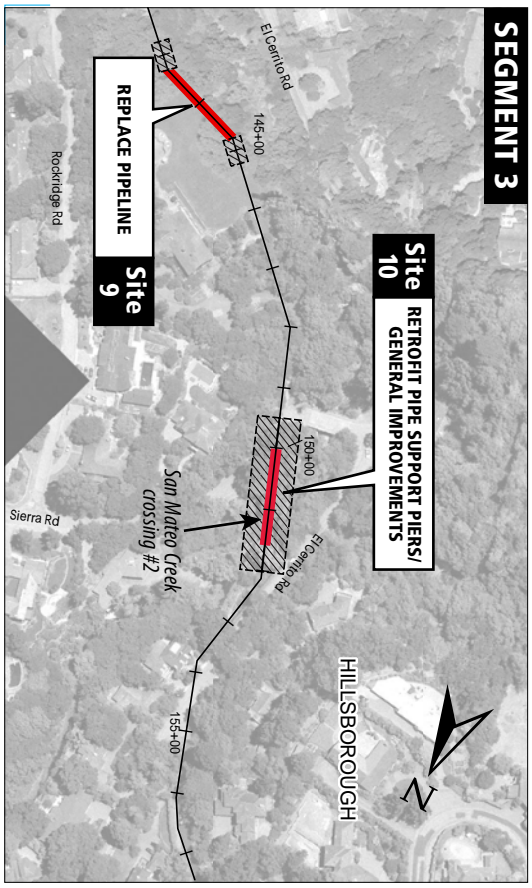
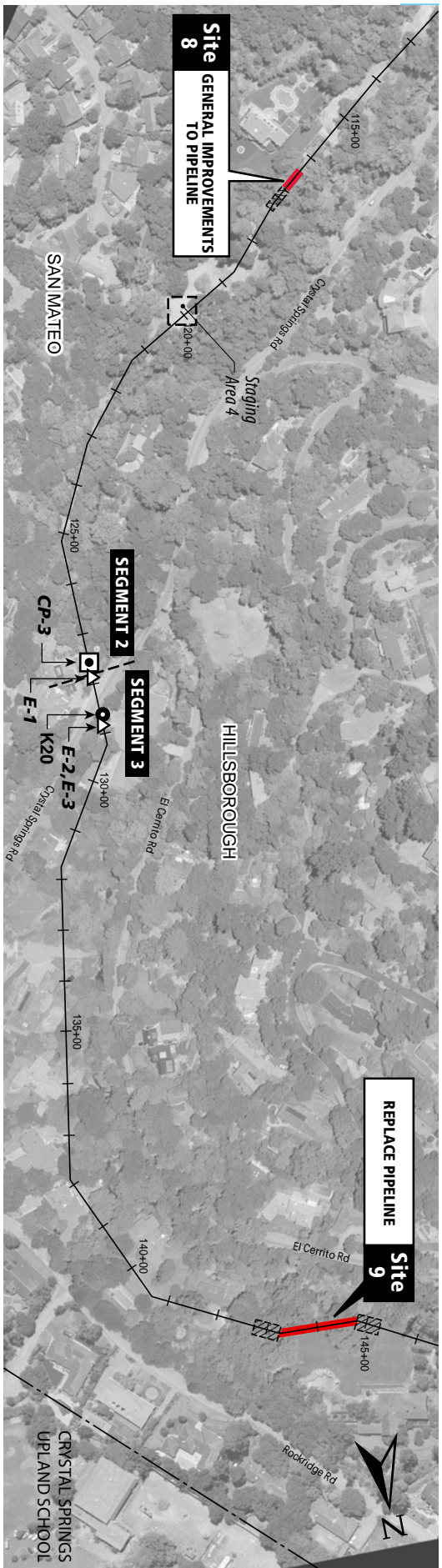
SEGMENT 2



SOURCE: SFPUC (2008)

Figure 3.5
Detailed Construction Work Areas:
Sites 4, 5, 6, 7
 Crystal Springs Pipeline No. 2 Replacement Project
 San Mateo County, California

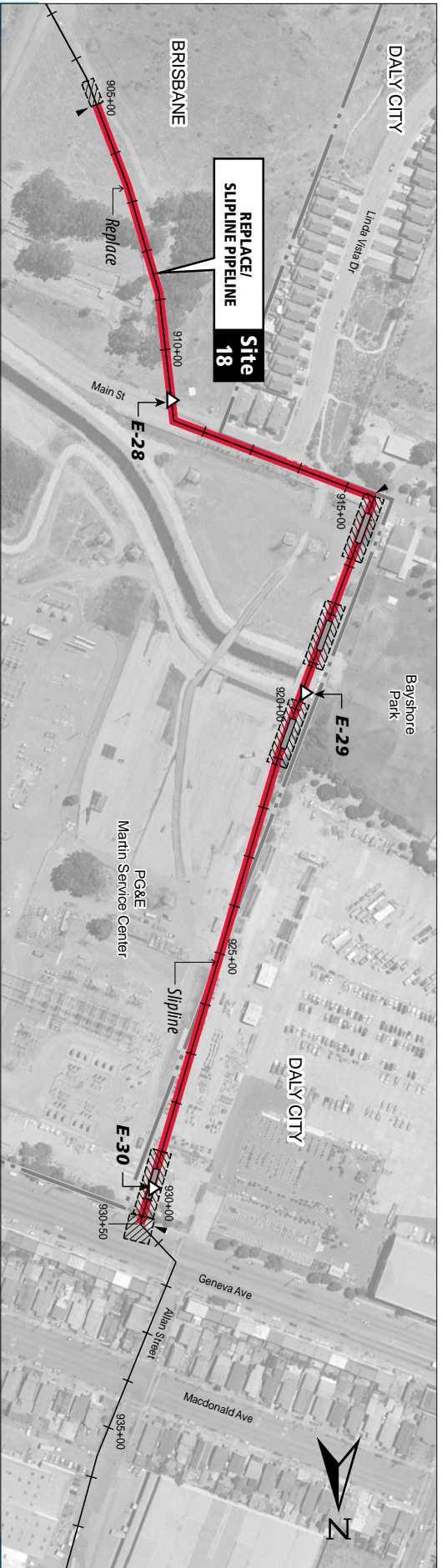
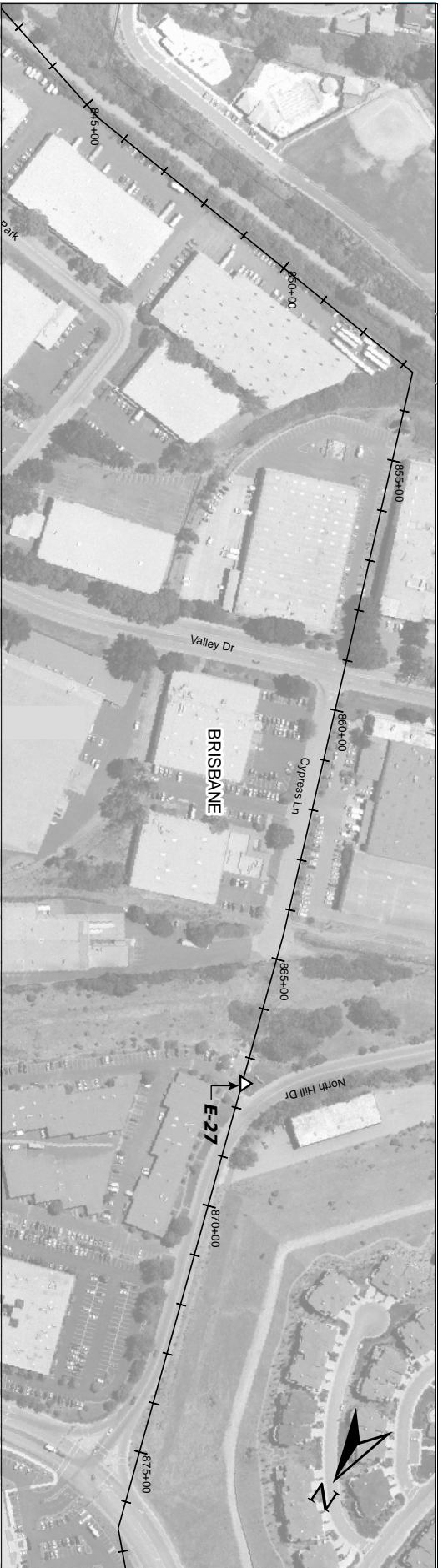
SEGMENTS 2 & 3



SOURCE: SFPUC (2008)

Figure 3.6

Detailed Construction Work Areas: Sites 8, 9, 10, 11 Crystal Springs Pipeline No. 2 Replacement Project San Mateo County, California

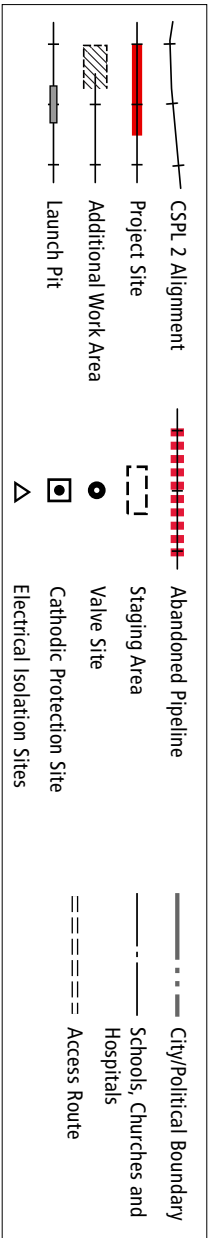


SOURCE: SFPUC (2008)

Figure 3.16

**Detailed Construction Work Areas:
Site 18**

Crystal Springs Pipeline No. 2 Replacement Project
San Mateo County, California



On page 3-37, the first paragraph is revised as follows in response to comment [H1]:

Dewatering must be performed in accordance with the requirements of the municipal sewer provider or the applicable permit issued by the State Water Resources Control Board, such as of the Statewide General Construction Permit for Stormwater Discharges Associated with Construction Activity issued by the State Water Resources Control Board, and municipal stormwater permits, and NPDES permits for non-stormwater discharges, such as General Permit for Fuel Clean Ups (Order No. R2-2006-0075) or the General Permit for Solvent Clean Ups (Order No. R2-2009-0059).

On page 3-22, the second paragraph and the subsequent list are revised to reflect the removal of Variant 1 from the proposed project:

Once the trench is excavated and shored, the existing pipe would be cut and removed, bedding material (sand) would be placed along the bottom of the trench, and the new pipe section would then be lowered by crane or backhoe and welded into place. After welding, the joints would be inspected and a protective coating applied. The excavated fill material would be reused to backfill the trench. Following compaction (to at least 90% compaction), the work surface area would be restored to its preconstruction condition, if possible.⁵ Excavated material that is not reused for backfill, such as broken pavement or any excess soil, would be disposed offsite at an approved location. Sites 6 and 7 would be located on the east side of San Mateo Creek, and Crystal Springs Road is located on the west side of the creek. In order to access these sites, the SFPUC is considering ~~four~~ three access options or variants. Because the most suitable method for accessing the project sites has not yet been determined, each of the following variants is analyzed at an equal level of detail in this EIR:

1. ~~Clearing and widening of an existing dirt road that extends between Sites 6 and 8 (approximately 4,000 feet long) and improving with a gravel surface;~~
2. Temporary Bridge Variant - Installation of a temporary, free-span bridge across the creek at each site (two bridges in all);
3. Helicopter Variant - Use of a helicopter to transfer equipment and construction materials from a staging area on the west side of Crystal Springs Road to work areas on the east side of the creek, adjacent to Sites 6 and 7; or
4. Crane Variant - Use a large, long-arm crane situated on the side of Crystal Springs Road to lift and deliver construction equipment to a work area the opposite side of the creek, adjacent to Sites 6 and 7.

On page 3-24, the third and fourth rows of Table 3.1 are revised as follows to reflect the removal of Variant 1 from the project:

⁵ Restoring to pre-construction conditions would include replacing pavement and landscaping (excluding trees) within SFPUC rights-of-way and easements.

**TABLE 3.1
PROPOSED PROJECT SITES**

| Seg. ^a | Site Number | City/General Location | Approximate Station Points (pipe length) | Estimated Additional Work Area (L x W) ^d | Estimated Total Construction Work Area (pipeline area plus added work space) | | | Estimated Excavation Volume (cubic yards) | Proposed Site Activities | Site Access Routes; Expected Road and Lane Closures | Setting | Construction Equipment | Comments |
|-----------------------------------|-------------|---|--|---|--|--------------|-------------------------------|---|--|---|---|--|--|
| | | | | | Length (feet) | Width (feet) | Total Work Area (square feet) | | | | | | |
| Pipeline Replacement Sites | | | | | | | | | | | | | |
| 2 | Site 6 | Hillsborough, San Mateo County Crystal Springs Road and Woodridge Road | 74+30 to 76+30 (200 feet) | 100 x 20 (workspace at east end only) | 318 | 20 | 6,360 (0.15 acre) | 1,200 | 1. Open-cut replacement with thicker-walled, 60-inch pipe. 2. Hillside slope stabilization would be required. 3. Potential tree removal or tree limb trimming. | No direct access to site from nearby roads. See comments for options being considered to access sites; lane closure requirements depend on access option selected. | Unpaved; vegetated (oak woodland and riparian). | Same as above equipment list for Site 1. | Sites 6 and 7 are not accessible from nearby public roads. To access these sites, four <u>three</u> options are being considered (see Section 3.4.1.1 for details): 1. Using the SFPUC ROW from Site 8, about 0.8 mile to the northeast (no lane closures). |
| 2 | Site 7 | Hillsborough, San Mateo County Crystal Springs Road and Woodridge Road | 98+35 to 100+45 (210 feet) | 100 x 20 (50 x 20 workspace at each end) | 319 | 20 | 6,380 (0.15 acre) | 1,200 | 1. Open-cut replacement with thicker-walled, 60-inch pipe. 2. Hillside slope stabilization would be required. 3. Potential tree removal or tree limb trimming. | No direct access to site from nearby roads. See comments for options being considered to access both sites; lane closure requirements depend on access option selected. | Unpaved; vegetated (oak woodland and riparian). | Same as above equipment list for Site 1. | 2. <u>Temporary Bridge Variant</u> - Installing a temporary bridge at each site across San Mateo Creek (road closure for approximately one day). 3. <u>Helicopter Variant</u> - Flying equipment and materials to the sites by helicopter (no lane closures). 4. <u>Crane Variant</u> - Using a large crane situated on the side of Crystal Springs Road adjacent to Sites 6 and 7 (road closure for approximately one day). |

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On page 3-39, the second full paragraph is revised to reflect the removal of Variant 1 from the proposed project:

Although a majority of the proposed replacement and relocation of the CSPL2 pipeline would occur within the existing CSPL2 or public street rights-of-way, access to some sites would require temporary construction right-of-way access and easements. For instance, to provide access to Sites 5, 6, and 7, the project proposes ~~the placement of temporary bridges crossing San Mateo Creek~~ one of several variants (see Section 3.4.1.1) and acquisition of easements. At Site 10, access would be from El Cerrito Road and the Sierra Drive concrete bridge, and would require a construction easement from the adjacent private property owner. At Sites 15 and 16 where the pipeline would be relocated from the existing easement to Spruce and Randolph Avenues, respectively, the SFPUC would coordinate with the City of South San Francisco in relocating the pipeline. The SFPUC would also coordinate with the California Department of Transportation (Caltrans) and Pacific Gas and Electric Company (PG&E) at Sites 12 and 18, respectively. All temporary construction easements, where applicable, would be obtained prior to starting construction.

On page 3-40, the fourth sentence of the last paragraph is revised as follows to reflect Caltrans' recent changes to the range of possible required work hours at Site 12 (along El Camino Real):

In addition, construction hours and activities along El Camino Real (Site 12) would be subject to review by Caltrans, and construction hours could be further limited (e.g., ~~7~~ 9 a.m. to 3 p.m.) to avoid peak evening commute hours; require nighttime work in commercial areas [Launch Pits 8, 10 and 11 only]; and/or require work during the day on some Saturdays).

On page 3-43 of the Draft EIR is revised as follows for clarification:

Sliplining of CSPL2 at Sites 12 and 18 would decrease the diameter of the pipeline in these sections; however, there would be no decrease in the volume of water delivered to the reservoir as adjustments to flow at the reservoir would be made to maintain the current ~~flow~~ water supply following project completion.

On page 4-11, the last paragraph is revised as follows in response to comment [PP1] and to correct an editorial error:

4.2.5.8 City of Brisbane

Within the planning area for the City of Brisbane, CSPL2 facility sites include Sites 17 (general improvements only), 18, and E-26 through E-29.

On page 4-12, the first paragraph is revised as follows in response to comment [PP1] and to correct an editorial error:

4.2.5.9 City of Daly City

The planning area for the *City of Daly City General Plan* (Daly City General Plan) (City of Daly City, 1987) encompasses a portion of Site 18 ~~Sites 18~~ and E-~~29~~ 30.

On page 5.1-3, the following text is added immediately before the subheading Section 5.1.2, Significance Determinations.

5.1.2 New Amendments to the CEQA Guidelines

The Draft EIR for the proposed project was published on December 10, 2009. On December 30, 2009, the Natural Resources Agency adopted CEQA Guideline Amendments to Appendix G recommended by the Governor's Office of Planning and Research (OPR, 2010). The Amendments became effective on March 18, 2010. The amendments include updates to the sample questions in the Environmental Checklist Form, which is included as Appendix G in the CEQA Guidelines. This section summarizes the updates and explains their relationship to the analysis in Sections 5.2 through 5.13 of this EIR.

Forest Resources

The Agricultural Resources section has been renamed to include Forest Resources, and the checklist questions under this impact category have been amended to consider environmental impacts related to conflicts with zoning of forest or timber land and the loss or conversion of forest resources.

Relationship to the Environmental Impacts of the Proposed Project

The project area does not include any lands zoned or managed for forest or timber uses. Implementation of this project would not affect any large tracts of land with a high density of trees. Although project construction would remove up to 81 trees that are located in various locations throughout the project area, the removal of these isolated trees are not considered a loss or conversion of forest lands. The impacts of tree removal are thoroughly evaluated in Section 5.11, Biological Resources. No further consideration of this topic is required in this EIR.

Greenhouse Gas Emissions

The amendments include a new section called "Greenhouse Gas Emissions." The checklist questions under this new impact category consider whether the project would generate significant direct or indirect greenhouse gas emissions or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Relationship to the Environmental Impacts of the Proposed Project

A detailed analysis of greenhouse gases, including consideration of the new checklist questions, is included in this EIR in Section 5.7, Air Quality, under similar significance criteria previously developed by the City and County of San Francisco. No further consideration of this topic is required in this EIR.

Transportation/Traffic

The checklist questions under this impact category have been amended to require consideration of applicable plans, ordinances, or policies that establish measures of effectiveness for the performance of the circulation system in the evaluation of

transportation/traffic impacts. The amendments include consideration of congestion management programs as well as policies, plans, or programs pertaining to public transit, bicycle, or pedestrian facilities.

Relationship to the Environmental Impacts of the Proposed Project

Section 5.5, Traffic, Transportation, and Circulation, describes congestion management plans, public transit, and bicycle and pedestrian facilities. However, as discussed in Section 5.5.3.2, Approach to Analysis, the CSPL2 project would not result in long-term impacts on roadways; therefore, no further consideration of level of service impacts, as they relate to congestion management plans, is necessary. In addition, the CSPL2 project would not permanently change the existing or planned transportation network in affected jurisdictions in San Mateo or San Francisco Counties, and therefore would not conflict with policies, plans, or programs related to transit, bicycle, or pedestrian travel. No further consideration of this topic is required in this EIR.

On page 5.1-3, the subheading is revised as follows to accommodate text additions:

5.1.23 Significance Determinations

On page 5.1-4, the following reference is added below to support updated information:

Office of Planning and Research (OPR), CEQA Guidelines, available online at <http://ceres.ca.gov/ceqa/guidelines/>, accessed on March 11, 2010.

On page 5.2-5, the last row is revised and a new row is added prior to the last row in Table 5.2-1 to correct an editorial error:

**TABLE 5.2-1
LAND USES IN VICINITY OF PROJECT REPLACEMENT, RELOCATION AND IMPROVEMENT SITES**

| Jurisdiction | Project Site ^a | Pipe Length (feet) | Land Uses in Project Vicinity | Minimum Distance to Project Site | Approximate Construction Duration (weeks) |
|-------------------|---------------------------|----------------------------|---|-------------------------------------|---|
| City of Brisbane | Site 17 | 75 | Land Use: SFPUC ROW in unpaved area among homes located uphill from San Bruno Avenue, which terminates behind an industrial building facing Bayshore Boulevard | 50 feet | 3 |
| | Site 18 | <u>1,950</u> | <u>Land Use: Located in an undeveloped, open space area with trees and annual grasses; nearby land uses include residential and industrial uses</u> | <u>100 feet</u> | <u>26^e</u> |
| City of Daly City | Site 18 | <u>2,550</u> <u>600</u> | Land Use: Mixed industrial and residential uses. Townhomes and single-family homes located at the edges of industrial uses such as the PG&E Martin Service; about 600 feet of the alignment is located in an undeveloped, open space areas with trees and annual grasses | 100 feet | 26 ^e |
| | | | Schools: Garnet J. Robertson Intermediate School (1 Martin Street), Bayshore Elementary School (144 Oriente Street), Bayshore Childcare Services (45/47 Midway Drive) | 450 feet 850 feet 300/25 feet | |
| | | | Parks: Bayshore Park (45 Midway Drive) | At Boundary | |

On page 5.2-11, the subheading beneath “City of Brisbane” is revised as follows to correct an editorial error:

Sites 17 and 18, E-26–289

On page 5.2-12, the subheading beneath “City of Daly City” is revised as follows to correct an editorial error:

Site 18, and E-29–30

On page 5.2-19, the second, third, and fourth full paragraphs are revised as follows to reflect the removal Variant 1 from the project:

Although construction would not occur within the public road ROW, access to homes from Crystal Springs Road could be adversely affected. To access Sites 6 and 7, ~~four~~three variants are currently being considered: (1) ~~using the SFPUC ROW from Site 8 about 0.8 mile to the northeast and constructing a temporary road access to Sites 6 and 7 along the south side of San Mateo Creek;~~ (2) Temporary bridge variant - installing a temporary bridge access across San Mateo Creek at Site 6 and a second temporary bridge at Site 7; (3) Helicopter variant - flying equipment and materials to the site by helicopter; and (4) Crane variant - using cranes to move materials and equipment across the creek. These ~~four~~ three variants would result in temporary land use effects during construction.

~~Variant 1 would not affect access to homes from Crystal Springs Road because it would not involve construction within the public road ROW. Under Variant 2 the temporary bridge variant, trucks turning onto the existing dirt road or temporary bridges to access Sites 6 and 7 could periodically stop traffic on Crystal Springs Road for up to 15 minutes at a time throughout the day to provide a sufficient turning radius for the trucks. Such delays would impede access to homes west of Crystal Springs Road. Variant 3 The helicopter variant would not impede access to homes on Crystal Springs Road since pipe sections and some equipment would be delivered and unloaded by helicopter. The use of helicopters under Variant 3 would reduce the number and duration of delays and lane closures because fewer construction vehicles would travel and to and from these sites. However, when pipe sections would be delivered, residents in the vicinity of Sites 6 and 7 and along some areas of the flight paths could experience noise increases that exceed acceptable levels over a period of approximately 20 to 40 hours, depending on the type of helicopter (refer to Section 5.6, Noise and Vibration, for a more detailed discussion of helicopter noise). Variant 4 The crane variant could require travel lane closures if there is insufficient road width to accommodate the crane, staging area, and alternate one-way traffic operations on Crystal Springs Road.~~

Since ~~Variants 2 and 4~~ the temporary bridge variant and the crane variant could result in travel delays and may require alternate one-way traffic lane operations on Crystal Springs Road, substantial disruption to land uses could occur in the vicinity of Sites 6 and 7 due to impeded access to homes. With advanced notification efforts that are proposed by the SFPUC, these temporary indirect land use disruption effects would be *less than significant*.

On page 5.3-6, the subheading beneath City of South San Francisco is revised as follows to correct an editorial error:

Sites 13–16 and E-15–~~24~~25

On page 5.3-8, the subheading beneath “City of Brisbane” is revised as follows to correct an editorial error:

Sites 17 and 18, CP-15, and E-~~22–25–26–29~~

On page 5.3-8, the subheading beneath “City of Daly City” is revised as follows to correct an editorial error:

Site 18 and E-30

On page 5.3-26, Table 5.3-3 is revised to reflect the removal of Variant 1 from the proposed project, as shown on the following page.

On pages 5.3-26 and 5.3-27, the following text is revised to reflect the removal of Variant 1 from the proposed project:

Sites 6 and 7

Proposed pipeline replacement would require removal of 11 of 14 trees at Site 6 and 9 of 15 trees at Site 7. Access to Sites 6 and 7 would be by one of ~~four~~ three variants: (1) ~~constructing a temporary access road along the SFPUC ROW between Sites 6 and 8;~~ (2) Temporary bridge variant - installing a temporary bridge across San Mateo Creek at each site; (3) Helicopter variant - flying equipment and materials to the site by helicopter; or (4) Crane variant - using cranes to move materials and equipment across the creek. ~~For Variant 1, this temporary access road would not be visible from Crystal Springs Road or other public roads. The roadway is not visible from any adjacent uses, except for one residence just north of Site 8. This access road would require removal of 16 trees. These 16 trees represent a loss of about 14 percent of 116 total trees along the access road alignment. Under the temporary bridge and crane variants Variants 2 and 4, 19 of 25 trees would be removed at Sites 6 and 7 to accommodate temporary access bridges across San Mateo Creek. No additional tree removal would occur under the helicopter variant Variant 3.~~

On page 5.3-31, Mitigation Measure M-AE-3b is revised to correct an editorial error as follows:

Mitigation Measure M-AE-3b: Landscaping and Tree Replacement Plan

The SFPUC shall prepare and implement a landscaping and tree replacement plan to restore project sites to their pre-construction condition such that short-term construction disturbance does not result in long-term visual impacts. To retain the existing visual character of the site and surrounding area, disturbed areas shall be recontoured and revegetated to preconstruction condition. Landscape vegetation shall include noninvasive, and where possible, native grasses, shrubs, and similar to existing landscaping. The SFPUC

**TABLE 5.3-3
SUMMARY OF POTENTIAL MATURE TREE REMOVAL BY PROJECT SITE**

| Project Site | Number of Trees at Site | Number of Trees Potentially Removed |
|--|--------------------------------|--|
| Pipeline Rehabilitation Sites | | |
| Site 1 | 31 | 5 |
| Site 2 | 23 | 2 |
| Site 3 | 21 | 1 |
| Site 9 | 29 | 10 |
| Site 11 | 4 | 1 |
| Site 12 | 244 | 1 |
| Site 13 | 4 | 1 |
| Site 18 | 8 | 6 |
| Tree Removal Subtotal for Sites 1-3, 9, 11-13, 18 | | 27 |
| Site 6 | 14 | 11 |
| Site 7 | 15 | 9 |
| Variant 1 (Access Road) | 416 | 46 |
| Variant 2 (Temporary Bridge) | 25 | 19 |
| Variant 3 (Helicopter Access) | n/a | 0 |
| Variant 4 (Crane) | 25 | 19 |
| Tree Removal Subtotal for Sites 6 and 7 | | 20-39^a |
| Retrofitting Pipe Support Piers and Improvements | | |
| Site 5 | 17 | 9 |
| Site 10 | 13 | 0 |
| Tree Removal Subtotal Sites 5 and 10 | | 9 |
| Electrical Isolation Sites | | |
| Site E-6, E-11 through E-13 | 8 | 6 |
| Tree Removal Subtotal for Site E-6 | | 6 |
| Total Potential Tree Removal | | 62-81^a |

^a A range of the total number of trees that could be removed from Sites 6 and 7 is provided since the total will depend on the access option that is selected.

SOURCE: Tree Management Experts, 2009.

shall monitor landscape plantings annually for five years after project completion to ensure that sufficient ground coverage has developed and shall implement additional measures, such as replanting or modifying irrigation systems, as determined necessary. Tree replacement would be conducted as specified in M-BI-5a, Replacement of Trees to be Removed~~M-BI-2a, Vegetation Restoration Plan~~, and shall include planting a 24-inch box size replacement tree of similar species at all urban sites and native trees, where feasible, along or adjacent to San Mateo Creek~~on the same site~~. If replanting on the same site is not feasible, the SFPUC shall find a suitable alternative location for each tree that is not replaced on site. Removed trees that are within existing CSPL2 ROW shall be replaced pursuant to the SFPUC's Right-Of-Way Integrated Vegetation Management Policy in the same general vicinity (SFPUC, 2007).

On page 5.4-1, the last paragraph is revised as follows to reflect the removal of Variant 1 from the proposed project:

Paleontological APE

The C-APE for paleontological resources for the CSPL2 project includes all areas that would experience subsurface excavation into bedrock during project construction. Project activities that are considered to be within the paleontological C-APE include: (1) the location of pipeline replacement and relocation sites; (2) slipline-related launch pits; (3) cathodic protection (CP) sites; and (4) electrical isolation (EI) sites that require ground excavation for access. In addition, any access roads that require cuts into bedrock are also included in the paleontological C-APE ~~(e.g., access road variant for Sites 6 and 7)~~. The C-APE for paleontological resources is similar to the archaeological C-APE except activities that only disturb surface areas are not included. Surface disturbing activities (e.g. staging areas, general improvement sites) would not disturb or destroy bedrock where paleontological resources are located, and therefore are not considered within the paleontological C-APE. Many ground excavations may only disturb surface soils that are devoid of paleontological resources and may never encounter potentially fossil-bearing bedrock; however, the subsurface stratigraphy at any one place is often unknown, and thus, all subsurface excavations are included in the paleontological C-APE.

On page 5.4-20, text has been added in response to [C1] to include additional information about the historic Howard-Ralston Trees Rows along El Camino Real in the project area:

Howard-Ralston Eucalyptus Tree Rows

The Howard-Ralston Eucalyptus Tree Rows are a row of mature eucalyptus trees located along both sides of El Camino Real (State Route 82) for approximately 1.76 miles in the communities of Burlingame and Hillsborough, between Chapin Avenue and Ray Drive. All but 400 feet of the entire 1.76-mile-long historic property is located within the CSPL2 Project's Site 12 boundaries. The trees were planted along El Camino Real beginning in the 1870s to enhance the suburban subdivision of Burlingame and to act as a wind block for newly planted elm trees, which subsequently did not survive. Originally evaluated for their historic significance in 1999, Caltrans found the trees within the El Camino Real right-of-

way to be historically significant because they relate to the founding of Burlingame and for their association with John McLaren and William Ralston, both of whom are significant figures in San Mateo County history. The tree rows were found eligible for the National Register of Historic Places under National Register criteria A and C. The State Office of Historic Preservation (SHPO) concurred in the eligibility of the resource in 2003. In 2008, a second section of the tree rows along El Camino Real, extending from Chapin Avenue south to Peninsula Avenue, was found to contain sufficient integrity to be considered a contributing element to the historic property. This contributing element is located south of Site 12. The trees have also long been recognized by the communities of Burlingame and Hillsborough for their beauty and historic importance.

On page 5.4-36, the text has been revised in response to comment [C1]:

| Projects | Impact CP-1: Impacts on paleontological resources during construction | Impact CP-2: Impacts on archaeological resources during construction | Impact CP-3: Impacts on human remains | Impact CP-4: Impacts on the historical significance of a historic district or a contributor to a historic district or potential district | Impact CP-5: Impacts on the historical significance of individual facilities resulting from demolition or alteration | Impact CP-6: Impacts on adjacent or nearby historic architectural/structural resources |
|--------------------------------------|---|--|---------------------------------------|--|--|--|
| Pipeline Rehabilitation Sites | | | | | | |
| Site 1 | LS | PSM | PSM | NI | NI | NI |
| Site 2 | LS | PSM | PSM | NI | NI | NI |
| Site 3 | LS | PSM | PSM | NI | NI | NI |
| Site 6 | LS | PSM | PSM | NI | NI | NI |
| Site 7 | LS | PSM | PSM | NI | NI | NI |
| Site 9 | LS | SM | PSM | NI | NI | NI |
| Site 11 | PSM | PSM | PSM | NI | NI | NI |
| Site 12 | PSM | SM | PSM | NI | NI | <u>LS-NI</u> |
| Site 13 | LS | PSM | PSM | NI | NI | NI |
| Site 14 | LS | PSM | PSM | NI | NI | NI |
| Site 15 | LS | PSM | PSM | NI | NI | NI |
| Site 16 | LS | PSM | PSM | NI | NI | NI |
| Site 18 | PSM | PSM | PSM | NI | NI | NI |

On page 5.4-44, the text has been revised in response to [C1] to describe project impacts to the historic Howard-Ralston Trees Rows along El Camino Real:

Site 12

| Impact CP-6: Impacts on adjacent or nearby historic architectural/structural resources | |
|--|-----------|
| Retrofitting or Replacing Pipe Support Piers and Improvements | |
| Site 10 | PSM |
| Site 12 | <u>LS</u> |
| All Other Project Sites | NI |

The project would result in the likely removal of one tree from the Howard-Ralston Eucalyptus Tree Rows at Site 12 adjacent to Launch Pit 5. As described on pages 5.3-27 and 5.11-72 of the Draft EIR, the project would not result in loss of the remaining eucalyptus trees lining this section of El Camino Real. The potential loss of one mature eucalyptus tree within the Howard-Ralston Eucalyptus Tree Rows would not be considered a significant impact on historic resources, considering the overall number of

trees that comprise this historic resource. The loss of less than approximately 0.4 percent of the resource would not substantially reduce the physical integrity of the tree rows. The absence of the tree at Site 12 would be nearly imperceptible given the totality of the historic tree rows, which extend for nearly two miles along El Camino Real. Even with the elimination of one mature eucalyptus tree, the Howard-Ralston Eucalyptus Tree Rows would continue to be eligible for listing in the NRHP as a historic resource after completion of the proposed project. For these reasons, the proposed project would have a less than significant impact on the Howard-Ralston Eucalyptus Tree Rows.

On page 5.4-47, the following is inserted as the second paragraph of Mitigation Measure M-CP-2a: Accidental Discovery of Archaeological Resources to correct an editorial omission:

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, SFPUC shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

On page 5.4-48, the first sentence of Mitigation Measure M-CP-2c is revised as follows to correct an editorial error:

Mitigation Measure M-CP-2c: Extended Archaeological Survey

To determine the presence or absence of cultural materials at Launch Pit ~~427~~/Site ~~712~~, a qualified archaeologist with experience in reading geotechnical boring samples and a Native American monitor shall conduct an EAS in the vicinity of CA-SMA-300 in the C-APE prior to construction activities.

The following reference is added to the Draft EIR page 5.4-50:

Caltrans, Department of Parks and Recreation (DPR) Primary Record Form: *Howard-Ralston Eucalyptus Tree Rows* (site no. P-41-002191). Prepared as part of a report entitled *Historic Architectural Report for the Proposed Widening of State Highway 82 in Hillsborough, San Mateo County* by William Kostura, 1999.

In response to comment [T5], the following text is inserted to Draft EIR on p. 5.5-33 at the end of the first full paragraph to provide additional clarification:

While parking impacts along El Camino Real would be less than significant, Mitigation Measure M-TR-1a (traffic control plan) would further reduce potential impacts by requiring that construction contractors identify locations for construction worker parking, and, if necessary, provide transport between the parking locations and the worksite.

On page 5.5-36, the second bullet of Mitigation Measure M-TR-1a is revised as follows to reflect changes to the waste collection service provider:

- Coordinate with ~~Allied Waste of San Mateo County~~ the waste collection service provider regarding solid waste/recycling collection services at sites where driveway

access restrictions are necessary to ensure that solid waste/recycling collection for residences and commercial establishments are not disrupted by construction activities.

On page 5.5-38, Mitigation Measure M-TR-1b is expanded as follows in response to comment [T7]:

- Provide cane detectables to accommodate people with visual impairments at locations where there are pedestrian detours.

On page 5.6-24, the last paragraph is revised as follows to reflect Caltrans' recent changes to the range of possible required work hours at Site 12 (along El Camino Real):

Project construction is proposed to occur primarily during the daytime weekday hours (7 a.m. and 5 p.m.) at all sites except Site 12. Construction during some weekend and evening hours could be necessary at certain locations along Site 12 to meet construction requirements. Specifically, construction activities along El Camino Real (Site 12) would be subject to review by Caltrans, and construction hours could be further limited (e.g., certain hours such as 97 a.m. to 3 p.m. to avoid evening peak commute hours; nighttime work in commercial areas; and/or require work during the day on some Saturdays).

On page 5.6-28, the first sentence of the second paragraph is revised as follows to reflect changes in the project description:

In addition to maximum construction noise levels listed in Table 5.6-11, tree removal work at some sites (~~including the temporary access road variant for Sites 6 and 7~~) could entail the use of a tree chipper/mulcher, which could generate maximum noise levels of 72 to 96 dBA at a distance 25 to 400 feet, with a typical hourly Leq of 67 to 91.

On page 5.6-35, the last sentence is revised to correct an editorial error:

While this mitigation measure would require that construction activities ~~avoiding~~ hours of operation at this building if possible, this impact is conservatively considered potentially significant and unavoidable since the feasibility of scheduling launch pit construction to avoid childcare activities is currently unknown.

On page 5.6-38, the last two sentences in the first paragraph are revised as follows to reflect Caltrans' recent changes to the range of possible required work hours at Site 12 (along El Camino Real):

In addition, construction hours and activities along El Camino Real (Site 12) would be subject to review by Caltrans, and construction hours could be further limited (e.g., 97 a.m. to 3 p.m. to avoid evening peak commute hours; require nighttime work in commercial areas [Launch Pits 8, 10, and 11 only]; and/or require work during the day on some Saturdays). If nighttime work were required, work could be performed between 8 p.m. to 6 a.m., but would be restricted to weekdays.

On page 5.6-38, the last paragraph is revised as follows in response to comment [PP1] and to correct an editorial error:

Sites 2–16, and 18

Construction hours at pipeline replacement sites located within Hillsborough (Sites 2 through 12), Millbrae (Site 12), and South San Francisco (Sites 13 through 16), ~~and Daly City (Site 18)~~ are expected to vary by one hour from ordinance time limits. Therefore, construction hours at these sites would conflict with local ordinance time limits, which would be a *significant* impact. Proposed construction hours at Site 18 would be consistent with Brisbane construction hours; Daly City does not specify construction hours. Implementation of Mitigation Measure M-NO-3, Construction Hours, would require adjustment of construction hours to be consistent with ordinance hours, and this would reduce impacts most of the time. However, there might be extenuating circumstances where construction may have to occur beyond ordinance weekday or weekend time limits. In addition, construction noise at the Site 18 pipeline could periodically exceed Brisbane’s 86-dBA property line limit even after mitigation. Consequently, the potential for conflicts with local noise ordinances, as described above and shown in Table 5.6-11, and if this occurs, this potential occasional conflict with ordinance time limits would be potentially significant and unavoidable.

On page 5.6-39, the last paragraph is revised as follows in response to comment [PP1] and to correct an editorial error:

Sites E-1–3, E-6, E-9–13, E-15–25, and E-29–30

Construction hours at EI sites located within Hillsborough (Sites E-1 through E-3), Millbrae (Sites E-9 through E-13), and South San Francisco (Sites E-15 through E-25) are expected to vary by one hour from ordinance time limits. Therefore, construction hours at these sites would conflict with local ordinance time limits, which would be a *significant* impact. Implementation of Mitigation Measure M-NO-3 would require adjustment of construction hours to be consistent with these ordinance hours, and this would reduce impacts most of the time. Sites E-26 through E-29 are located in Brisbane, and proposed construction hours would be consistent with Brisbane construction hours. Sites E-29 and E-30 are is located within Daly City, and the municipal code (Section 9.22.030) does not specify have any time limits restrictions on for construction noise, but prohibits only that noise disturbance shall occur between 10 p.m. and 6 a.m. Therefore, proposed construction hours are not expected to conflict with ordinance limits. However, there might be extenuating circumstances where construction may have to occur beyond ordinance weekday or weekend time limits, and if this occurs, this potential occasional conflict with these ordinance time limits would be *potentially significant and unavoidable*.

On pages 5.6-42 and 5.6-43, the text is revised to reflect removal of Variant 1 from the project:

Sites 6 and 7

There are ~~three~~four variants under consideration for access to Sites 6 and 7: ~~(1) constructing a temporary access road along the SFPUC right of way (ROW) between Sites 6 and 8;~~

(2) Temporary bridge variant - installing a temporary bridge at each site across San Mateo Creek; (3) Helicopter variant - flying equipment and materials to the site by helicopter; or (4) Crane variant - using cranes to move materials and equipment across the creek.

~~Under Variant 1, the existing dirt road along San Mateo Creek would be widened and leveled to provide construction access to Sites 6 and 7. This variant would involve the same level of truck traffic on Crystal Springs Road, but would also increase truck noise levels along this access road. One residence is located within 25 feet of this access road and all haul and delivery trucks accessing these two sites would pass by this home. This receptor would be subject to truck noise levels of approximately 57 dBA Leq (Table 5.6-13). When these noise levels are compared to the daytime ambient noise levels measured along the CSPL2 alignment (Table 5.6-2), truck-related noise increases would not be expected to significantly increase daytime ambient noise levels at the closest residential receptors. While each passing truck could be noticeable to this residential receptor, increases in daytime ambient noise levels would be expected to be less than 3 dB. In general, a noise increase of 3 dB is barely perceptible to most people. Therefore, short-term noise increases due to project-related truck traffic on local roadways in the vicinity of sites along Crystal Springs Road would be less than significant under Variant 1.~~

~~Variants 2 and 4~~ The temporary bridge and crane variants would involve the same level of truck traffic on Crystal Springs Road, where this road would be used to access Staging Area S-9, Casey Quarry, on the west side of Crystal Springs Road. Under the temporary bridge variant ~~Variant 2~~, materials and equipment would be moved from this staging area to Sites 6 and 7 via Crystal Springs Road and temporary bridges. The primary noise increase associated with this variant would be trucks traveling on Crystal Springs Road, across the bridges to work areas on the east side of the creek. Under the crane variant ~~Variant 4~~, cranes would be positioned on the west side of Crystal Springs Road and trucks would travel on Crystal Springs Road between S-9 and these cranes, then the cranes would move materials and equipment across the creek. Under both these variants, truck noise increases along Crystal Springs Road would be less than significant, as indicated above. However, under the crane variant ~~Variant 4~~, there would be additional noise generated by cranes (78 dBA Leq at 50 feet; see Table 5.6-10). One home is located approximately 100 feet from the area where the crane could be positioned at Site 7, and the closest home to the potential crane location at Site 6 is a minimum of 160 feet away. Since cranes would operate for less than two weeks at a time at each site, potential noise increases associated with operation of the crane would be less than significant.

~~Variant 3~~ The helicopter variant would involve use of a helicopter to transport materials to these sites from the helicopter landing area at the San Carlos Airport. The helicopter would fly the shortest path from the airport to the site, avoiding residential areas and power lines. The helicopter would not land, but hover above the sites to deliver and pick up equipment. The helicopter would file a flight plan with the airport. Depending on the flight path, residents directly under the flight path of a helicopter at 200 feet altitude would experience maximum noise levels on the order of 85 to 99 dBA, with an hourly Leq less than 70 dBA for an

overhead passby at 50 mph.⁶ With ~~the helicopter variant~~ Variant 3, for homes near Sites 6 and 7, 160 to 650 feet from these work sites, each helicopter delivery would generate an hourly Leq of 75 to 83 dBA, and residents living near these sites would be subject to these noise levels over a period of approximately 20 to 40 hours of helicopter operating time, depending on the type of helicopter. While this variant would avoid noise associated with haul and delivery truck traffic increases on Crystal Springs Road, there would be a readily noticeable temporary noise increase at homes near the work sites and for some areas along the flight path. Although helicopter operations would occur for less than two weeks (in total), these temporary noise increases would be potentially significant because these increases could be annoying to nearby residents due to the nature of helicopter noise, even if they do not exceed the 70-dBA (Leq) speech interference threshold. Operational helicopter noise controls (Mitigation Measure M-NO-4) would reduce the adverse effects of these temporary noise increases to a less-than-significant level by requiring noise reduction flight restrictions on helicopter operations.

On page 5.6-46, the second sentence in the first full paragraph is revised as follows to reflect Caltrans' recent changes to the range of possible required work hours at Site 12 (along El Camino Real):

Specifically, construction activities along El Camino Real (Site 12) would be subject to review by Caltrans, and construction hours could be further limited (e.g., certain hours such as 97 a.m. to 3 p.m. to avoid evening peak commute hours; nighttime work in commercial areas; and/or require work during the day on some Saturdays).

On page 5.7-5, the last two bullet points are revised as follows to correct an editorial error:

- Residential uses are located as close as 80 feet from the following project sites: Sites 11, 12, 13, 14, 15, 16, 18, and 19 and Staging Areas 5 and 6. At Site 12, the nearest receptors to construction activities would be located along El Camino Real. Single- and multiple-family residences are located as close as 100 feet from Launch Pits 1, 2a, 2b, 2c, 4a, 4b, 4c, 6a, and 6c.
- Residential uses are located as close as 850 feet from the following project facility sites: Sites 1, 2, 3, 6, 7, 8, 9, 10, ~~18~~, and 19; Staging Areas 4, 8, 9, 10, 11, and 12; and CP-1.

On page 5.7-6, the seventh bullet point is revised as follows to correct an editorial error:

- Various parks are located as close as 100850 feet from Site 18 and CP-24 Staging Area 11.

⁶ Pass-by noise is 85 to 92 dBA at a 200 foot elevation for a helicopter traveling at 50 mph overhead, or approximately 60 to 67 dBA hourly L_{eq} for an 11 second pass-by in one hour. During delivery operations, a helicopter hovering at an altitude of 200 feet and a distance of 650 feet away would generate an hourly L_{eq} of 76 to 88 dBA for a hover time of 15 minutes in an hour (WIA, 2009).

On page 5.7-10, the third full paragraph is revised as follows to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

The BAAQMD is currently in the process of recently updated their 1999 CEQA Air Quality Guidelines (BAAQMD, 1999) by adopting new CEQA Air Quality Guidelines, which include quantitative CEQA significance thresholds for construction-related and operational emissions of criteria pollutants, precursors, and TACs, and GHGs (BAAQMD, 2009b and 2009e/2010). The BAAQMD has not yet adopted these guidelines or quantitative significance thresholds for construction-related emissions, although the BAAQMD expects to adopt these new guidelines in late 2009. According to the BAAQMD, these recently adopted thresholds of significance are only intended to apply to environmental analyses that began on or after June 2, 2010 and thresholds pertaining to the health risks to sensitive receptors are only intended to apply to environmental analyses that began on or after January 1, 2011. Even though the environmental analysis of the proposed project began well in advance of June 2, 2010, the analysis in this EIR conservatively relies on the recently adopted (BAAQMD, 2010b) assessment methodologies, significance thresholds, and mitigation strategies.

On page 5.7-12, the following text changes are made to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

Local

Bay Area Air Quality Management District Climate Protection Program

The BAAQMD recently updated their 1999 CEQA Air Quality Guidelines (BAAQMD, 1999) by adopting new CEQA Air Quality Guidelines, which include quantitative CEQA significance thresholds for construction-related and operational emissions of GHGs (BAAQMD, 2010). According to the BAAQMD, these recently adopted thresholds of significance are only intended to apply to environmental analyses that began on or after June 2, 2010.

On page 5.7-12, the following text changes are made in Section 5.7.3.2, Approach to Analysis, to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

5.7.3.2 Approach to Analysis

The air quality impact analysis considers construction and operational impacts associated with the CSPL2 project. As a pipeline replacement project, pipeline operations would remain essentially unchanged, while the principal air emissions associated with project implementation would occur during construction. While the BAAQMD adopted new thresholds of significance in June 2010, according to the BAAQMD, these new thresholds are only intended to apply to environmental analyses that began on or after June 2, 2010 and thresholds pertaining to the health risks to sensitive receptors are only intended to apply to environmental analyses that began on or after January 1, 2011. Even though the environmental analysis of the proposed project began well in advance of June 2, 2010, the

analysis in this EIR evaluates ~~Construction air emissions are evaluated~~ in accordance with both the adopted 1999 BAAQMD guidelines for assessing and mitigating air quality impacts (BAAQMD, 1999) in addition to the assessment methodologies, significance thresholds, and mitigation strategies outlined in the 2010 BAAQMD CEQA Air Quality Guidelines (BAAQMD, 2010).

Under ~~current~~ the 1999 guidelines, the BAAQMD does not require quantification of construction-related fugitive dust emissions, but provides guidance for quantification and considers the significance of a project's impact based on the extent of control measures that are proposed to be implemented. For example, if appropriate mitigation measures are implemented for each project to control fugitive dust emissions, the BAAQMD considers potentially significant project-related and potentially significant contributions to cumulative impacts to be less than significant.

The ~~current~~ 1999 guidelines similarly consider temporary construction equipment exhaust emissions to have been included in the regional emissions "budget" for on- and off-road sources. By virtue of this inclusion, the CEQA Guidelines consider these emissions to not be "new" to the air basin. Therefore, the emissions from the project would not prevent attainment or maintenance of the CO and ozone standards within the Bay Area. If measures are implemented to maintain such equipment in good working order, the BAAQMD considers potentially significant project-related and potentially significant contributions to cumulative regional exhaust emissions impacts to be less than significant.

As indicated above (under Section 5.7.2, Regulatory Framework), the BAAQMD ~~has not recently adopted~~ quantitative thresholds of significance for construction-related emissions at this time. Although these thresholds are not considered by the BAAQMD to apply to this project because the environmental analysis of this project began prior to June 2, 2010. However, the BAAQMD is currently in the process of adopting new CEQA Air Quality Guidelines as well as quantitative CEQA significance thresholds for construction-related emissions of criteria pollutants, precursors, TACs, and GHGs (BAAQMD, 2009b and 2009c). The BAAQMD expects to adopt these new guidelines and thresholds of significance in late 2009. Therefore, in anticipation of the BAAQMD's expected adoption of new guidelines and quantitative significance thresholds for construction-related emissions, this EIR also includes a quantitative analysis of the project's construction-related emissions based on the proposed 2010 BAAQMD CEQA Air Quality Guidelines (which include qualitative and quantitative significance thresholds), and worst-case assumptions for the project's construction emissions. According to the proposed 2010 BAAQMD thresholds of significance, the proposed project would result in a significant impact if it were to produce construction-related emissions of criteria pollutants as follows: more than 54 pounds per day of ROG_s or NO_x, 54 pounds per day of PM_{2.5} (exhaust emissions only), or 82 pounds per day of PM₁₀ (exhaust emissions only). The proposed 2010 guidelines do not change the BAAQMD's ~~current~~ 1999 guidelines for fugitive dust or TACs, and the BAAQMD TACs threshold is an increased cancer risk of more than 10 in 1 million for a person with maximum exposure potential and increased non-cancer risk of

1.0 Hazard Index (chronic or acute). However, the ~~proposed 2010~~ guidelines apply these to construction projects (whereas these thresholds under the ~~current 1999~~ guidelines apply only to operational impacts) and ~~proposed 2010~~ guidelines add an additional criterion to both construction-related and operational emissions: increase in annual average ambient PM_{2.5} of more than 0.3 µg/m³.

The 1999 and 2010 BAAQMD guidelines also provide significance thresholds for criteria pollutant emissions associated with project operation. However, water storage, transmission, and treatment facilities are not typically a source of “traditional” air pollution emissions. Therefore, direct and secondary emissions associated with operation of project facilities are discussed qualitatively.

~~There are no adopted numerical significance thresholds for GHG. Preliminary draft CEQA Guidelines Amendments for GHG emissions were issued by the Governor’s Office of Planning and Research (OPR) on January 8, 2009 (California Governor’s Office of Planning and Research, 2009). These draft amendments propose addition of On December 30, 2009, the State of California Natural Resources Agency adopted amendments to the CEQA guidelines that address GHG emissions and become effective in March 2010. The adopted amendments provide a basic framework for assessing GHG impacts, but do not establish numerical significance thresholds for GHG emissions. Adopted guidelines add the following criteria: (1) generate GHG emissions, either directly or indirectly, that could may have a significant impact on the environment, based on any applicable threshold of significance; or (2) conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emission of GHGs. These two criteria are included under the significance criteria in Section 5.7.3.1, above, and considered in the impact evaluation under Impact AQ-4 below.~~

For GHG emissions during construction, no state or regional air quality agency has adopted a methodology or quantitative threshold (similar to those for ~~priority criteria~~ pollutants) that can be applied to a specific development or construction project to evaluate the significance of its contribution to these emissions. The ~~draft 2010~~ BAAQMD thresholds of significance do not include a construction GHG threshold at this time (BAAQMD, ~~2009e~~2010). ~~The draft guidelines recommend a case-by-case consideration of construction GHG emissions and encourage project applicants to implement construction GHG reduction strategies where feasible. The BAAQMD has also indicated that it plans to develop a list of best management practices, such as alternative fuels, use of local materials, and recycling of construction and demolition waste, to provide lead agencies with strategies that reduce greenhouse gas emissions from construction (BAAQMD 2009e).~~ The 2010 BAAQMD guidelines recommend quantification and disclosure of GHG emissions that would occur during construction and determination on the significance of these construction-generated GHG emission impacts in relation to meeting the state’s GHG reduction goals. The BAAQMD also encourages incorporation of best management practices to reduce GHG emissions during construction, such as using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet, using local building

materials of at least 10 percent, and recycling or reusing at least 50 percent of construction waste or demolition materials (BAAQMD, 2010). The impact analysis in this section calculates the quantity of GHGs that would be emitted during project construction and operation, and then compares construction emissions to total GHG emissions in the Bay Area and in California.

On page 5.7-18, the last line of Table 5.7-3 is revised as follows to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

**TABLE 5.7-3
SUMMARY OF IMPACTS – AIR QUALITY**

* Significance Determination under ~~Existing1999~~ BAAQMD CEQA Guidelines / Significance Determination under ~~Proposed2010~~ BAAQMD CEQA Guidelines

On page 5.7-21, the first and second full paragraphs are revised as follows to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

However, with ~~expected~~ adoption of the ~~proposed2010~~ BAAQMD CEQA Guidelines ~~in late 2009~~ (which include new quantitative significance thresholds for construction-related emissions), a quantitative analysis of the project's construction emissions was completed as part of this analysis to determine the project's consistency with proposed thresholds. In accordance with the ~~proposed2010~~ BAAQMD CEQA Guidelines, the CARB computer model, URBEMIS2007, was used to calculate exhaust emissions associated with each construction phase (model outputs are included **Appendix E**). On-road emissions were calculated using the EMFAC 2007 computer model for a vehicle fleet (specific to the Bay Area) operating in 2012. A summary of total emissions for the duration of construction at each site is presented in **Table 5.7-5**.⁷ These emissions represent worst-case conditions since they assume simultaneous construction would occur at all project facility sites.

Table 5.7-6 compares the project's total emissions listed in Table 5.7-5 with the ~~proposed2010~~ BAAQMD significance thresholds for criteria pollutants. This table shows that project-related construction emissions would not exceed ~~proposed2010~~ significance thresholds for all criteria pollutants. However, although average daily emissions would not exceed ~~proposed2010~~ significance thresholds, there could be times when emissions would be higher than average and other times when emissions would be lower since total emissions from construction at all project facility sites are averaged over the 22-month construction period. Also, implementation of exhaust control measures (Mitigation Measure M-AQ-1b) would reduce estimated project emissions and estimated mitigated emissions are presented in **Table 5.7-7**. When total mitigated project emissions are compared to BAAQMD significance thresholds (see Table 5.7-6), mitigated project emissions would also not exceed the ~~proposed2010~~ significance thresholds.

⁷ The model outputs for off-road exhaust runs and the summary of on-road emissions are included in Appendix E.

On page 5.7-22, the last line of Table 5.7-6 is revised as follows to reflect the BAAQMD’s adoption of new CEQA Guidelines on June 2, 2010:

**TABLE 5.7-6
CONSTRUCTION ACTIVITY AIR POLLUTANT EMISSIONS (pounds per day)**

| | ROG | NOx | CO | SO ₂ | PM ₁₀ ^a | PM _{2.5} ^a |
|--|-----|------|------|-----------------|-------------------------------|--------------------------------|
| Before Mitigation | 7.1 | 48.7 | 49.9 | <0.1 | 2.7 | 2.4 |
| After Mitigation | 7.1 | 43.0 | 49.9 | <0.1 | 0.6 | 0.5 |
| Proposed 2010 BAAQMD CEQA Guidelines | 54 | 54 | -- | -- | 82 | 54 |

^a fugitive emissions plus equipment exhaust.

SOURCE: URBEMIS2007 Model, Output in Appendix E

On page 5.7-24, the last paragraph is revised as follows to reflect the BAAQMD’s adoption of new CEQA Guidelines on June 2, 2010:

The total number of truck trips associated with the proposed project would be almost 10,000 and these trips would be distributed over 14 project sites. The maximum number of loads of material would be about 2,500 loads at Site 12. Based on this maximum number of truckloads, the project’s DPM emissions would be less than 1 in a million and the chronic non-cancer health risk would be less than 1.0 HI.⁸ Therefore, when compared to the ~~current 1999~~ BAAQMD thresholds, the project’s impact associated with exposure to DPM during construction would be *less than significant*.

On page 5.7-25, the first paragraph is revised as follows to reflect the BAAQMD’s adoption of new CEQA Guidelines on June 2, 2010:

Under ~~the proposed 2010~~ BAAQMD significance thresholds for DPM, an excess cancer risk of more than 10 in a million, non-cancer risk HI of more than 1.0, and increase in the annual average ambient PM_{2.5} of more than 0.3 µg/m³ are considered significant. When compared to these ~~proposed 2010~~ thresholds, the project’s construction-related DPM emissions would not exceed these thresholds⁹ and therefore, would be *less than significant*.

On page 5.7-25, the last paragraph (extending to the first paragraph on page 5.7-26) are revised as follows to reflect the BAAQMD’s adoption of new CEQA Guidelines on June 2, 2010:

⁸ For diesel emissions, a non-cancer risk of 1.0 HI is equivalent to an excess cancer risk of 150. Since the project’s excess cancer risk is less than 1 in a million, the project’s non-cancer risk would be well below 1.0 HI.

⁹ Based on the PM_{2.5} generation rate presented above (41 truckloads would increase the DPM exposure by 0.52 µg/m³ over an eight-hour period or 0.17µg/m³ over 24 hours), an annual average ambient PM_{2.5} of more than 0.3 µg/m³ would be exceeded if project-related truckloads exceeds 300 per day or 600 truck trips. As indicated in Table 5.5-7 (Section 5.5, Traffic, Transportation and Circulation), average daily truck trips would range between 2 to 48 depending on the site. Even when shared truck routes are considered, the 300 truckloads or 600 truck trips per day threshold (equivalent to 0.3 µg/m³) would not be exceeded.

All Project Sites

Project construction activities are estimated to occur over a 24-month period, and the resulting exhaust emissions from off-road equipment, on-road trucking, and construction worker commuting traffic during this period are expected to contribute minimally to long-term regional increases in GHGs. No state or regional air quality agency has adopted a methodology or quantitative threshold that can be applied to a specific development or construction project to evaluate the significance of an individual project's construction-related contribution to GHG emissions, such as those that exist for priority criteria pollutants. The BAAQMD's proposed 2010 CEQA Air Quality Guidelines also do not specify thresholds of significance for construction-related GHG emissions. ~~However, proposed BAAQMD Guidelines encourage implementation of construction GHG reduction strategies where feasible. The BAAQMD will develop a list of best management practices, such as alternative fuels, local materials, and recycling of construction and demolition waste, to reduce construction-related GHG emissions. However, the 2010 BAAQMD guidelines recommend quantification and disclosure of GHG emissions that would occur during construction and determination on the significance of these construction-generated GHG emission impacts in relation to meeting the state's GHG reduction goals. The BAAQMD also encourages incorporation of best management practices to reduce GHG emissions during construction, such as using alternative fueled (e.g., biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet, using local building materials of at least 10 percent, and recycling or reusing at least 50 percent of construction waste or demolition materials (BAAQMD, 2010).~~

On page 5.7-28, the fourth bullet under Mitigation Measure M-AQ-1a (Dust Control Measures) is revised as follows to achieve consistency with Mitigation Measure M-HY-1a:

- All paved access roads, parking areas, and staging areas at construction sites shall be swept daily ~~(with water sweepers)~~ (with vacuum trucks or dry street sweepers).
- If visible soil material is carried onto adjacent public streets, adjacent streets shall be swept daily ~~(with water sweepers)~~ (with vacuum trucks or dry street sweepers).

On page 5.7-29, the following references are revised to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

~~Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act, Final Draft Air Quality Guidelines*, November 2009b. Available online at http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Final_Draft_BAAQMD_CEQA_Guidelines_November_12_2009.ashx. Accessed on November 22, 2009.~~

~~Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Guidelines Update, Proposed Thresholds of Significance*, November 2, 2009c. Available online at <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Proposed%20BAAQMD%20CEQA%20Air%20Quality%20Thresholds-Nov%202009.ashx>. Accessed on November 22, 2009.~~

BAAQMD, California Environmental Quality Act, Air Quality Guidelines, June 2010. Available online at http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_June%202010.ashx. Accessed on July 8, 2010.

On page 5.8-2, the following row is added above “Daly City” to update the section with current information:

**TABLE 5.8-1
PUBLIC PARKS NEAR CSPL2 PROJECT SITES**

| Jurisdiction | Public Parks | Nearby Project Sites | Distance From Project Site |
|---------------------|--|---------------------------------------|-----------------------------------|
| <u>Brisbane</u> | <u>Firth Memorial Park 301 Glen Park Way</u> | <u>Sites 17 and E-26</u> | <u>1,000 feet</u> |
| <u>Brisbane</u> | <u>Brisbane Dog Park 50 Park Place</u> | <u>E-27</u> | <u>1,500 feet</u> |
| Daly City | Bayshore Park, 45 Midway Drive | Sites 18 (Launch Pits 12-14) and E-29 | Within 100 feet |
| | | Sites 18 (Launch Pit 15) and E-30 | 900 feet |

On page 5.8-4, the following paragraph is inserted after the first incomplete paragraph to include additional information:

City of Brisbane

Firth Memorial Park, located at 301 Glen Park Way, provides barbeque pits and picnic seating. Firth Memorial Park is located near Sites 17 and E-26. In addition, the Brisbane Dog Park is located at 50 Park Place and provides a long and narrow area for dogs to run and play. This park is in the vicinity of E-27 (City of Brisbane, 2010).

On page 5.8-15, the following reference is inserted before “City of Burlingame, 2009” to support additional information:

City of Brisbane, Parks and Recreation, Facilities, available online at <http://www.ci.brisbane.ca.us/html/cityDept/park/facilities.asp>, accessed on March 4, 2010.

On page 5.9-9, the third paragraph is revised as follows to reflect the removal of Variant 1 from the project:

Sites 1–3, 6–7, 9, 11, and 13–16

As shown in Table 5.9-3, there are numerous known underground utilities that would likely be encountered at Sites 1, 2, 11, and 13 through 16. There are ~~four~~ three variants under consideration for access to Sites 6 and 7: (1) ~~constructing a temporary access road along the SFPUC ROW between Sites 6 and 8;~~ (2) Temporary bridge variant - installing a temporary bridge across San Mateo Creek at each site; (3) Helicopter variant - flying equipment and materials to the site by helicopter; or (4) Crane variant - using cranes to move materials and equipment across the creek. Construction activities at these sites would entail typical cut-and-cover construction methods, as described in Chapter 3, Project Description.

On page 5.9-12, the following text is added to Table 5.9-3 of the Draft EIR to include additional information:

**TABLE 5.9-3
KNOWN UTILITIES AT PIPELINE REHABILITATION SITES**

| Site | Potentially Affected Utilities | Approach to Relocation/Protection |
|---------------|---|--|
| Launch Pit 14 | City of Daly City 14-inch water line | Temporarily or permanently relocate water line upon coordination with the City of Daly City. |
| | <u>Storm drain (Bayshore Storm Drain Improvement Project)</u> | <u>Three options: (1) avoid or (2) protect and support; (3) upon coordination with the Cities of Daly City and/or Brisbane, cut and replace if construction occurs during dry season</u> |

On page 5.11-5, the second paragraph is revised as follows to reflect removal of Variant 1 from the project:

Freshwater Seep: Santa Barbara Sedge and Small-fruited Bulrush Alliances

The freshwater seep community occurs on permanently moist or wet soil, often associated with grasslands or meadows. In general, it is comprised of perennial sedges and grasses; it usually forms complete cover and is often low growing but sometimes taller. Within the biological resources study area, examples of the freshwater seep natural community are strongly dominated by either Santa Barbara sedge (*Carex barbarae*), or small-fruited bulrush (*Scirpus microcarpus*) both of which form a more or less continuous herbaceous layer. Freshwater seep community is present within the project area at Site 6 and ~~along an access variant to Sites 5 and 6, and~~ at Sites CP-15 and E-25.

On page 5.11-12, the fifth and sixth rows of Table 5.11-2 are revised as follows to reflect the removal of Variant 1 from the project:

**TABLE 5.11-2
POTENTIAL JURISDICTIONAL WATERS OF THE U.S. AND OF THE STATE**

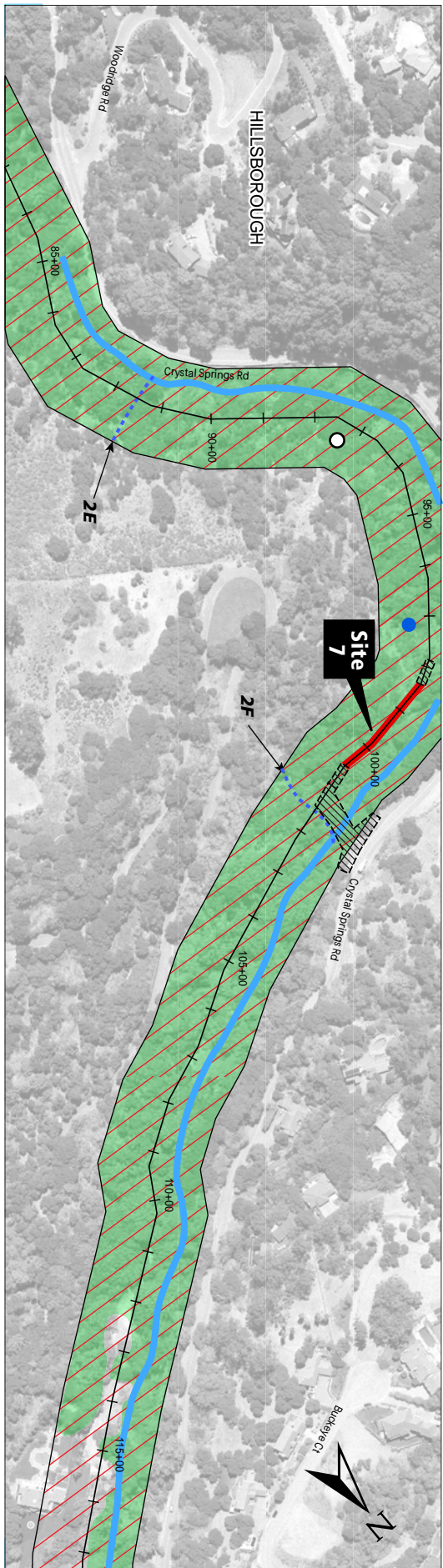
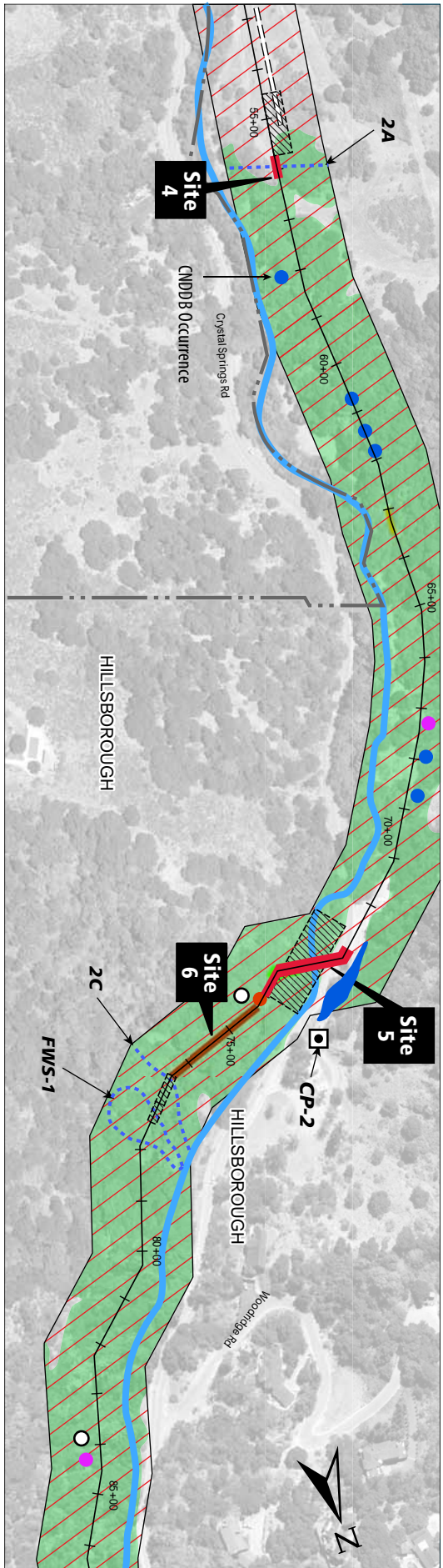
| Type of Feature | Potential Jurisdiction | Feature Number ^a | Location (Project Site #) | Area and Linear Measurements |
|------------------------|------------------------|-----------------------------|---|---|
| Watercourse | U.S., State | 2-D | Site 6, potential access route | 56 square feet (0.001 acre) 56 linear feet |
| Watercourse | U.S., State | 2-E | Site 6, potential access route | 61 square feet (0.001 acre) 61 linear feet |

NOTES:

^a Locations are indicated in Figures 5.11-2 through 5.11-4

SOURCE: Ward and Associates, 2009

On pages 5.11-18 and 5.11-19, Figure 5.11-3 and Figure 5.11-4 have been revised to reflect the removal of Variant 1 from the project, as shown on the following pages.



| | | | |
|--|--------------------------|--|---|
| | CSP L 2 Alignment | | San Mateo Creek: Central California Coast State-listed Habitat for Federal and State-listed Species |
| | Project Work Site | | Steelhead habitat; aquatic habitat for California red-legged frog, San Francisco garter snake |
| | Launch Pit | | Upland Habitat San Francisco garter snake and California red-legged frog |
| | Staging Area | | Additional Water of U.S. |
| | Access Route | | |
| | Valve Site | | |
| | Cathodic Protection Site | | |

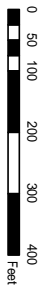
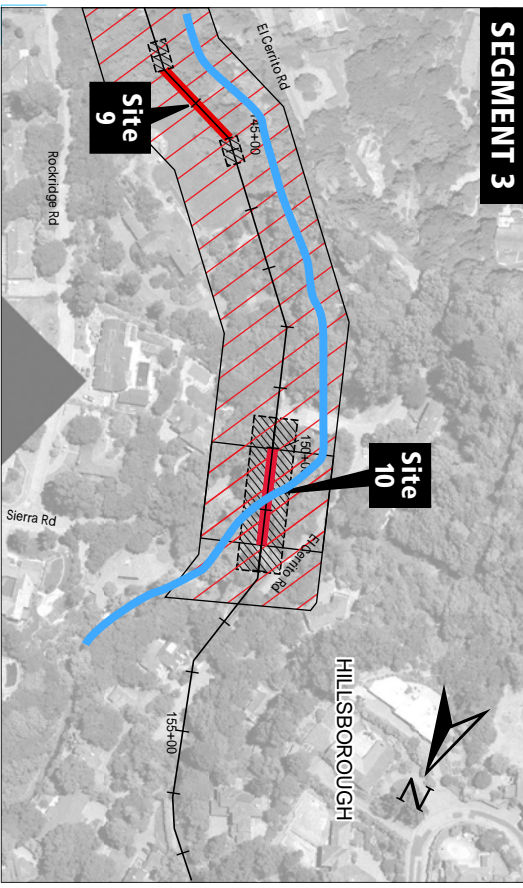
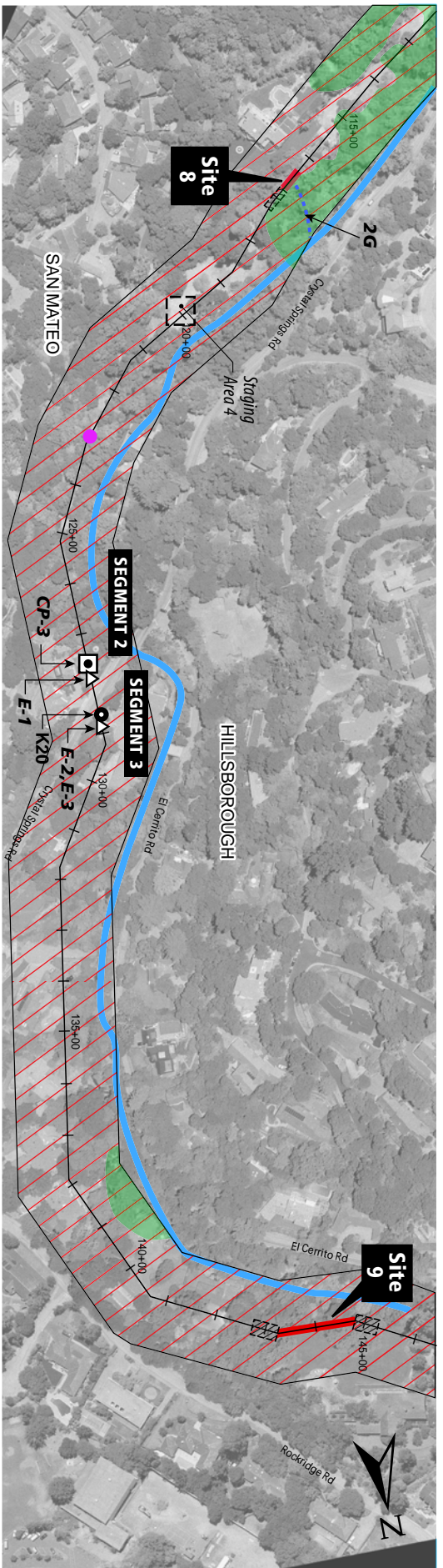
| | |
|--|--|
| | Riparian Plant Communities |
| | Observed Federal and State-listed Plant Species (except where noted) |
| | San Mateo woolly sunflower |
| | Observed Sensitive Plants Defined by CEQA (except where noted) |
| | Robust monardella |
| | San Francisco collinsia (CNDDB occurrence) |
| | Franciscan onion |

SPECIAL-STATUS BIOLOGICAL RESOURCES:
Sites 4, 5, 6, 7
 Crystal Springs Pipeline No. 2 Replacement Project
 San Mateo County, California

Figure 5.11-3

SOURCE: Ward (2009)

SEGMENTS 2 & 3



SOURCE: Ward (2009)

| | | | | | |
|--|----------------------------|--|--|--|---|
| | CSP 2 Alignment | | Sensible Plant Communities | | Suitable Habitat for Federal and State-listed Animal Species |
| | Project Work Site | | Riparian Plant Communities | | San Mateo Creek; Central California Coast Steelhead habitat; aquatic habitat for California red-legged frog, San Francisco garter snake |
| | Launch Pit | | Observed Sensitive Plants Defined by CEQA (except where noted) | | Upland Habitat San Francisco garter snake and California red-legged frog |
| | Staging Area | | Robust monardella | | Additional Water of U.S. |
| | Access Route | | | | |
| | Valve Site | | | | |
| | Cathodic Protection Site | | | | |
| | Electrical Isolation Sites | | | | |

Figure 5.11-4
Special-Status Biological Resources:
Sites 8, 9, 10

Crystal Springs Pipeline No. 2 Replacement Project
 San Mateo County, California

On page 5.11-22, Table 5.11-4 is revised as follows to reflect the removal of Variant 1 from the project:

**TABLE 5.11-4
SPECIAL-STATUS PLANT SPECIES POTENTIALLY OCCURRING IN THE PROJECT AREA**

| Common Name <i>Scientific Name</i> | Listing Status USFWS/ CDFG/CNPS | General Habitat | Potential for Species Occurrence within the Project Area | Period of Identification |
|---|---------------------------------------|---|---|-----------------------------|
| Plant Species Listed or Proposed for Listing | | | | |
| San Mateo woolly sunflower <i>Eriophyllum latilobum</i> | FE/CE/1B.1 | Oak woodland on serpentinite alluvium | Present , in San Mateo Canyon in the vicinity of <u>at</u> Site 5 and <u>near</u> CP-2 (one locality) and <u>potential access route to Site 6 and Site 7</u> (one locality). | May–June |
| Marin western flax <i>Hesperolinon congestum</i> | FT/CT/1B.1 | Serpentine in chaparral and valley and foothill grassland. | Reported , CNDDDB locality at Site 2. Not observed in 2009 surveys, but still considered potentially present. | April–July |
| White-rayed pentachaeta <i>Pentachaeta bellidiflora</i> | FE/CE/1B.1 | Valley and foothill grassland, on serpentinite | Not observed in 2009 surveys , considered not present in project area. | March–May |
| Other Special-Status Plant Species | | | | |
| Franciscan onion <i>Allium peninsulare</i> var. <i>franciscanum</i> | –/CSP/1B.2 | Oak woodland and grassland, clay soils, often on serpentinite | Observed , Site 5 and Site 6 (one locality) and <u>potential access route to Site 6</u> (three localities in close proximity). | May–June |
| Bent-flowered fiddleneck <i>Amsinckia lunaris</i> | --/CSP/1B.2 | Coastal bluff scrub, woodland, and valley and foothill grassland | Not observed in 2009 surveys ; nearby records in San Mateo Canyon, but not observed in project areas and considered not present. | March–June |
| Pappose tarplant <i>Centromadia parryi</i> ssp. <i>parryi</i> | –/CSP/1B.2 | Chaparral, prairie, grasslands, often on vernal mesic alkaline soils | Not observed in 2009 surveys , considered not present in project area | May–November |
| San Francisco collinsia <i>Collinsia multicolor</i> | –/CSP/1B.2 | Closed-cone conifer forest, coastal scrub, sometimes on serpentinite | Present , observed at a single locality included in both Sites 5 and 6. | March–May |
| Fragrant fritillary <i>Fritillaria liliacea</i> | --/CSP/1B.2 | Cismontane woodland, coastal prairie and scrub, valley and foothill grasslands, often on serpentinite soils | Not observed in 2009 surveys , nearby known localities, but considered not present in project areas. | February–April |
| San Francisco gumplant <i>Grindelia hirsutula</i> var. <i>Maritima</i> | –/CSP/1B.2 | Coastal bluff scrub, coastal scrub, grasslands, on sandy or serpentinite soils | Not observed in 2009 surveys , considered not present in project areas. | January–April |
| Crystal Springs lessingia <i>Lessingia arachnoidea</i> | –/CSP/1B.2 | Cismontane woodland, coastal scrub, grassland, on serpentinite | Present , Site 2. | July–October |
| Robust monardella <i>Monardella villosa</i> ssp. <i>globosa</i> | –/CSP/1B.2 | Openings in chaparral and woodland and coastal scrub | Not observed in project area in 2009 surveys , <u>present between Sites 4 and 5 and between Sites 6 and 7</u> Present , potential access route to Site 6 | June–July |
| San Francisco owl's-clover <i>Triphysaria floribunda</i> | –/CSP/1B.2 | Coastal prairie, coastal scrub, grassland, often on serpentinite | Not observed in 2009 surveys , considered not present in project areas. | April–June |

On page 5.11-23, the first paragraph is revised as follows to reflect the removal of Variant 1 from the project:

Habitat Assessment and Potential Occurrence in Project Area. Suitable ecological conditions are present for this species where the bedrock is Franciscan mélangé (which is predominantly graywacke, siltstone, and shale but also contains serpentine). Many small colonies of San Mateo woolly sunflower form a single extended population along Crystal Springs Road in San Mateo Canyon and are readily observable, as the species often grows on road cuts. ~~Two~~ One small ~~colonies~~ colony of San Mateo woolly sunflower (between 50 and 100 plants) ~~were~~ was detected within the project area: ~~one includes a portion of Sites 5 and 6 (within 100 feet of CP-2), and another includes a portion of the potential access route to Site 6 and a portion of the Site 7 project area.~~

On page 5.11-24, the fourth paragraph is revised as follows to reflect the removal of Variant 1 from the project:

Other Special-Status Plant Species

~~Four~~ Three plant species on only CNPS List 1 or 2 were detected within the project area during the site visits: Franciscan onion (*Allium peninsulare* var. *franciscanum*, List 1B.2), San Francisco collinsia (*Collinsia multicolor*, List 1B.2), and Crystal Springs lessingia (*Lessingia arachnoidea*, List 1B.2), ~~and robust monardella (*Monardella villosa* ssp. *globosa*, List 1B.2).~~ Five additional special-status species were considered to have moderate to high potential to occur based on habitat conditions, but were not detected during appropriately timed surveys in 2009 and thus, were concluded to be not present within the project area. These species were: bent-flowered fiddleneck (*Amsinckia lunaris*, List 1B.2), pappose tarplant (*Centromadia parryi* ssp. *parryi* = *Hemizonia parryi* ssp. *parryi*, List 1B.2), fragrant fritillary (*Fritillaria liliacea*, List 1B.2), San Francisco gumplant (*Grindelia hirsutula* var. *maritima*, List 1B.2), and San Francisco owl's-clover (*Triphysaria floribunda*, List 1B.2).

On page 5.11-24, the last paragraph is revised as follows to reflect the removal of Variant 1 from the project:

Habitat Assessment and Occurrence in the Project Area. Several records of Franciscan onion have been reported from San Mateo Canyon along Crystal Springs Road, where it is readily detectable growing on open ground, sometimes on road cuts. ~~Within the project area, three groups of Franciscan onion were observed in the understory and on the edge of coast live oak woodland within a 1,000-foot long portion of the potential access route to Site 6.~~ Within the project area, Franciscan onion occurs at Site 6.

On page 5.11-25, the fourth paragraph is revised as follows to reflect the removal of Variant 1 from the project:

Habitat Assessment and Occurrence in the Project Area. Robust monardella was observed ~~within the project area along the potential access route to Site 6, as well as other locations~~ outside the project area within San Mateo Canyon.

On pages 5.11-28 and 5.11-29, Table 5.11-5 is revised to reflect the removal of Variant 1 from the project, as shown on the following pages.

On page 5.11-38, the second full paragraph is revised as follows to reflect the removal of Variant 1 from the project:

Invertebrates

Six special-status invertebrate species were determined to have the potential to occur within the project area (Table 5.11-6): Tomales isopod (*Caecidotrea tomalensis*), monarch butterfly (*Danaus plexippus*, wintering sites), Stage's dufourine bee (*Dufourea stagei*), Ricksecker's water scavenger beetle (*Hydrochara rickseckeri*), Leech's skyline diving beetle (*Hydroporus leechi*), and San Francisco forktail damselfly (*Ischnura gemina*). Suitable habitat for the Tomales isopod, Ricksecker's water scavenger beetle, Leech's skyline diving beetle, and San Francisco forktail damselfly includes slow-moving freshwater streams, and side channel and backwater pools; of San Mateo Creek which occur at Sites 1 through 10, ~~and the potential access route to Site 6, CP-1 through CP-3, and Staging Areas S-2 through S-4, and S-7, and the unnamed tributaries 2C at Site 6 and 2F at Site 7.~~ On pages 5.11-52 and 5.11-53, the following paragraphs are revised as follows to reflect the removal of Variant 1 and Mitigation Measure M-HY-1b from the project:

Sites 6 and 7

Sites 6 and 7 traverse jurisdictional water features 2C and 2F, unnamed tributaries to San Mateo Creek, ~~and one access variant (discussed below) to Site 6 would traverse jurisdictional watercourse 2E, also an unnamed tributary to San Mateo Creek, and FWS-1 (Figure 5.11-3).~~

Access to Sites 6 and 7 would be by one of ~~four~~ variants: ~~(1) constructing a temporary access road along the SFPUC ROW between Sites 6 and 8;~~ (2) Temporary bridge variant - installing a temporary bridge across San Mateo Creek at each site; ~~(3) Helicopter variant~~ - flying equipment and materials to the site by helicopter; or (4) Crane variant - using cranes to move materials and equipment across the creek. ~~For Variant 1, the existing dirt road along San Mateo Creek would be widened and leveled to provide construction access to Sites 6 and 7. The improved dirt road, which would extend approximately 4,000 feet between Sites 6 and 8, could introduce fill into watercourse 2E, FWS-1, and San Mateo Creek. Riparian vegetation could also be removed to accommodate the roadway. For the temporary bridge variant~~ Variant 2, installation and removal of temporary bridges could introduce fill into San Mateo Creek during grading of creek banks to accommodate free-

**TABLE 5.11-5
SPECIAL-STATUS ANIMALS POTENTIALLY OCCURRING IN THE PROJECT AREA**

| Common Name <i>Scientific Name</i> | Status | General Habitat | Potential for Species Occurrence and Location of Suitable Habitat Within the Project Area |
|--|-------------------|---|--|
| ANIMAL SPECIES LISTED OR PROPOSED FOR LISTING | | | |
| Invertebrates | | | |
| Mission blue butterfly <i>Icaricia icarioides missionensis</i> | FE/CSA | Grasslands of the San Francisco Peninsula; larval host plants are <i>Lupinus albifrons</i> , <i>L. variicolor</i> , and <i>L. formosus</i> | Moderate potential: access route to Site 4 from Tartan Trail Road, Site 18. |
| Callippe silverspot butterfly <i>Speyeria callippe callippe</i> | FE/CSA | Northern coastal scrub; host plant is <i>Viola pedunculata</i> ; adults congregate on south-facing slopes along hilltops | Low potential larval host plants might grow at Site 18. |
| Fish | | | |
| Central California Coast steelhead <i>Oncorhynchus mykiss irideus</i> | FT/CSSC | Anadromous form found in coastal rivers and streams below the lowest impassable barrier | Present: Observed in project area in 2007. Both USFWS and CDFG assume presence in San Mateo Creek. Habitat in San Mateo Creek at Sites 1 through 10, CP-1, CP-2, CP-3 and Staging Areas S-2, S-4, and S-7. |
| Amphibians | | | |
| California red-legged frog <i>Rana aurora draytonii</i> | FT/CSSC | Breed in stock ponds, pools, and slow-moving streams with emergent vegetation for escape cover and egg attachment | Present: Observed in project area in 2006. Both USFWS and CDFG assume presence in San Mateo Creek. at Sites 1 through 10, CP-1, CP-2, CP-3, Staging Areas S-2, S-3, S-4, and S-7, and access routes to Sites 4, 6, and 7. |
| Reptiles | | | |
| San Francisco garter snake <i>Thamnophis sirtalis tetrataenia</i> | FE/CE, CFP | Vicinity of freshwater marshes, ponds and slow-moving streams; prefers dense cover and water at least 1 foot in depth. Upland areas nearby are used for hibernation | Assumed present: Both CDFG and USFWS assume presence along San Mateo Creek. Habitat at Sites 1 through 10, CP-1, CP-2, CP-3, Staging Areas S-2, S-3, S-4, and S-7, and the potential access routes to Sites 4, 6, and 7. |
| Birds | | | |
| American peregrine falcon (nesting) <i>Falco peregrinus</i> | FD, BCC/ CE, CFP, | Requires high cliffs for nesting and open areas for foraging | None: Only suitable nesting habitat present is at I-280 bridge adjacent to Site 1. |
| Bald eagle (nesting/wintering) <i>Haliaeetus leucocephalus</i> | FD/CE, CFP | Nests and forages on inland lakes, reservoirs, and rivers; winter foraging at lakes and along major rivers | None: Marginal nesting habitat, made less suitable due to proximity to human disturbance. |
| OTHER SPECIAL-STATUS ANIMAL SPECIES | | | |
| Invertebrates | | | |
| Tomales isopod <i>Caecidotea tomalensis</i> | --/CSA | Localized freshwater ponds or streams with still or near-still water | Moderate potential: Habitat within San Mateo Creek at Sites 1 through 10, CP-1, CP-2, CP-3, Staging Areas S-2, S-3, S-4, and S-7, <u>and in minor drainage 2C at Site 6 and minor drainage 2F at Site 7.</u> |

**TABLE 5.11-5 (Continued)
SPECIAL-STATUS ANIMALS POTENTIALLY OCCURRING IN THE PROJECT AREA**

| Common Name <i>Scientific Name</i> | Status | General Habitat | Potential for Species Occurrence and Location of Suitable Habitat Within the Project Area |
|---|--------|--|---|
| OTHER SPECIAL-STATUS ANIMAL SPECIES (cont.) | | | |
| Invertebrates (cont.) | | | |
| Monarch butterfly (wintering sites) <i>Danaus plexippus</i> | --/CSA | Winters along the coast in eucalyptus groves and other wind-protected tree groves with water and nectar sources nearby | Moderate potential: Site 18. |
| Stage's dufourine bee <i>Dufourea stagei</i> | --/CSA | Known only from one site on San Bruno Mountain and another site in the Santa Cruz Mountains | Moderate potential: Site 18. |
| Ricksecker's water scavenger beetle <i>Hydrochara rickseckeri</i> | --/CSA | Specific habitat requirements are unknown; requires calm, shallow water of ponds and streams | Moderate potential: Habitat within San Mateo Creek at Sites 1 through 10, CP-1, CP-2, CP-3, Staging Areas S-2, S-3, S-4, and S-7, <u>and in minor drainage 2C at Site 6 and minor drainage 2F at Site 7, and access route to Sites 4, 6, and 7 (where routes cross minor drainages).</u> |
| Leech's skyline diving beetle <i>Hydroporus leechi</i> | --/CSA | Aquatic; has been found in ponds and springs | Moderate potential: Habitat within San Mateo Creek at Sites 1 through 10, CP-1, CP-2, CP-3, Staging Areas S-2, S-3, S-4, and S-7, <u>and in minor drainage 2C at Site 6 and minor drainage 2F at Site 7, access route to Sites 4, 6, and 7 (where routes cross minor drainages).</u> |
| San Francisco forktail damselfly <i>Ischnura gemina</i> | --/CSA | Small, marshy ponds and ditches with emergent and floating aquatic vegetation; endemic to the San Francisco Bay Area | Moderate potential: Habitat within San Mateo Creek at Sites 1 through 10, CP-1, CP-2, CP-3, Staging Areas S-2, S-3, S-4, and S-7, <u>and in minor drainage 2C at Site 6 and minor drainage 2F at Site 7, access route to Sites 4, 6, and 7 (where routes cross minor drainages).</u> |

span bridge abutments, and riparian vegetation would require removal to accommodate the temporary bridges. ~~The helicopter variant~~ **Variant 3** could require some removal of riparian vegetation to accommodate the area where materials and equipment would be deposited by the helicopter. ~~The crane~~ **Variant 4** would require limited tree removal or limb trimming to accommodate the crane's arm and storage area.

Jurisdictional water and riparian impacts associated with work at Sites 6 and 7 and all access variants would be *potentially significant*. With implementation of water quality measures and riparian habitat protection and restoration mitigation measures M-HY-1a (Construction Water Quality Best Management Practices, see Section 5.13, Hydrology and Water Quality), ~~M-HY-1b (Access Road Improvements and Maintenance Plan, see Section 5.13, Hydrology and Water Quality)~~, M-BI-1a (Protection of Jurisdictional Waters and Riparian Habitat), M-BI-1b (Environmental Awareness Training), and M-BI-2a (Vegetation Restoration Plan), these impacts would be reduced to less-than-significant levels.

On pages 5.11-50 and 5.11-51, Table 5.11-7 is revised as follows to correct editorial errors:

**TABLE 5.11-7
SUMMARY OF IMPACTS – BIOLOGICAL RESOURCES**

| Project Sites | Impact BI-1: Impacts on jurisdictional waters and riparian habitat | Impact BI-2: Impacts on sensitive habitats, common habitats | Impact BI-3: Impacts on special-status species – direct mortality and/or habitat effects | Impact BI-4: Water discharge effects on riparian and/or aquatic resources | Impact BI-5: Impacts on protected trees |
|-----------------------------------|---|--|---|--|--|
| Electrical Isolation Sites | | | | | |
| E-1 | NI | NI | PSM | NI | NI |
| E-2 | NI | NI | PSM | PSM | NI |
| E-3 | NI | NI | PSM | NI | PSM |
| E-4 | NI | NI | NI | NI | NI |
| E-5 | NI | NI | NI | NI | NI |
| E-6 | NI | NI | NI | NI | PSM |
| E-7 | NI | NI | NI | PSM NI | NI |
| E-8 | NI | NI | NI | PSM NI | NI |
| E-9 | NI | NI | NI | PSM NI | NI |
| E-10 | NI | NI | NI | NI | PSM |
| E-11 | NI | NI | NI | NI | PSM |
| E-12 | NI | NI | NI | NI | PSM |
| E-13 | NI | NI | NI | NI | PSM |
| E-14 | NI | NI | NI | NI | NI |
| E-15 | NI | NI | NI | NI | NI |
| E-16 | NI | NI | NI | PSM NI | NI |
| E-17 | NI | NI | NI | PSM NI | NI |
| E-18 | NI | NI | NI | NI | NI |
| E-19 | NI | NI | NI | PSM NI | NI |
| E-20 | NI | NI | NI | NI | NI |
| E-21 | NI | NI | NI | NI | NI |
| E-22 | NI | NI | NI | NI | NI |
| E-23 | NI | NI | NI | NI | NI |
| E-24 | NI | NI | NI | NI | NI |
| E-25 | NI | NI | NI | NI | NI |

**TABLE 5.11-7 (Continued)
SUMMARY OF IMPACTS – BIOLOGICAL RESOURCES**

| Projects | Impact BI-1: Impacts on jurisdictional waters and riparian habitat | Impact BI-2: Impacts on sensitive habitats, common habitats | Impact BI-3: Impacts on special-status species – direct mortality and/or habitat effects | Impact BI-4: Water discharge effects on riparian and/or aquatic resources | Impact BI-5: Impacts on protected trees |
|---|--|---|--|---|---|
| Electrical Isolation Sites (cont.) | | | | | |
| E-26 | NI | NI | NI | NI | NI |
| E-27 | NI | NI | NI | NI | NI |
| E-28 | NI | NI | NI | PSM/NI | NI |
| E-29 | NI | NI | NI | PSM/NI | NI |
| E-30 | NI | NI | NI | PSM/NI | NI |
| E-31 | NI | NI | NI | NI | NI |

LS = Less-than-Significant Impact, No Mitigation Required
PSM = Potentially Significant Impact Before Mitigation, Less-than-Significant Impact After Mitigation

SU = Significant Unavoidable Impact (Significant Impact Before Mitigation/Significant Impact After Mitigation)
NI = No Impact

On page 5.11-56, the third paragraph is revised as follows to reflect the removal of Variant 1 from the project:

At Sites 6 and 7, ~~four~~three access variants across San Mateo Creek are under consideration (installing temporary bridges, ~~providing an access route along SFPUC ROW on the south side of the creek,~~ using a helicopter, or using a crane). Use of a helicopter or cranes for access would have minimal effects on the creek and riparian habitat, although some tree removal would be required to accommodate movement of the crane’s arm. The impact on creek and riparian habitat from access variants would be *potentially significant*, as discussed above in Impact BI-1, and would be mitigated to a less than significant level with implementation of mitigation measures M-BI-1a (Protection of Jurisdictional Waters and Riparian Habitat), M-BI-1b (Environmental Awareness Training), and M-BI-2a (Vegetation Restoration Plan).

On page 5.11-60, the second full paragraph is revised as follows to reflect the removal of Variant 1 from the project:

Other Special-Status Plant Species. ~~Four~~ Three CNPS List 1B species that occur within the project area and that meet the CEQA criteria for consideration as threatened, endangered, or rare. These include Franciscan onion, San Francisco collinsia, and Crystal Springs lessingia, ~~and robust monardella~~. As with the federally listed plant species discussed above, excavation and other ground-disturbing construction activities could impact these species, their habitat, and seed banks stored in the soil.

On page 5.11-62, the last paragraph is revised as follows to reflect the removal of Variant 1 from the project:

Sites 6 and 7

Access to Sites 6 and 7 would be by one of ~~four~~ three variants: ~~(1) use of a temporary access route along SFPUC ROW along the south side of San Mateo Creek;~~ (2) installing a temporary bridge over San Mateo Creek for each site; ~~(3) by helicopter;~~ or ~~(4) by cranes.~~

On page 5.11-63, the first paragraph is revised as follows to reflect the removal of Variant 1 from the proposed project:

~~San Francisco collinsia and Franciscan onion occur at Site 6. Robust monardella and Franciscan onion occur along the temporary access route of Variant 1. San Mateo woolly sunflower occurs at two locations along the temporary access route of Variant 1; one of these is also within the project area at Site 7 (Figure 5.11-3). Grading and tree removal to prepare the temporary access route (Variant 1) could cause direct removal of plants, habitat and seed bank.~~ Construction at Site 6 would remove San Francisco collinsia and Franciscan onion plants and their habitat and seed bank. Construction at Site 7 could inadvertently remove San Mateo woolly sunflower and its habitat and seed bank if work extends beyond the worksite. Inadequate site restoration could allow invasion and displacement by non-native species. These impacts would be *potentially significant*. Implementation of protection and restoration measures to avoid all San Mateo woolly sunflower plants (Mitigation Measure M-BI-3a, Protection of San Mateo woolly sunflower, Franciscan onion, and San Francisco Collinsia, ~~and Robust monardella~~) and minimize impacts and restore habitat (Mitigation Measure M-BI-2a, Vegetation Restoration Plan) would reduce this impact to a less-than-significant level.

On page 5.11-63, the third paragraph is revised as follows to reflect the removal of Variant 1 from the project:

The CSPL2 project could cause direct mortality to CRLF and SFGS from tree removal, excavation, and construction traffic at Sites 6 and 7. Therefore, impacts on CRLF and SFGS would be *potentially significant*. Mitigation Measure M-BI-3d (Protection of CRLF and SFGS) would require implementation of measures to survey the temporary bridge sites (~~Variant 2~~) before work begins. If frogs or snakes are found, the biologist would contact the USFWS to determine whether relocation is appropriate unless already determined during consultation with USFWS pursuant to FESA Section 7. This mitigation measure also would require that the environmental training program (Mitigation Measure M-BI-1b) alert workers to the possible presence of CRLF and SFGS and the importance of avoiding harm to the species; and that a biologist shall be present during all initial ground clearing. Implementation of this measure for these species would reduce the potential for direct mortality on CRLF and SFGS to a less-than-significant level.

On page 5.11-69, the impact summary table for Impact BI-4 is revised as follows to correct an editorial error:

| Impact BI-4: Water discharge effects on riparian and/or aquatic resources | | | |
|--|-----|-----------------------------|-------------------|
| Pipeline Rehabilitation | | Electrical Isolation | |
| Site 1 | LS | E-1 | NI |
| Site 2 | LS | E-2 | PSM |
| Site 3 | LS | E-3 | NI |
| Site 6 | LS | E-4 | NI |
| Site 7 | LS | E-5 | NI |
| Site 9 | LS | E-6 | NI |
| Site 11 | NI | E-7 | PSM NI |
| Site 12 | NI | E-8 | PSM NI |
| Site 13 | NI | E-9 | PSM NI |
| Site 14 | NI | E-10 | NI |
| Site 15 | NI | E-11 | NI |
| Site 16 | NI | E-12 | NI |
| Site 18 | NI | E-13 | NI |
| Retrofitting or Replacing Pipe Support Piers and Improvements | | E-14 | NI |
| | | E-15 | NI |
| | | E-16 | PSM NI |
| Site 5 | PSM | E-17 | PSM NI |
| Site 10 | PSM | E-18 | NI |
| General Improvements | | E-19 | PSM NI |
| | | E-20 | NI |
| Site 4 | NI | E-21 | NI |
| Site 8 | NI | E-22 | NI |
| Site 17 | NI | E-23 | NI |
| Site 19 | NI | E-24 | NI |
| Cathodic Protection | | E-25 | NI |
| | | E-26 | NI |
| CP-1 | NI | E-27 | NI |
| CP-2 | NI | E-28 | PSM NI |
| CP-3 | NI | E-29 | PSM NI |
| CP-4 | NI | E-30 | PSM NI |
| CP-5 | NI | E-31 | NI |
| CP-13 | NI | | |
| CP-15 | NI | | |
| CP-23 | NI | | |
| CP-24 | NI | | |
| Staging Areas | | | |
| S-1 | NI | S-7 | NI |
| S-2 | NI | S-8 | NI |
| S-3 | NI | S-9 | NI |
| S-4 | NI | S-10 | NI |
| S-5 | NI | S-11 | NI |
| S-6 | NI | S-12 | NI |

On page 5.11-72, the last paragraph is revised as follows to reflect the removal of Variant 1 from the project:

Sites 6 and 7

As shown in Table 5.11-8, trees meeting ordinance criteria would be removed at Sites 6 and 7. Additional tree removal would be required at both sites to provide access for equipment and materials delivery and removal. As indicated in this table, ~~the greatest tree impacts from removal and pruning would occur with development of a temporary access route (Variant 2), while~~ substantial tree removal would also be required for the temporary bridge ~~and s (Variant 1). Use of cranes (Variant 4) crane variants, would require more limited tree removal and pruning,~~ while use of a helicopter (Variant 3) would result in the least impact on trees. Tree removal impacts would be *potentially significant*. With implementation of measures to replace trees to be removed and protect the trees to be retained (Mitigation Measures M-BI-1a, Protection of Jurisdictional Waters and Riparian Habitat; M-BI-5a, Tree Replacement; and M-BI-5b, Tree Protection), this impact would be reduced to a less-than-significant level.

On page 5.11-73, Table 5.11-8 is revised to reflect the removal of Variant 1 from the proposed project, as shown on the following page.

On page 5.11-75, Mitigation Measure M-BI-1a is revised as follows to address an editorial error and in response to comment [B3]:

Mitigation Measure M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat

The SFPUC shall minimize impacts by avoiding watercourses and riparian habitat where feasible. The SFPUC shall require its construction contractor to avoid entirely the adjacent riparian habitat at Sites 1 through 3, and 9, ~~and CP Sites CP-2, CP-3, and CP-15~~. At Sites 4 through 8 ~~and 10~~, the impacts shall be confined to the minimum required for construction. The construction contractor shall install temporary fencing to demarcate the boundary for construction at these sites. The SFPUC shall mitigate impacts on jurisdictional waters through a combination of on-site compensation areas as necessary. The SFPUC shall select compensation sites that ensure no net loss of jurisdictional waters, in consultation with jurisdictional resource agencies.

On page 5.11-76, Mitigation Measure M-BI-2a is revised as follows to correct an editorial error:

Mitigation Measure M-BI-2a: Vegetation Restoration Plan

~~For Sites 1 through 10, 18, CP-15, and E-24 through 25, the~~ The SFPUC shall prepare a Vegetation Restoration Plan...

**TABLE 5.11-8
TREES TO BE REMOVED OR PRUNED THAT MEET ORDINANCE CRITERIA^a**

| Site | Number of Trees in Site | Tree Removal | Limb Pruning ^b | Root Pruning ^b |
|---|-------------------------|--------------|---------------------------|---------------------------|
| Pipeline Rehabilitation, Retrofitting Pipe Support Piers and Improvements, and General Improvement Sites | | | | |
| 1 | 31 | 5 | 15 | 19 |
| 2 | 23 | 2 | 4 | 20 |
| 3 | 21 | 1 | 10 | 14 |
| 5 | 17 | 9 | 5 | 4 |
| 6 | 14 | 11 | 1 | 2 |
| 7 | 15 | 9 | 3 | 5 |
| 9 | 29 | 10 | 2 | 19 |
| 10 | 13 | 0 | 2 | 12 |
| 11 | 4 | 1 | 2 | 3 |
| 12 | 244 | 1 | 60 | 222 |
| 13 | 4 | 1 | 3 | 0 |
| 15 | 3 | 0 | 3 | 3 |
| 18 | 8 | 6 | 0 | 2 |
| <i>Access Variants for Sites 6 and 7</i> | | | | |
| 1- Access Route | 116 | 16 | 35 | 106 |
| 2- Temporary Bridge Variants | 25 | 19 | 0 | 6 |
| 3- Helicopter Variant | 0 | 0 | 0 | 0 |
| 4- Crane Variants | 25 | 19 | 0 | 6 |
| Cathodic Protection Sites | | | | |
| CP Sites | 5 | 0 | 1 | 5 |
| Electrical Isolation Sites | | | | |
| EI Sites | 8 | 6 | 1 | 2 |
| Staging Areas | | | | |
| S-5 | 9 | 0 | 0 | 9 |
| S-6 | 30 | 0 | 24 | 30 |
| Totals (Variant 1) | 594 | 78 | 171 | 477 |
| Totals (Temporary Bridge and Crane Variants Variant 2 and 4) | 503 | 81 | 136 | 377 |
| Totals (Helicopter Variant 3) | 478 | 62 | 136 | 371 |

NOTES: Sites 4, 8, 14, 16, and 17 and Staging Areas S-1 through S-4 and S-7 through S-12 either do not have trees or are not expected to experience any tree impacts.

^a During the CDFG permit review process, the SFPUC shall determine the number of trees to be removed in riparian habitat that will be subject to compensation (Mitigation Measure M-BI-1a, Protection of Jurisdictional Waters and Riparian Habitat) and the number of trees that shall be replaced at ratios consistent with local ordinances (Mitigation Measure M-BI-5a, Replacement of Trees to be Removed).

^b Pruning includes limb and/or root cuts. Where limb and root pruning would involve the same tree, this tree is included in both totals. Therefore, the actual number of trees affected by pruning would be less than the sum of the totals for limb and root pruning.

SOURCE: Tree Management Experts, 2009.

On page 5.11-77, Mitigation Measure M-BI-3a is revised as follows to reflect the removal of Variant 1 from the project:

Mitigation Measure M-BI-3a: Protection of San Mateo Woolly Sunflower, Crystal Springs lessingia, Franciscan onion, and San Francisco Collinsia, ~~and Robust monardella~~

All occurrences of San Mateo woolly sunflower and Crystal Springs lessingia shall be avoided. To the greatest extent feasible, occurrences of Franciscan onion shall be avoided. These plants shall be protected with a suitable temporary barrier. A qualified biological monitor shall be present during installation of the barrier. The biological monitor shall also regularly inspect the integrity of the barrier and notify appropriate personnel if repairs are needed. A barrier will be installed to protect populations of San Mateo woolly sunflower, Crystal Springs lessingia, and Franciscan onion located along Crystal Springs and Polhemus Roads where project-related construction vehicle traffic will occur. For San Francisco Collinsia, ~~and robust monardella~~ which cannot be avoided, and for the unavoidable occurrences of Franciscan onion, salvage of plants or seed shall be implemented. The plants and/or seeds shall be incorporated into site restoration, described in Mitigation Measure M-BI-2a, Vegetation Restoration Plan.

On page 5.11-78, the second measure listed in Mitigation Measure M-BI-3b (Protection of Mission Blue Butterfly and Callippe Silverspot Butterfly) is revised as follows to correct an editorial error:

2. If host plants for the species are present and construction is during flight season, a speed limit of 10 miles per hour shall be enforced.

On page 5.11-79, the first sentence of Mitigation Measure M-BI-3d is revised as follows to correct an editorial error:

Mitigation Measure M-BI-3d: Protection of California Red-legged Frog and San Francisco Garter Snake

During construction work at Sites 1 through 10, EI Sites E-1 through E-3, CP Sites CP-1 through CP-5, and staging areas S-2 through S-4 and S-7, the SFPUC shall implement the following measures, which are consistent with the USFWS Programmatic Consultation specific to the CRLF (USFWS, 1999b).

On page 5.11-80, the first sentence of Mitigation Measure M-BI-3e is revised as follows to correct an editorial error:

Mitigation Measure M-BI-3e: Protection of Nesting Birds

For construction at Sites 1 through 3, 5 through 7, 9 through 16, and 12, 17, 18 ~~CP-1 through CP-5, E-51 through E-83, E-11 through E-13, E-26,~~ and Staging Areas S-1 through S-5, and S-7, the SFPUC shall avoid loss of active nests and potential mortality of special-status and non-special-status migratory birds by implementing the following measures:

On page 5.11-81, Mitigation Measure M-BI-3e is revised as follows to correct an editorial error:

2. For other nesting birds protected by the MBTA, a pre-construction survey to identify active nests will be conducted by a qualified biologist no more than two weeks before the start of construction from February 1 through August 15. Pre-construction surveys for active nests will be conducted within 50 feet of the work areas and the nest locations will be mapped, to the extent allowed by access. ~~If work stops at the project site for more than three days during the nesting season, a nesting bird survey must be conducted prior to the continuation of work.~~ If pre-construction surveys indicate an active nest within 50 feet of the project, a determination will be made by a qualified biologist, in consultation with the CDFG, as to whether construction work will affect the active nest. If it is determined that construction will not affect an active nest, construction will proceed without any restriction or mitigation measure. If it is determined that construction will affect an active nest, then avoidance is the only mitigation available. Construction will be delayed within 50 feet of such a nest until a qualified biologist determines that the subject bird species of concern are not nesting, unless in consultation with the CDFG, a determination is made that construction work would not affect the active nest. If there is a break of at least five days in construction activities during the nesting season, an additional nesting bird survey shall be conducted to ensure that no birds have occupied nests during the break in construction activities.

On page 5.11-82, Mitigation Measure M-BI-3f is revised as follows to correct an editorial error:

Mitigation Measure M-BI-3f: Protection of Bats

Of trees to be removed at Sites 1 through 10 ~~and Staging Areas S-1, S-2, S-4, S-7,~~ a qualified biologist shall identify those having the potential to be day or maternity roosts for the six special-status bat species that might occur within the project area.

On page 5.11-82, Mitigation Measure M-BI-3g is revised as follows to correct an editorial error:

Mitigation Measure M-BI-3g: Protection of San Francisco Dusky-footed Woodrat

At Sites 1 through 10, Staging Areas S-2, S-4, and S-7, and the access routes to Sites 4, ~~65,~~ and 7, the SFPUC will ensure that a qualified biologist conducts a survey for woodrat middens (i.e., nests) within all limits of construction no more than two to four weeks before the initiation of clearing or grading in any given location. This survey must be conducted early enough before site clearing in order to address any middens requiring removal prior to construction.

On page 5.11-83, Mitigation Measure M-BI-5b, Protection of Trees to be Retained, is revised to correct an editorial error and in response to comment [C1] to clarify the SFPUC's commitment to retain mature eucalyptus trees at Site 12 to the maximum extent feasible:

Mitigation Measure M-BI-5b: Protection of Trees to be Retained

The following tree protection measures shall be implemented:

1. At sites located along and adjacent to San Mateo Creek, (Site 1 through 10, CP-1 through CP-3, E-1 through E-3, S-1 through S-4, S-7, and S-9, as applicable): ~~A~~ qualified biologist shall supervise and approve necessary pruning.
2. For trees to be retained at all sites the qualified arborist has provided appropriate measures to ensure adequate protection from construction. Measures could include: (1) installing tree protective fencing; (2) pruning low limbs to provide for equipment access and work; (3) providing root buffer zones during the wet season for construction activities encroaching into the tree protection zone (TPZ); (4) prohibiting storage of equipment and materials within root buffer zones or within two feet of the base of any tree; and (5) excavating and pruning roots by hand within TPZ.
3. At project sites located in urban areas (Sites 11 through 19 and all remaining CP, EI, and several staging areas), a qualified arborist shall review and approve all tree protection measures to be implemented before the start of construction, and also conduct inspections during construction. Post-construction, trees subject to root or limb pruning shall be monitored according to the arborist's recommendations. The SFPUC shall make best efforts to retain eucalyptus trees within the Howard-Ralston Eucalyptus Tree Rows at Site 12.

On page 5.11-84, the following text is added after the first partial paragraph:

5.11.3.7 Impacts Associated with Implementation of Mitigation Measures

CEQA Section 15126.4 states that "if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed." This typically includes the following categories of mitigation measures:

- Measures that would involve designated long-term use of lands for mitigation purposes. This includes mitigation measures requiring habitat compensation through creation, restoration, and enhancement of habitat as well as permanent set-aside for farmlands.
- Measures that would involve construction in sensitive habitats.

Two mitigation measures, M-BI-1a (Protection of Jurisdictional Waters and Riparian Habitat) and M-BI-5a (Replacement of Trees to be Removed), would require habitat compensation or restoration. However, compensation for jurisdictional waters and replanting of trees would be implemented within the construction work limits and would not result in any new significant impacts, beyond those disclosed for the project itself (see Sections 5.2 through 5.15.)

On page 5.12-23 the text is revised as follows to reflect the removal of Variant 1 from the project:

Sites 6, 7, 18

Sites 6, 7, and 18 are at least partially in areas mapped by the USGS as “few landslides.” Construction activities for pipeline replacement at these sites include open-cut excavation to an average depth of 7 to 15 feet, but up to 20 feet in some cases. In addition, access to Sites 6 and 7, ~~would require either the construction of temporary bridges across the creek or leveling for temporary storage areas, or the leveling and widening of the existing access road between Sites 6 and 8,~~ all within an area mapped as “few landslides.”

On page 5.12-28, the first paragraph is revised as follows to reflect the removal of Variant 1 as follows:

Sites 1, 2, 3, 11, 13, 14, 15, and 16 ~~and the access road between Sites 6 and 8~~ are in areas of very low liquefaction susceptibility. Therefore, impacts related to seismically induced ground failure would be *less than significant* for these project sites.

On page 5.13-14, a new third paragraph under the heading NPDES Waste Discharges Regulations following the General Construction Permit discussion is added in response to comment [H1]:

Other NPDES General Permits

General orders have been prepared for certain types of similar discharges, including Statewide General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality (Order No. 2003-003-DWQ), which regulates discharges to land that are considered to have a low threat to water quality (such as wastes from the installation of borings and wells, clear water discharges, small dewatering projects, and miscellaneous discharges); General Waste Discharge Requirements for Fuel Clean Ups (Order No. R2-2006-0075) and General Waste Discharge Requirements for Solvent Clean Ups (Order No. R2-2009-0059), both of which regulate discharges of treated groundwater that have been contaminated by volatile organic compounds, fuel leaks, and related wastes. These orders prohibit certain activities and prescribe effluent limitations, discharge specifications, receiving water limitations, and a compliance and monitoring scheme.

On pages 5.13-24 through 5.13-26, the text is revised as follows to reflect both the removal of Variant 1 and Mitigation Measure M-HY-1b from the proposed project:

Sites 6 and 7

Sites 6 and 7 traverse jurisdictional water features 2C and 2F, ~~and one access variant (discussed below) to Site 6 would traverse jurisdictional watercourse 2E~~ (Figure 5.11-3); all are unnamed tributaries to San Mateo Creek.

In addition, these sites are in close proximity to San Mateo Creek itself (within 100 feet). The Basin Plan identifies San Mateo Creek as important freshwater habitat for fish spawning and for rare and endangered species. Because of the direct connection of these sites to

jurisdictional water features, there is the potential for construction activities to result in adverse water quality impacts from construction activities.

~~Four~~ Three variants are under consideration for access to Sites 6 and 7: (1) ~~constructing a temporary access road along the SFPUC ROW between Sites 6 and 8;~~ (2) Temporary bridge variant - installing a temporary bridge across San Mateo Creek at each site; (3) Helicopter variant - flying equipment and materials to the site by helicopter; or (4) Crane variant - using cranes to move materials and equipment across the creek.

~~**Variant 1.** Under Variant 1, the existing dirt road along San Mateo Creek would be widened and leveled to provide construction access to Sites 6 and 7. The improved dirt road, which would extend approximately 4,000 feet between Sites 6 and 8, would cross jurisdictional water feature 2E (Figure 5.11-3), and could create rills and eroded gullies adjacent to San Mateo Creek. The construction of road improvements proposed under Variant 1 could introduce a significant source of sediment into the unnamed drainage and into San Mateo Creek by capturing sheet flow¹⁰ from adjacent hillslopes, concentrating runoff, and promoting accelerated erosion. This would adversely affect water quality and creek functions, which would be a *potentially significant* impact.~~

~~This impact would be reduced with the implementation of construction water quality best management practices (Mitigation Measure M-HY-1a), which would include standard erosion and sedimentation controls described above. In addition, because these sites traverse jurisdictional waters, additional measures for protection of jurisdictional waters and riparian habitat described in Section 5.11, Biological Resources would apply. Implementation of Mitigation Measures M-BI-1a (Jurisdictional Waters and Riparian Habitat Protection) and M-BI-1b (Environmental Awareness Training) would reduce the likelihood of direct loss of jurisdictional waters or riparian habitat, reduce sedimentation into jurisdictional waters, or erosion of riparian habitat. Implementation M-BI-2a (Vegetation Restoration Plan) would restore riparian habitat potentially damaged by construction activities.~~

~~However, expansion and grading of the access road could mean placing additional fill slopes along the road, or expanding existing road cuts. Because these roads would be expanded within soils typically regarded as highly erodible by the NRCS (see Section 5.12, Geology, Soils and Seismicity), and the road would be along San Mateo Creek, standard construction water quality BMPs may not be sufficient to reduce potential water quality impacts. Implementation of an access road improvements and maintenance plan (Mitigation Measure M-HY-1b) would also be required to ensure that the access road does not result in adverse sedimentation effects and is adequately maintained. Mitigation Measure M-HY-1b includes road design guidelines and maintenance requirements that minimize erosion, bank instability, sedimentation, and downstream water quality impacts.~~

¹⁰ Sheet flow is an overland flow or downslope movement of water taking the form of a thin, continuous film over relatively smooth soil or rock surfaces (not concentrated into channels).

~~Taken together, these mitigation measures would reduce impacts on water quality to a less-than-significant level.~~

Temporary Bridge Variant 2. Under the temporary bridge variant ~~Variant 2~~, the installation of two temporary bridges across San Mateo Creek to access Sites 6 and 7 would involve grading the slope from Crystal Springs Boulevard down to San Mateo Creek, installing temporary bridges across the creek, and grading the slope up from San Mateo Creek to the construction sites. These bridges would consist of platforms placed over the creek to allow construction equipment to be brought to the work site from Crystal Springs Boulevard. Grading required for the bridge installation would be minor, but would occur directly adjacent to San Mateo Creek. Because soil moving activities would be in close proximity to the creek and the bridge would be used to transport construction materials and equipment over the creek, there would be a high potential for release of sediment or hazardous materials into San Mateo Creek. This would be a *potentially significant* impact.

With implementation of water quality measures and riparian habitat protection and restoration measures (Mitigation Measures M-HY-1a, Construction Water Quality Best Management Practices; M-BI-1a, Jurisdictional Waters and Riparian Habitat Protection; M-BI-1b, Environmental Awareness Training; and M-BI-2a, Vegetation Protection and Restoration Plan), these impacts would be reduced to a less-than-significant level.

~~**Variants 3 and 4 Helicopter and Crane Variants.** Under Variant 3, helicopters would deliver pipe and equipment to the unpaved areas of the SFPUC ROW at Sites 6 and 7. Under Variant 4, a crane would deliver materials to the construction site. Both variants would require clearance and grading of an area on the southern bank of San Mateo Creek for storage of construction materials. Clearing of vegetation and grading could erode sediment which could be transported by wind or water into the creek and impair creek water quality. For the helicopter variant ~~Variant 3~~, wind from the helicopter could erode disturbed areas and deposit silt and soil directly into San Mateo Creek. This impact would be *potentially significant*, but would be reduced to a less-than-significant level with implementation of water quality measures and riparian habitat protection and restoration measures (Mitigation Measures M-HY-1a, Construction Water Quality Best Management Practices; ~~M-HY-1b, Jurisdictional Waters and Riparian Habitat Protection~~; M-BI-1b, Environmental Awareness Training; and M-BI-2a, Vegetation Protection and Restoration Plan), In addition, fugitive dust resulting from helicopter wind erosion could be controlled with implementation of Mitigation Measure M-AQ-1a (Dust Control Measures), which requires periodic watering of disturbed areas.~~

On page 5.13-31, the second paragraph under Impact HY-3 is revised in response to comment [H1]:

Where the groundwater would be discharged to land, the discharges could possibly be made under the Statewide General Waste Discharge Requirements for Discharges to Land with Low Threat to Water Quality, although individual waste discharge requirements, or a waiver, would be required. If there is evidence of contamination in the groundwater (such

as a visible sheen or known environmental cases in the immediate vicinity), construction dewatering discharges would need to obtain coverage under the General Permit for Fuel Clean Ups (Order No. R2-2006-0075) or the General Permit for Solvent Clean Ups (Order No. R2-2009-0059), or obtain specific waste discharge requirements in consultation with the San Francisco Bay RWQCB. In accordance with the requirements of these permits or waivers, the contractor(s) would be required to implement control measures to ensure adequate quality of the discharged water, conduct the appropriate sampling to demonstrate permit compliance, and regulate flow rates to prevent erosion or downstream flooding in the receiving water.

On pages 5.13-36 and 5.13-37, the second paragraph is revised as follows to reflect the removal of both Variant 1 and Mitigation Measure M-HY-1b from the proposed project:

Sites 6–7

Above-ground changes at Sites 6 and 7 would consist of one pipe riser at each site. These new pipeline access vaults are not large enough to alter drainage patterns such that these structures would increase risks of offsite flooding or erosion. The access variants for Sites 6 and 7 could result in permanent alterations to drainage patterns, from ~~access road grading (Variant 1), grading of creek banks for temporary bridge placement (Variant 2), or staging area grading (Variants 3 and 4).~~ Grading and topographical changes associated with bridge or road construction and preparation of staging areas could result in long-term erosion of graded slopes, as well as downstream sedimentation effects, even after completion of construction activities. This would be a *potentially significant* impact. This long-term impact would be reduced to a less-than-significant level with implementation of construction best management practices and post-construction site restoration measures that reduce the effects of construction activities. These include Mitigation Measures M-HY-1a (Construction Water Quality Best Management Practices), ~~M-HY-1b (Access Road Improvements and Maintenance Plan)~~, M-BI-1a (Jurisdictional Water and Riparian Habitat Protection) and M-BI-2a (Vegetation Restoration Plan).

On pages 5.13-41 and 5.13-42, the last two bullets of Mitigation Measure M-HY-1a (under Section d, Tracking Controls) are revised as follows in response to comment [H2]:

- Install a tire washing facility at the site access to allow for tire washing when exiting the site. All wash water from tire washing must be contained so it does not enter storm drains.
- Remove any soil or sediment tracked off paved roads during construction by using dry street sweepers or vacuum trucking.

On page 5.13-43, Mitigation Measure M-HY-1b is deleted to reflect the removal of Variant 1 from the project:

~~Mitigation Measure M-HY-1b: Access Road Improvements and Maintenance Plan for Sites 6 and 7 under Access Variant 1~~

~~In order to minimize erosion hazards and the transport of sediment to water bodies, the SFPUC shall prepare and implement an Access Road Improvements and Maintenance Plan for the access road proposed under Variant 1 at Sites 6 and 7 for work within or adjacent to creeks and streams. The plan shall specify road design guidelines and maintenance requirements that would be implemented to minimize erosion, bank instability, sedimentation, and downstream water quality impacts. Further, dirt access roads shall be designed to minimize road length and width and follow the natural topography. To the extent feasible, dirt access roads shall be located away from steep gradients, landslide-prone areas, and areas with poor drainage. All dirt access roads shall be designed with drainage and sediment control measures, such as water bars, check dams, silt fences, coir logs, and straw wattles to reduce runoff velocities and trap sediments. The plan shall include a regular inspection schedule and maintenance requirements, including replacement and repairs to sediment and runoff control BMPs, and revegetation and stabilization of eroded creek banks and road cuts.~~

On page 5.14-3, the eighth row in Table 5.14-1 is revised as follows in response to comment [HM1]:

**TABLE 5.14-1
HAZARDOUS MATERIALS RELEASE SITES IDENTIFIED
WITHIN 1/4 MILE OF THE PROJECT SITE**

| Site Name/Address | Approximate Distance from Project Site | Regulatory List | Site Summary | Potential to Affect Project Site |
|--|--|--|--|----------------------------------|
| PG&E Martin Service Center, 731 Schwerin Street, Daly City | At Site 18 (also E-28-30) | CERCLIS, Cortese, Hist UST, Deed Restriction, FINDS, | Former manufactured gas plant site. Contaminants remain in-place beneath <u>either a soil chip seal or concrete</u> cap. A groundwater interceptor trench has been installed along the eastern property boundary. Deed restrictions for excavation and land use. | High |

On page 5.14-5, the discussion under “Site 18” is revised as follows in response to comment [HM2]:

Site 18

Site 18 is located at the Pacific Gas & Electric Company (PG&E) Daly City Martin Service Center. Between 1905 and 1916, PG&E operated a manufactured gas plant site that produced gas for lighting, heating, cooking, and fueling electric generators. Two by-products of the manufacturing process were lampblack (a finely powdered carbon) and tars (thick, sticky substances made up of hydrocarbons similar to roofing tar). Both lampblack and tars contain polynuclear aromatic hydrocarbons (PNAs) and volatile organic compounds (VOCs) such as benzene (DTSC, 2003). PG&E has performed numerous soil and groundwater investigations to assess the nature and extent of these residues in soil and groundwater at the site. These studies are summarized in the Site Characterization Report,

Daly City Former Manufactured Gas Plant Site (CH2M HILL, 1988). The results of the site characterization studies indicate that historic gas plant residues were mixed in soils below the surface in certain areas of the site (Figure 5.14-1). Three of the launch pits are located along the western boundary of the Brisbane Yard Annex and the fourth is at the north of the site near Geneva Avenue. As shown on this figure, the launch pits would not be within the area of known gas plant residues; however, subsequent site remediation (discussed below) resulted in the placement of soil with low concentrations of PNAs in this area. PNAs were not detected in soil at the closest borings to the launch pit locations (B-11, B-13, and B-27). Sampling data was not available for the specific launch pit locations. Site investigations at the neighboring Bayshore Park reported the presence of PNAs in shallow soils and subsequently resulted in the removal of surface soils from that site (Lowney Associates, 1999).

In 1991, the DTSC and PG&E entered into a Consent Agreement to investigate and clean up contamination at the Martin Service Center. The site was split into two Operable Units (OUs). Remediation of OU1 was completed in 1994, and the DTSC certified remediation of OU2 in 2003. Remediation for OU2 included the following: land use restrictions, ongoing groundwater monitoring, soil management activities, and construction of a groundwater interceptor trench along the east side of the property adjacent to Bayshore Boulevard to prevent the offsite migration of contaminated groundwater. Soil management activities primarily included excavating soil that contained carcinogenic PNAs in excess of 10 parts per million (ppm), disposing the soil in a landfill designed to accept this type of material, and grading and recontouring the area to ensure better drainage. Soil containing less than 10 ppm of PNAs was permitted to remain in place and was also regraded into the Brisbane Yard and Brisbane Yard Annex beneath an asphalt chip seal cap (DTSC, 2000; CH2M HILL, 2002). PNAs and VOCs have also been detected in soil on both of the adjacent properties (Midway Village and Bayshore Park).

Land use restrictions placed on the PG&E property prohibit residential, hospital, daycare, or school use. Site management provisions require maintenance of the ~~asphalt~~ cap and interceptor trench and continued groundwater monitoring. No subsurface excavation or groundwater extraction is permitted without DTSC approval. All project construction activities would require coordination with DTSC and the property owner, review and approval of a work plan, including soil and groundwater disposal plan, implementation of appropriate health and safety measures, notification to nearby residents and businesses, and restoration of the site cap.

On page 5.14-22, the first sentence of the last incomplete paragraph is revised as follows in response to comment [HM1]:

At Site 18, construction at the PG&E Martin Service Center Brisbane Yard Annex (a known environmental case) could result in exposure to hazardous materials in soil and groundwater, predominantly PNAs that remain in place beneath ~~an asphalt~~ a chip seal cap installed as part of site remediation.

On page 5.14-43, the following reference is added to support additional information and in response to comment [HM2]:

CH2M HILL, Construction Completion Report, PG&E Martin Service Center Former
Manufactured Gas Plant – Operable Unit 2, April 2002.

On page 6-14, the note below Table 6.2 is revised as follows to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

** Significant and unavoidable air quality impacts pertain only to the project's consistency with ~~proposed 2010~~ BAAQMD significance thresholds for toxic air contaminants, which is diesel particulate matter in this case.

On pages 6-23, the third paragraph is revised as follows to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

Under ~~proposed 2010~~ BAAQMD CEQA Guidelines, implementation of projects listed in Table 6.1 would result in cumulative emissions that would exceed ~~proposed 2010~~ BAAQMD significance thresholds for NO_x, an ozone precursor. As indicated in Section 5.7 Air Quality, the CSPL2 project's emissions would not exceed the BAAQMD's ~~proposed 2010~~ significance thresholds with or without BAAQMD-recommended dust and exhaust control measures (Mitigation Measures M-AQ-1a and M-AQ-1b). Therefore, the CSPL2 project's contribution to potentially significant cumulative air quality impacts would not be cumulatively considerable (*less than significant*).

On page 6-24, the first complete paragraph and second paragraph are revised as follows to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

Under the ~~proposed 2010~~ BAAQMD significance thresholds, the cumulative local community risk and hazard impacts on residential and school receptors would be significant if the excess cancer risk exceeds 100 in a million, the non-cancer risk exceeds a Hazard Index of 1.0, and all existing, ~~proposed 2010~~, and future sources of DPM within 1,000 feet of a receptor exceed an ambient annual average PM_{2.5} concentration of 0.8 µg/m³ (BAAQMD, 2009). The ~~proposed 2010~~ thresholds, unlike existing thresholds, are an absolute threshold for all sources within the 1,000-foot zone of influence, whereas the current thresholds are for evaluation of an individual project's contribution. The ~~proposed 2010~~ thresholds do not specify a threshold for determining the significance of a project-specific contribution when a cumulative threshold is exceeded. For the purposes of this analysis, when using the ~~proposed 2010~~ thresholds, a conservative assumption has been made that *any* contribution of TAC emissions would be cumulatively considerable if a cumulative threshold would be exceeded. The latest version of the ~~proposed 2010~~ thresholds was made available in November 2009 immediately prior to completion of this Draft EIR; thus quantification of cumulative emissions within the 1,000-foot zone of influence was not completed for this analysis. In addition to the ~~proposed 2010~~ BAAQMD CEQA Guidelines, ~~also made available in November 2009~~, more detailed guidance for implementing these thresholds will be provided upon adoption of these Guidelines, which is expected in late 2009 as of this writing (Tholen, 2009).

As mentioned above, the ~~proposed 2010~~ thresholds define a 1,000-foot zone of influence for evaluation of cumulative TAC emissions. Thus, the 1,000-foot zone of influence is defined as any location within 1,000 feet of where the project would emit construction emissions containing TACs, i.e. DPM in this case. Within the zone of influence, existing sources (such as roadways), present and future cumulative projects, as well as the proposed project could all contribute DPM emissions. Major cumulative sources within 1,000 feet of CSPL2 Site 1 include the LCSDI, CSSA, and Crystal Springs Pump Station Temperature Alarms projects as well as the I-280 freeway, while sensitive receptors within this 1,000-foot radius are residences located both north and south of Crystal Springs Road. Sources within 1,000 feet of CSPL2 Site 2 include the NCSBT north shaft and sensitive receptors within this area include residential uses to the north and south and Odyssey School to the northeast. Since the excess cancer risk associated with freeways alone can exceed the ~~proposed 2010~~ BAAQMD threshold of 100 chances in a million within 500 feet (CARB, 2005), it is possible that the freeway by itself would exceed the ~~proposed 2010~~ BAAQMD significance threshold for DPM. Although I-280 has a relatively lower truck fraction of overall traffic compared to other freeways like U.S. 101 or I-80 and lower attendant health risks, any additional DPM emissions resulting from SFPUC projects in the Lower Crystal Springs Dam vicinity (within 500 feet of I-280) could be cumulatively considerable since it could contribute to existing exceedance of this threshold. While DPM emissions from the CSPL2 project would be reduced by implementation of exhaust controls (Mitigation Measure M-AQ-1b), the cumulative emissions from all sources within 1,000 feet of affected sensitive receptors could still exceed the ~~proposed 2010~~ threshold and, therefore, is considered to be *potentially significant and unavoidable*.

On page 6-25, the first complete paragraph is revised as follows to reflect the BAAQMD's adoption of new CEQA Guidelines on June 2, 2010:

The project's GHG emissions would contribute to cumulative climate change effects (see Section 5.7, Air Quality). However, the project's GHG emissions were determined to be less than significant when compared to regional and statewide GHG emissions, as well as ~~proposed 2010~~ BAAQMD significance thresholds for GHGs. Therefore, the project's contribution to cumulative GHG emissions and associated climate change impacts would not be cumulatively considerable (*less than significant*).

On pages 6-30 and 6-31, the second and third paragraphs are revised as follows to reflect the removal of both Variant 1 and Mitigation Measure M-HY-1b from the project:

As described in Section 5.13, Hydrology and Water Quality, project construction and earthmoving activities could result in increased soil erosion and sediment load in downstream waters, and the discharge of hazardous construction chemicals into site runoff, thereby potentially adversely affecting surface water quality. Discharges of potable water from the CSPL2, and discharges of groundwater produced during dewatering from project construction activities, also have the potential to affect surface water quality in downstream waterbodies. Similarly, the past, present, and future projects listed in Table 6.1 could

contribute to construction-related degradation of water quality, resulting in cumulative impacts. However, for CSPL2 sites located within San Mateo County, the project’s contribution to cumulative surface water quality impacts from construction and earthmoving activities would not be considerable with mandatory adherence to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit Requirements and the Waste Discharge Requirements for the SFPUC Drinking Water Transmission System (RWQCB Order No. R2-2008-0102), as well as with implementation of mitigation measures that address construction activities within and adjacent to creek channels, as specified in Mitigation Measures M-HY-1a (Construction Water Quality Best Management Practices), and ~~M-HY-1b (Access Road Maintenance and Improvement Plan)~~, described in Section 5.13, Hydrology and Water Quality. For CSPL2 sites located within the limits of the CCSF, mandatory compliance with Article 4.1 of the San Francisco Public Works Code would address project impacts on surface water quality. Therefore, the project’s residual contribution on surface water quality impacts would not be cumulatively considerable (*less than significant*).

Project implementation would not result in an increase in impervious surfaces, and therefore, would not result in any permanent alterations to drainage patterns. However, the project could result in long-term or permanent alterations to drainage patterns along San Mateo Creek from tree removal and grading of the creek banks to create embankments for temporary bridges, staging areas, or access road, depending on the access variant implemented at Sites 6 and 7. Because some of the cumulative projects listed in Table 6.1, such as the LCSDI and CSSA projects, would include construction activities within the San Mateo Creek channel, potential cumulative impacts on water quality from alteration of drainage patterns and bank destabilization along San Mateo Creek could result. The CSPL2 project, as well as any cumulative projects with construction activities within creeks, would be subject to applicable permitting requirements imposed by CDFG, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and the Regional Water Quality Control Board, and would be required to implement water quality control measures. Further, Mitigation Measures M-HY-1a (Construction Water Quality Best Management Practices) and ~~M-HY-1b (Access Road Improvements and Maintenance Plan)~~, described in Section 5.13, Hydrology and Water Quality; and M-BI-1 (Protection of Jurisdictional Waters and Riparian Habitat) and M-BI-2a (Vegetation Restoration Plan), described in Section 5.11, Biological Resources, would reduce the project’s long-term contribution to water quality impacts to a less-than-significant level. Therefore, the project’s residual contribution to this cumulative impact would not be cumulatively considerable (*less than significant*).

On page A-4 of Appendix A, Table A.1 is revised as follows in response to comment [C1]:

| | Site 12 |
|---|------------|
| Impact CP-6: Impacts on adjacent or nearby historic architectural/structural resources | <u>LS#</u> |
| <i>Mitigation Measures</i> | |
| M-CP-6: Sierra Drive Bridge Vibration Monitoring and Restrictions | N/A |

On page A-7 of Appendix A, Table A.1 is revised to reflect the removal of Mitigation Measure M-HY-1b and to correct editorial errors, as shown on page 4-59 of this document.

On page A-9 of Appendix A, Table A.1 is revised to reflect the removal of Mitigation Measure M-HY-1b and to correct editorial errors, as shown on pages 4-60 and 4-61 of this document.

On page A-10 of Appendix A, Table A.1 is revised to include cumulative impacts and mitigation measures, as shown on pages 4-62 and 4-63 of this document.

On page A-14 of Appendix A, Table A.2 is revised to correct editorial errors, as shown on page 4-63 of this document.

On page A-15 of Appendix A, Table A.2 is revised follows to correct editorial errors, as shown of page 4-64 of this document.

On page A-21 of Appendix A, Table A.3 is revised to correct an editorial error, as shown on page 4-65 of this document.

On page A-28 of Appendix A, Table A.4 is revised to correct a few editorial errors, as shown on page 4-65 of this document.

On page A-31 of Appendix A, Table A.4 is revised to correct a few editorial errors, as shown on page 4-65 of this document.

On pages A-35 through A-42 of Appendix A, Table A.5 is revised to reflect the removal of Variant 1 from the project, as shown on page 4-66 of this document.

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**TABLE A.1
SUMMARY OF IMPACT AND MITIGATION MEASURES FOR PIPELINE REHABILITATION AND RETROFIT SITES AND GENERAL IMPROVEMENT SITES**

| IMPACT | Pipeline Rehabilitation Sites | | | | | | | | | | | | | Retrofitting Pipe Support Piers | | General Improvements | | | | |
|---|-------------------------------|------------------|----------------|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------------------------|----------------|----------------------|----------------|----------------|----------------|-----|
| | Site 1 | Site 2 | Site 3 | Site 6 | Site 7 | Site 9 | Site 11 | Site 12 | Site 13 | Site 14 | Site 15 | Site 16 | Site 18 | Site 5 | Site 10 | Site 4 | Site 8 | Site 17 | Site 19 | |
| 5.11 BIOLOGICAL RESOURCES | | | | | | | | | | | | | | | | | | | | |
| Impact BI-1: Impacts on jurisdictional waters and riparian habitat | PSM | PSM | PSM | PSM | PSM | PSM | NI | NI | NI | NI | NI | NI | NI | PSM | PSM | PSM | PSM | NI | NI | |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | | |
| M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | X | X | N/A | N/A | |
| M-BI-1b: Environmental Awareness Training | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | X | X | N/A | N/A | |
| M-BI-2a: Vegetation Restoration Plan | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | X | X | N/A | N/A | |
| M-BI-3c: Protection of Steelhead | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-HY-1a: Construction Water Quality Best Management Practices | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-HY-1b: Access Road Improvements and Maintenance Plan | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Impact BI-2: Impacts on sensitive habitats and common habitats | NI | N/PSM | NI | PSM | PSM | NI | NI | NI | NI | NI | NI | NI | NI | PSM | PSM | NI | NI | NI | NI | |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | | |
| M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-BI-1b: Environmental Awareness Training | N/A | X | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-BI-2a: Vegetation Restoration Plan | N/A | X | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-BI-2b: Protection of Sensitive Habitat | N/A | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| M-BI-3c: Protection of Steelhead | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-HY-1a: Construction Water Quality Best Management Practices | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| Impact BI-3: Impacts on special-status species – direct mortality and/or habitat effects | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | NI | NI | |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | | |
| M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | X | X | N/A | N/A |
| M-BI-1b: Environmental Awareness Training | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | X | X | N/A | N/A | |
| M-BI-2a: Vegetation Restoration Plan | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-BI-3a: Protection of Special Status Plants | N/A | X | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | N/A | N/A | N/A | N/A | N/A | |
| M-BI-3b: Mission Blue Butterfly and Callipe Silverspot Butterfly | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | N/A | N/A | X | N/A | N/A | |
| M-BI-3c: Protection of Steelhead | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-BI-3d: Protection of California Red Legged Frog and San Francisco Garter Snake | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-BI-3e: Protection of Nesting Birds | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | N/A | N/A | N/A | N/A | |
| M-BI-3f: Protection of Bats | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-BI-3g: Protection of San Francisco Dusky-footed Woodrat | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-HY-1a: Construction Water Quality Best Management Practices | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |

**TABLE A.1
SUMMARY OF IMPACT AND MITIGATION MEASURES FOR PIPELINE REHABILITATION AND RETROFIT SITES AND GENERAL IMPROVEMENT SITES**

| IMPACT | Pipeline Rehabilitation Sites | | | | | | | | | | | | | Retrofitting Pipe Support Piers | | General Improvements | | | |
|---|-------------------------------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------------------------------|----------------|----------------------|--------|---------|---------|
| | Site 1 | Site 2 | Site 3 | Site 6 | Site 7 | Site 9 | Site 11 | Site 12 | Site 13 | Site 14 | Site 15 | Site 16 | Site 18 | Site 5 | Site 10 | Site 4 | Site 8 | Site 17 | Site 19 |
| 5.13 HYDROLOGY AND WATER QUALITY | | | | | | | | | | | | | | | | | | | |
| Impact HY-1: Degradation of water bodies as a result of erosion and sedimentation or a hazardous materials release during construction | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| M-HY-1a: Construction Water Quality Best Management Practices | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| M-HY-1b: Access Road Improvements and Maintenance Plan (Variants 1, 3, and 4 only) | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A |
| M-BI-1b: Environmental Awareness Training | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**TABLE A.1
SUMMARY OF IMPACT AND MITIGATION MEASURES FOR PIPELINE REHABILITATION AND RETROFIT SITES AND GENERAL IMPROVEMENT SITES**

| IMPACT | Pipeline Rehabilitation Sites | | | | | | | | | | | | | Retrofitting Pipe Support Piers | | General Improvements | | | | |
|--|-------------------------------|--------|--------|--------|--------|--------|----------------|---------|---------|---------|---------|---------|----------------|---------------------------------|---------|----------------------|--------|---------|---------|-----|
| | Site 1 | Site 2 | Site 3 | Site 6 | Site 7 | Site 9 | Site 11 | Site 12 | Site 13 | Site 14 | Site 15 | Site 16 | Site 18 | Site 5 | Site 10 | Site 4 | Site 8 | Site 17 | Site 19 | |
| 5.13 HYDROLOGY AND WATER QUALITY (cont.) | | | | | | | | | | | | | | | | | | | | |
| Impact HY-4: Degradation of surface water quality due to construction-related discharges of treated water | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | NI | NI | NI | NI | NI | |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | | |
| None Required | | | | | | | | | | | | | | | | | | | | |
| Impact HY-5: Degradation of water quality, including offsite erosion and flooding, as a result of permanent alteration of drainage patterns | LS | LS | LS | PSM | PSM | LS | LS | LS | LS | LS | LS | LS | LS | PSM | PSM | LS | LS | LS | LS | |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | | |
| M-HY-1a: Construction Water Quality Best Management Practices | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-HY-1b: Access Road Improvements and Maintenance Plan | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| M-BI-2a: Vegetation and Restoration Plan | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | X | N/A | N/A | N/A | N/A | |
| Impact HY-6: Exposure of structures to a significant risk of loss from flooding, including flooding as a result of a seiche, tsunami, mudflow or failure of a levee or dam. | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | LS | LS | NI | NI | NI | NI | |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | | |
| None Required | | | | | | | | | | | | | | | | | | | | |
| 5.14 HAZARDS AND HAZARDOUS MATERIALS | | | | | | | | | | | | | | | | | | | | |
| Impact HZ-1: Potential to encounter hazardous materials in the soil and/or groundwater | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | PSM | SM | PSM | PSM | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | | |
| M-HZ-1a: Pre-Construction Hazardous Materials Assessment | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | N/A | N/A | N/A | N/A |
| M-HZ-1b: Site Health and Safety Plan | X | X | X | X | X | X | X | X | X | X | X | X | N/A | X | N/A | N/A | N/A | N/A | N/A | N/A |
| M-HZ-1c: Soil and Water Management Plan | X | X | X | X | X | X | X | X | X | X | X | X | N/A | X | N/A | N/A | N/A | N/A | N/A | N/A |
| M-HZ-1d: Coordination with Property Owner and Regulatory Agencies | X | X | X | X | X | X | X | X | X | X | X | X | N/A | X | N/A | N/A | N/A | N/A | N/A | N/A |
| M-HZ-1e: Hazardous Materials Investigation and Compliance with Deed Restrictions at PG&E Property (Site 18) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | N/A | N/A | N/A | N/A | N/A | N/A |
| M-HZ-1f: Dust Monitoring at Site 18 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | N/A | N/A | N/A | N/A | N/A | N/A |
| M-HZ-1g: Soil Stockpiles | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | N/A | N/A | N/A | N/A | N/A | N/A |
| M-AQ 1a: Dust Control Measures | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | X | N/A | N/A | N/A | N/A | N/A | N/A |
| M-HY-1a: Construction Water Quality Best Management Practices | X | X | X | X | X | X | N/A | X | X | X | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A |

**TABLE A.1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR PIPELINE REHABILITATION AND RETROFIT SITES AND GENERAL IMPROVEMENT SITES**

| IMPACT | Pipeline Rehabilitation Sites | | | | | | | | | | | | | Retrofitting Pipe Support Piers | | General Improvements | | | |
|--|-------------------------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------------------------|------------|----------------------|------------|------------|------------|
| | Site 1 | Site 2 | Site 3 | Site 6 | Site 7 | Site 9 | Site 11 | Site 12 | Site 13 | Site 14 | Site 15 | Site 16 | Site 18 | Site 5 | Site 10 | Site 4 | Site 8 | Site 17 | Site 19 |
| 6.0 CUMULATIVE | | | | | | | | | | | | | | | | | | | |
| Impact C-LU: Cumulative disruption of established communities and changes in existing land patterns. | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| None Available | | | | | | | | | | | | | | | | | | | |
| Impact C-AE: Cumulative impacts on visual character | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| None Required | | | | | | | | | | | | | | | | | | | |
| Impact C-CP: Cumulative increase in impacts on archaeological, paleontological, and historical resources during construction. | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| None Required | | | | | | | | | | | | | | | | | | | |
| Impact C-TR: Cumulative construction and/or operational traffic increases on local and regional roads. | <u>SU</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| M-CTR-1: SFPUC Construction Coordination | <u>X</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| Impact C-NO: Cumulative increases in construction noise in the project vicinity. | <u>SU</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| M-CNO-1: Coordinated Noise Control Plan During Construction | <u>X</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| Impact C-AQ: Cumulative construction emissions of criteria pollutants and greenhouse gas emissions | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| None Available | | | | | | | | | | | | | | | | | | | |
| Impact C-RE: Cumulative effects on recreational resources during construction | <u>SM</u> | <u>SM</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| M-CTR-1: SFPUC Construction Coordination | <u>X</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| Impact C-UT: Cumulative impacts related to disruption of utility service or relocation of utilities during construction | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| None Required | | | | | | | | | | | | | | | | | | | |
| Impact C-PS: Cumulative impacts related to increased demand for public services during construction. | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>SU</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| None Required | | | | | | | | | | | | | | | | | | | |
| Impact C-BI: Cumulative loss of sensitive biological resources during construction | <u>SM</u> | <u>SM</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> | <u>LS</u> |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | |
| M-CBI-1: Snake and Frog Exclusion Fencing Below Crystal Springs Dam | <u>X</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |

**TABLE A.2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR ELECTRICAL ISOLATION SITES**

| IMPACT | E-1 | E-2 | E-3 | E-4 | E-5 | E-6 | E-7 | E-8 | E-9 | E-10 | E-11 | E-12 | E-13 | E-14 | E-15 | E-16 | E-17 | E-18 | E-19 | E-20 | E-21 | E-22 | E-23 | E-24 | E-25 | E-26 | E-27 | E-28 | E-29 | E-30 | E-31 | | |
|---|-----|-----|------------------|-----|-----|------------------|-----|-----|-----|------------------|------------------|------------------|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|-----|
| 5.11 BIOLOGICAL RESOURCES (cont.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Impact BI-5: Impacts on protected trees | NI | NI | PSM | NI | NI | PSM | NI | NI | NI | PSM | PSM | PSM | PSM | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | |
| <i>Mitigation Measures</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat | N/A | N/A | X | N/A | N/A | X | N/A | N/A | N/A | X | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| M-BI-5a: Tree Replacement | N/A | N/A | X/N/A | N/A | N/A | X | N/A | N/A | N/A | X/N/A | X | X | X | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| M-BI-5b: Tree Protection | N/A | N/A | X | N/A | N/A | X/N/A | N/A | N/A | N/A | X | X/N/A | X/N/A | X/N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**TABLE A.3
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR CATHODIC PROTECTION SITES**

| IMPACT | CP-1 | CP-2 | CP-3 | CP-4 | CP-5 | CP-13 | CP-15 | CP-23 | CP-24 |
|---|------|------|------|------|------|-------|----------------|-------|-------|
| Impact NO-3: Consistency with noise ordinance limits | PSU | PSU | PSU | PSU | PSU | PSU | PSU | PSU | PSU |
| <i>Mitigation Measures</i> | | | | | | | | | |
| M-NO-3: Construction Hours | X | X | X | X | N/A | X | N/A | N/A | N/A |

**TABLE A.4
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR STAGING AREAS**

| IMPACT | SA-1 | SA-2 | SA-3 | SA-4 | SA-5 | SA-6 | SA-7 | SA-8 | SA-9 | S-10 | S-11 | S-12 |
|---|----------------|----------------|----------------|------|------|------|------|----------------|----------------|----------------|----------------|------|
| Impact NO-3: Consistency with noise ordinance limits | PSU | PSU | PSU | PSU | PSU | PSU | PSU | PSU | PSU | PSU | PSU | PSU |
| <i>Mitigation Measures</i> | | | | | | | | | | | | |
| M-NO-3: Construction Hours | N/A | N/A | N/A | X | X | X | X | N/A | N/A | N/A | N/A | X |

**TABLE A.4
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR STAGING AREAS**

| IMPACT | SA-1 | SA-2 | SA-3 | SA-4 | SA-5 | SA-6 | SA-7 | SA-8 | SA-9 | S-10 | S-11 | S-12 |
|---|------------|----------|------------|----------|------------|------------|----------|------------|------------|------------|------------|------------|
| Impact BI-3: Impacts on special-status species – direct mortality and/or habitat effects | PSM | PSM | PSM | PSM | PSM | NI | PSM | NI | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | | | | | | | | | |
| M-BI-3d: Protection of California Red Legged Frog and San Francisco Garter Snake | N/A | X | X | X | N/A | N/A | X | N/A | N/A | N/A | N/A | N/A |
| M-BI-3e: Protection of Nesting Birds | X | X | X | X | X | N/A | X | N/A | N/A | N/A | N/A | N/A |
| <u>M-BI-3g: Protection of San Francisco Dusky-footed Woodrat</u> | <u>N/A</u> | <u>X</u> | <u>N/A</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>X</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> | <u>N/A</u> |
| M-HY-1a: Construction Water Quality Best Management Practices | N/A | X | N/A | X | N/A | N/A | X | N/A | N/A | N/A | N/A | N/A |

**TABLE A.5
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR SITE 6 AND 7 ACCESS VARIANTS**

| IMPACT | Variant 1: Access Road | Variant 2: Temporary Bridge | Variant 3: Helicopter | Variant 4: Crane |
|---|-----------------------------------|--|----------------------------------|-----------------------------|
| 5.2 LAND USE | | | | |
| Impact LU-1: Temporary disruption or displacement of existing land uses during construction | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None required | | | | |
| Impact LU-2: Permanent displacement or long-term disruption of existing land uses | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.3 AESTHETICS | | | | |
| Impact AE-1: Temporary construction-related adverse impacts on scenic vistas or the visual character of a community | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact AE-2: New temporary sources of light and glare | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact AE-3: Permanent adverse impacts on scenic vistas or visual character | PSM | PSM | LS | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-AE-3a: Tree Avoidance | ✗ | X | N/A | X |
| M-AE-3b: Landscaping and Tree Replacement Plan | ✗ | X | N/A | X |
| M-BI-2a: Vegetation Restoration Plan | ✗ | X | N/A | X |
| M-BI-5a: Tree Replacement | ✗ | X | N/A | X |
| 5.4 CULTURAL RESOURCES | | | | |
| Impact CP-1: Impacts on paleontological resources during construction | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact CP-2: Impacts on archaeological resources during construction | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-CP-2a: Accidental Discovery of Archaeological Resources | ✗ | X | X | X |
| Impact CP-3: Impacts on Human Remains | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-CP-3: Human Remains | ✗ | X | X | X |
| Impact CP-4: Impacts on the historical significance of a historic district or a contributor to a historic district or potential district | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |

**TABLE A.5 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR SITE 6 AND 7 ACCESS VARIANTS**

| IMPACT | Variant 1: Access Road | Variant 2: Temporary Bridge | Variant 3: Helicopter | Variant 4: Crane |
|--|-----------------------------------|--|----------------------------------|-----------------------------|
| 5.4 CULTURAL RESOURCES (cont.) | | | | |
| Impact CP-5: Impacts on the historical significance of individual facilities resulting from demolition or alteration | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact CP-6: Impacts on adjacent or nearby historic architectural/structural resources | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.5 TRAFFIC, TRANSPORTATION AND CIRCULATION | | | | |
| Impact TR-1: Temporary reduction in roadway capacity and increased traffic delays | PSM | PSM | LS | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-TR-1a: Traffic Control Plan | X | X | N/A | X |
| Impact TR-2: Short-term traffic increases on roadways due to construction-related vehicle trips | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact TR-3: Impaired access to adjacent roadways and land uses | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact TR-4: Temporary displacement of on-street parking at some locations due to increase parking demand or construction within roadways | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact TR-5: Increased potential traffic safety hazards for vehicles, bicyclists, and pedestrians on public roadways during construction | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-TR-1a: Traffic Control Plan | X | X | X | X |
| Impact TR-6: Increases in vehicle trips to and from project facilities for operation and maintenance | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.6 NOISE AND VIBRATION | | | | |
| Impact NO-1: Disturbance from temporary construction-related noise increases | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |

**TABLE A.5 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR SITE 6 AND 7 ACCESS VARIANTS**

| IMPACT | Variant 1: Access Road | Variant 2: Temporary Bridge | Variant 3: Helicopter | Variant 4: Crane |
|---|-----------------------------------|--|----------------------------------|-----------------------------|
| 5.6 NOISE AND VIBRATION (cont.) | | | | |
| Impact NO-2: Construction-related noise disturbance at schools | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact NO-3: Consistency with noise ordinance limits | PSU | PSU | PSU | PSU |
| <i>Mitigation Measures</i> | | | | |
| M-NO-3: Construction Hours | X | X | X | X |
| Impact NO-4: Temporary noise disturbance along construction haul routes | LS | LS | PSM | LS |
| <i>Mitigation Measures</i> | | | | |
| M-NO-4: Helicopter Noise Controls | N/A | N/A | X | N/A |
| Impact NO-5: Temporary disturbance due to construction-related vibration | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.7 AIR QUALITY | | | | |
| Impact AQ-1: Construction emissions of criteria pollutants | PSM/PSM* | PSM/PSM* | PSM/PSM* | PSM/PSM* |
| <i>Mitigation Measures</i> | | | | |
| M-AQ-1a: Dust Control Measures | X | X | X | X |
| M-AQ 1b: Exhaust Control Measures | X | X | X | X |
| Impact AQ-2: Exposure to DPM during construction | LS/LS* | LS/LS* | LS/LS* | LS/LS* |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact AQ-3: Odors generated during project construction | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact AQ-4: GHG emissions and conflicts with any applicable GHG plans, policies, or regulations | LS/LS* | LS/LS* | LS/LS* | LS/LS* |
| <i>Mitigation Measures</i> | | | | |
| M-AQ-1b: Exhaust Control Measures | X | X | X | X |
| Impact AQ-5: Air pollutant, GHG, and odor emissions during project operation | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.8 RECREATION | | | | |
| Impact RE-1: Indirect impacts on the recreational experience during construction | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |

TABLE A.5 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR SITE 6 AND 7 ACCESS VARIANTS

| IMPACT | Variant 1: Access Road | Variant 2: Temporary Bridge | Variant 3: Helicopter | Variant 4: Crane |
|---|-----------------------------------|--|----------------------------------|-----------------------------|
| 5.8 RECREATION (cont.) | | | | |
| Impact RE-2: Impacts on access to recreational facilities during construction | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.9 UTILITIES AND SERVICE SYSTEMS | | | | |
| Impact UT-1: Potential damage to or temporary disruption of existing utilities | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-UT-1a: Pre-Construction Utility Identification and Coordination | ✗ | X | X | X |
| M-UT-1b: Protection of Other Utilities during Construction | ✗ | X | X | X |
| M-UT-1c: Advance Notification | ✗ | X | X | X |
| M-UT-1d: Emergency Response Plan and Notification | ✗ | X | X | X |
| Impact UT-2: Adverse effects on solid waste landfill capacity | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact UT-3: Potential failure to achieve federal, state, and local solid waste statutes | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-UT-3: Waste Management Plan | ✗ | X | X | X |
| Impact UT-4: Potential operational damage to or disruption of existing utilities | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.10 PUBLIC SERVICES | | | | |
| Impact PS-1: Potential increased demand for public services | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact PS-2: Long-term disruption of public services | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.11 BIOLOGICAL RESOURCES | | | | |
| Impact BI-1: Impacts on Jurisdictional Waters and Riparian Habitat | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat | ✗ | X | X | X |
| M-BI-1b: Environmental Awareness Training | ✗ | X | X | X |
| M-BI-2a: Vegetation Restoration Plan | ✗ | X | X | X |
| M-HY-1a: Construction Water Quality Best Management Practices | ✗ | X | X | X |
| M-HY-1b: Access Road Improvements and Maintenance Plan | ✗ | ✗ | ✗ | ✗ |

**TABLE A.5 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR SITE 6 AND 7 ACCESS VARIANTS**

| IMPACT | Variant 1: Access Road | Variant 2: Temporary Bridge | Variant 3: Helicopter | Variant 4: Crane |
|---|-----------------------------------|--|----------------------------------|-----------------------------|
| 5.11 BIOLOGICAL RESOURCES (cont.) | | | | |
| Impact BI-2: Impacts on sensitive habitats, common habitats, and heritage trees | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat | ✗ | X | X | X |
| M-BI-1b: Environmental Awareness Training | ✗ | X | X | X |
| M-BI-2a: Vegetation Restoration Plan | ✗ | X | X | X |
| Impact BI-3: Impacts on special-status species – direct mortality and/or habitat effects | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-BI-1a: Protection of Jurisdictional Waters and Riparian Habitat | ✗ | X | X | X |
| M-BI-1b: Environmental Awareness Training | ✗ | X | X | X |
| M-BI-2a: Vegetation Restoration Plan | ✗ | X | X | X |
| M-BI-3a: Protection of Special Status Plants | ✗ | X | X | X |
| M-BI-3d: Protection of California Red Legged Frog and San Francisco Garter Snake | ✗ | X | X | X |
| M-BI-3e: Protection of Nesting Birds | ✗ | X | X | X |
| M-BI-3f: Protection of Bats | ✗ | X | X | X |
| M-BI-3g: Protection of San Francisco Dusky-footed Woodrat | ✗ | X | X | X |
| M-HY-1a: Construction Water Quality Best Management Practices | ✗ | X | X | X |
| Impact BI-4: Water discharge effects on riparian and/or aquatic resources | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact BI-5: Impacts on protected trees | PSM | PSM | NI | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-BI-1: No Net Loss of Function of Jurisdictional Waters or Riparian Habitat | ✗ | X | N/A | X |
| M-BI-5a: Replacement of Trees to be Removed | ✗ | X | N/A | X |
| M-BI-5b: Tree Protection | ✗ | X | N/A | X |
| 5.12 GEOLOGY, SOILS, AND SEISMICITY | | | | |
| Impact GE-1: Slope instability during construction | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-GE-1: Shoring Plan | ✗ | X | X | X |
| Impact GE-2: Surface fault rupture | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact GE-3: Seismically induced groundshaking | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |

**TABLE A.5 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR SITE 6 AND 7 ACCESS VARIANTS**

| IMPACT | Variant 1: Access Road | Variant 2: Temporary Bridge | Variant 3: Helicopter | Variant 4: Crane |
|--|-----------------------------------|--|----------------------------------|-----------------------------|
| 5.12 GEOLOGY, SOILS, AND SEISMICITY (cont.) | | | | |
| Impact GE-4: Seismically induced ground failure, including liquefaction and settlement | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact GE-5: Seismically induced landslides or other slope failures | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact GE-6: Expansive or corrosive soils | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.13 HYDROLOGY AND WATER QUALITY | | | | |
| Impact HY-1: Degradation of water bodies as a result of erosion and sedimentation or a hazardous materials release during construction | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-HY-1a: Construction Water Quality Best Management Practices | ✗ | X | X | X |
| M-HY-1b: Access Road Improvements and Maintenance Plan | ✗ | N/A | ✗ | ✗ |
| M-BI-1a: Jurisdictional Waters and Riparian Habitat Protection | ✗ | X | N/A | N/A |
| M-BI-1b: Environmental Awareness Training | ✗ | X | X | X |
| M-BI-2a: Vegetation Restoration Plan | ✗ | X | X | X |
| M-AQ-1a: Dust Control Measures | N/A | N/A | X | X |
| Impact HY-2: Depletion of groundwater resources due to temporary construction-related dewatering | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact HY-3: Degradation of surface water quality due to construction-related dewatering discharges | NI | PSM | NI | NI |
| <i>Mitigation Measures</i> | | | | |
| M-HY-1a: Construction Water Quality Best Management Practices | N/A | X | N/A | N/A |
| Impact HY-4: Degradation of surface water quality due to construction-related discharges of treated water | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact HY-5: Degradation of water quality, including offsite erosion and flooding, as a result of permanent alteration of drainage patterns | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-HY-1a: Construction Water Quality Best Management Practices | ✗ | X | X | X |
| M-HY-1b: Access Road Improvements and Maintenance Plan | ✗ | ✗ | ✗ | ✗ |

**TABLE A.5 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR SITE 6 AND 7 ACCESS VARIANTS**

| IMPACT | Variant 1: Access Road | Variant 2: Temporary Bridge | Variant 3: Helicopter | Variant 4: Crane |
|--|-----------------------------------|--|----------------------------------|-----------------------------|
| 5.13 HYDROLOGY AND WATER QUALITY (cont.) | | | | |
| Impact HY-5 (cont.) | | | | |
| M-BI-1a: Jurisdictional Water and Riparian Habitat Protection | ✗ | X | X | X |
| M-BI-2a: Vegetation Restoration Plan | ✗ | X | X | X |
| Impact HY-6: Exposure of structures to a significant risk of loss from flooding, including flooding as a result of a seiche, tsunami, mudflow or failure of a levee or dam. | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| 5.14 HAZARDS AND HAZARDOUS MATERIALS | | | | |
| Impact HZ-1: Potential to encounter hazardous materials in the soil and/or groundwater | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-HZ-1a: Pre-Construction Hazardous Materials Assessment | ✗ | X | X | X |
| Impact HZ-2: Exposure to naturally occurring asbestos | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-HZ-2: Asbestos Dust Mitigation Plan | ✗ | X | X | X |
| Impact HZ-3: Risk of fires during construction | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact HZ-4: Accidental hazardous materials release during construction | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-HY-1a: Construction Water Quality Best Management Practices | ✗ | X | X | X |
| Impact HZ-5: Exposure to hazardous building materials | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact HZ-6: Emission or use of hazardous materials within 1/4 mile of a school | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact HZ-7: Hazards related to transport, use or disposal of hazardous materials | LS | LS | LS | LS |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |
| Impact HZ-8: Interfere with emergency response or evacuation plan | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-TR-1a: Traffic Control Plan | ✗ | X | X | X |

**TABLE A.5 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR SITE 6 AND 7 ACCESS VARIANTS**

| IMPACT | Variant 1: Access Road | Variant 2: Temporary Bridge | Variant 3: Helicopter | Variant 4: Crane |
|---|-----------------------------------|--|----------------------------------|-----------------------------|
| 5.15 ENERGY RESOURCES | | | | |
| Impact E-1: Construction-related wasteful energy use | PSM | PSM | PSM | PSM |
| <i>Mitigation Measures</i> | | | | |
| M-AQ-1b: Exhaust Control Measures | X | X | X | X |
| Impact E-2: Long-term energy use during operation | NI | NI | NI | NI |
| <i>Mitigation Measures</i> | | | | |
| None Required | | | | |

LS = Less-than-Significant Impact, No Mitigation Required
 PSM = Potentially Significant Impact Before Mitigation, Less-than-Significant Impact After Mitigation
 SM = Significant Impact Before Mitigation, Less-than-Significant Impact After Mitigation
 SU = Significant Unavoidable Impact (Significant Impact Before Mitigation/Significant Impact After Mitigation)
 NI = No impact
 N/A = Not Applicable
 X = Mitigation Measure applies
 * Significance Determination under Existing BAAQMD CEQA Guidelines / Significance Determination under Proposed BAAQMD CEQA Guidelines

APPENDIX A

Comment Letters

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STATE OF CALIFORNIA
 GOVERNOR'S OFFICE of PLANNING AND RESEARCH
 STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
 GOVERNOR

CYNTHIA BRYANT
 DIRECTOR

January 26, 2010

RECEIVED

Brett Becker
 City and County of San Francisco
 1650 Mission Street, Suite 400
 San Francisco, CA 94103-2479

FEB 03 2010
 CITY & COUNTY OF S.F.
 PLANNING DEPARTMENT
 M E A

Subject: SFPUC Crystal Springs Pipeline No. 2 Replacement Project
 SCH#: 2008112050

Dear Brett Becker:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 25, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
 Acting Director, State Clearinghouse

Enclosures
 cc: Resources Agency

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 A_OPR-01

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008112050
Project Title SFPUC Crystal Springs Pipeline No. 2 Replacement Project
Lead Agency San Francisco, City and County of

Type EIR Draft EIR

Description The San Francisco Public Utilities Commission (SFPUC) proposes to upgrade and replace portions of the Crystal Springs Pipeline No. 2 (CSPL 2), which extends (south to north) from the Crystal Springs Pump Station at the base of Lower Crystal Springs Dam in an unincorporated area of San Mateo County, through the Town of Hillsborough and the cities of San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Brisbane, Daly City, and into the City and County of San Francisco, terminating at the University Mound Reservoir in southeastern San Francisco. The proposed improvements would ensure the continued delivery of potable water to customers served by this pipeline in the event of a major earthquake. The proposed CSPL 2 project (Project) is one of the facility improvement projects that the SFPUC proposes to implement under the SFPUC's Water System Improvement Program to meet system objectives and service goals. The improvements include pipeline rehabilitation and seismic retrofit activities at 15 sites and general improvements to protect the pipeline from corrosion and exposure at 4 locations and insulated flange joints (referred to as electrical isolation) at 31 locations along the CSPL2 alignment to further protect the pipeline from corrosion.

Lead Agency Contact

Name Brett Becker
Agency City and County of San Francisco
Phone 415-575-9145
email
Address 1650 Mission Street, Suite 400
City San Francisco
State CA **Zip** 94103-2479
Fax

Project Location

County San Mateo, San Francisco
City Brisbane, Daly City, Hillsborough, Millbrae, San Francisco, ...
Region
Lat / Long
Cross Streets Various
Parcel No. Various
Township

| | Range | Section | Base |
|--|-------|---------|------|
| | | | |

Proximity to:

Highways 82, 101, I-280, I-380
Airports San Francisco Int'l
Railways CalTrain, BART
Waterways San Mateo Creek, San Francisco Bay
Schools Various
Land Use Various

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; State Lands Commission

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Document Details Report
State Clearinghouse Data Base**

Date Received 12/09/2009 *Start of Review* 12/09/2009 *End of Review* 01/25/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.



California Regional Water Quality Control Board

San Francisco Bay Region



Linda S. Adams
Secretary for
Environmental
Protection

1515 Clay Street, Suite 1400, Oakland, California 94612
Phone (510) 622-2300 • FAX (510) 622-2460
<http://www.waterboards.ca.gov/sanfranciscobay/>

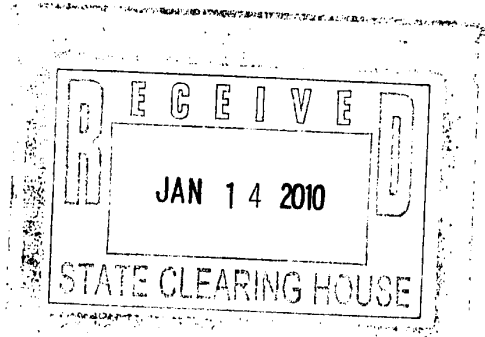
Arnold Schwarzenegger
Governor

January 14, 2010
Site No. 02-41-C420 (XF)
CIWQS Place No. 730027

Sent via electronic mail: No hard copy to follow

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e

San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Attn.: Mr. Bill Wycko, Environmental Review Officer
Email: bill.wycko@sfgov.org



Subject: Comments on Draft Environmental Impact Report for the Crystal Springs Pipeline No. 2 Replacement Project, SCH No. 2008112050

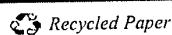
Dear Mr. Wycko:

San Francisco Bay Regional Water Quality Control Board (Water Board) staff has reviewed the Draft Environmental Impact Report (DEIR) for the Crystal Springs Pipeline No. 2 Replacement Project (Project). The Project involves upgrading and replacing portions of the San Francisco Public Utilities Commission's (SFPUC's) Crystal Springs Pipeline No. 2 (CSPL2), which extends (south to north) from the Crystal Springs Pump Station at the base of Lower Crystal Springs Dam in an unincorporated area of San Mateo County, through the Town of Hillsborough and the cities of San Mateo, Burlingame, Millbrae, San Bruno, South San Francisco, Brisbane, Daly City, and into the City and County of San Francisco, terminating at the University Mound Reservoir in southeastern San Francisco. The Project seeks to improve seismic and delivery reliability of the CSPL2 in the event of a major earthquake. The SFPUC has proposed improvements at 19 sites along the 19 mile CSPL2 alignment. The improvements include rehabilitating and seismic retrofitting the pipeline at 15 sites and recoating and painting the pipeline at 4 sites. In addition to these improvements, the SFPUC proposes to install new cathodic protection equipment at 9 locations and insulated flange joints (referred to as electrical isolation) at 31 locations along the CSPL2 alignment to further protect the pipeline from corrosion. Based on the information, provided in the DEIR, we offer the following comments.

Comments on Groundwater Dewatering

The DEIR indicates that there Project will require dewatering of potentially contaminated groundwater (Impact HY-3 and Impact HZ-1). However, Section 3.5.1.2 indicates that dewatered groundwater will be discharged in accordance with the Statewide General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Construction Permit) (Order No. 2009-0009-DWQ). Even after treatment, contaminated water

California Environmental Protection Agency



can not be discharged under the General Construction Permit. Instead, we recommend discharging contaminated water to the sanitary sewer, assuming approval can be obtained from the sanitary sewer agency. If approval to discharge to the sanitary sewer cannot be obtained, then a Discharger should determine whether the discharge can be covered under the one of the Water Board's General NPDES permits for groundwater dewatering, and should prepare the requisite sampling, analysis, and treatment plans, submit the permit applications, etc. Based on the potential contaminants listed in the DEIR, we recommend applying for either the General Permit for Fuel Clean Ups (Order No. R2-2006-0075) of the General Permit for Solvent Clean Ups (Order No. R2-2009-0059). Both general permits may be downloaded from the Water Board's website at http://www.waterboards.ca.gov/sanfranciscobay/general_permits.shtml.

Comments on Mitigation Measure M-BI-1a

We appreciate inclusion of Mitigation Measure M-BI-1a to protect aquatic resources including wetlands and streams. This measure is consistent with U.S. EPA's Section 404(b)(1), "Guidelines for Specification of Disposal Sites for Dredge or Fill Material," dated December 24, 1980. The Water Board adopted the Section 404(b)(1) Guidelines in its Basin Plan for determining the circumstance under which filling of wetlands, streams or other waters of the State may be permitted. The Section 404(b)(1) Guidelines prohibit all discharges of fill material into regulated waters of the United States, unless a discharge, as proposed, constitutes the least environmentally damaging practicable alternative that will achieve the basic project purpose.

The Guidelines sequence the order in which proposals should be approached: 1) Avoid - avoid impacts to waters; 2) Minimize - modify project to minimize impacts to waters; and, 3) Mitigate - once impacts have been fully minimized, compensate for unavoidable impacts to waters. When it is not possible to avoid impacts to water bodies, disturbance should be minimized. Mitigation for lost water body acreage and functions through restoration or creation should only be considered after disturbance has been minimized. Where impacts cannot be avoided, the creation of adequate mitigation habitat to compensate for the loss of water body acreage, functions and values must be provided.

Comments on Access Variants for Sites 6 and 7

The DEIR provides four access variants for construction activities at Sites 6 and 7 (page 5.11-52 and 5.13-24 through 5.13-26). Variant 1 includes widening and leveling an existing dirt road next to San Mateo Creek. Variant 2 includes installing two temporary bridges across San Mateo Creek. Variant 3 would use helicopters to fly equipment and materials across San Mateo Creek. Variant 4 would use cranes to carry equipment and materials across San Mateo Creek. We recommend removing Variant 1 from the DEIR because it does not appear to meet Section 404(b)(1) guidelines (see previous comment).

Road improvements for Variant 1 involve substantial grading adjacent to San Mateo Creek. To minimize erosion and sediment impacts from the road improvement adjacent to San Mateo Creek, Mitigation Measure M-HY-1b indicates that dirt access roads shall be located away from steep gradients, landslide prone areas, and areas with poor drainage to the extent feasible. Water Board staff, however, noted during site visits that much of the road is located on a steep hillside,

so placing roads away from steep gradients will not be feasible for a large segment of the dirt roads. In addition, Variant 1 would permanently impact a seep wetland (FWS-1) while the other Variants avoid permanent impacts to this seep wetland. As a result, Variant 1 appears to conflict with Mitigation Measure M-BI-1a and the Section 404(b)(1) Guidelines because it will likely have a greater permanent impact to jurisdictional waters and there appear to be practicable alternatives (i.e., Variants 2 through 4).

In addition, it will be extremely difficult to compensate for permanent impacts to seep wetland functions and acres because seep wetlands are extremely difficult to restore or create. As a result, Variant 1 appears to cause a net loss in seep wetland functions and acres, and accordingly, may not meet the California Wetlands Conservation Policy's goal of ensuring "no overall net loss," and achieve a "long-term net gain in the quantity, quality, and permanence of wetlands acreage and values.

Comments on Mitigation Measure M-HY-1a

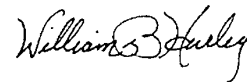
We acknowledge and appreciate the best management practices (BMP) included in Mitigation Measure M-HY-1a to protect water quality from potential construction storm water impacts. We offer the following comments to clarify requirements in the General Construction Permit and recommendations to Mitigation Measure M-HY-1a to ensure compliance with the General Construction Permit.

Mitigation Measure M-HY-1a indicates that tire washing and street sweeping will be used to prevent soil and sediment from being tracked off site and remove soil and sediment that has been tracked off site before it can be entrained in storm water runoff. Please note that wash water used in the tire washing facility needs to be contained, so it does not enter into storm drains or receiving waters. Likewise, street sweeping should use vacuum trucks or dry street sweepers to avoid discharging non-storm water to storm drains or receiving waters.

Closing

Please contact Xavier Fernandez at 510-622-5685 or xafernandez@waterboards.ca.gov with any questions or comments.

Sincerely,



William B. Hurley, P.E.
Senior Engineer

cc: State Clearinghouse
SWRCB, DWQ, Stateboard401@waterboards.ca.gov
CDFG, Wesley Stokes, wstokes@dfg.ca.gov

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
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BAG025
SCH#2008112050

January 25, 2010

Mr. Brett Becker
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Becker:

San Francisco Public Utilities Commission Crystal Springs Pipeline No. 2 Replacement Project - Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the San Francisco Public Utilities Commission Crystal Springs Pipeline No. 2 Replacement Project. The following comments are based on the Draft Environmental Impact Report (DEIR).

Cultural Resources

Chapter 5.4, Cultural Resources, neglects to identify an additional historic property that is located within the C-APE of the project. This is the Howard-Ralston Eucalyptus Tree Rows, which are mostly within Department's right of way along both sides of El Camino Real (State Route 82). This resource, mature eucalyptus and elm trees was initially identified in 1999 as extending 1.7 miles along State Route 82, between Rosedale Avenue/Ray Drive on the north end and Chapin Avenue on the south end. The historic property was found eligible for the National Register of Historic Places under National Register criteria A and C. The State Office of Historic Preservation (SHPO) concurred in the eligibility of the resource in 2003. In 2008, at the request of SHPO, the Department's Cultural Resource staff evaluated a second section of the tree row, extending from Chapin Avenue south to Peninsula Avenue. It was concluded that this additional section of the tree rows has sufficient integrity to be considered a contributing element of the historic property.

Table 3.1 of the DEIR indicates that there will be some excavation for launch pits, appurtenances, and electrical isolation work at Site 12 (along El Camino Real) that have the potential to affect the historic tree rows. Coordination with the Department should be undertaken to avoid or minimize potential adverse effects on this historic property. Currently, when mature elms or eucalyptus trees are removed, our standard mitigation is to replant with disease-resistant elms of a few specific varieties as long as there is sufficient space to replant in accordance with the Department's landscape and safety guidelines.

"Caltrans improves mobility across California"

Mr. Brett Becker/City and County of San Francisco
January 25, 2010
Page 2

Traffic Control Plan

Please provide cane detectables to accommodate people with visual impairments wherever there are pedestrian detours.

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,



LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94628-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711



*Flex your power!
Be energy efficient!*

January 25, 2010

BAG025
SCH#2008112050

Mr. Brett Becker
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

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C1
A_CALTRANS-01

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B1
A_CALTRANS-02

"Caltrans improves mobility across California"

Mr. Brett Becker/City and County of San Francisco
January 25, 2010
Page 2

Traffic Control Plan

Please provide cane detectables to accommodate people with visual impairments wherever there are pedestrian detours.

T7
A_CALTRANS-03

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,



LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



Linda S. Adams
Secretary for
Environmental
Protection



Arnold Schwarzenegger
Governor

January 14, 2010
Site No. 02-41-C420 (XF)
CIWQS Place No. 730027

Sent via electronic mail: No hard copy to follow

San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Attn.: Mr. Bill Wycko, Environmental Review Officer
Email: bill.wycko@sfgov.org

Subject: Comments on Draft Environmental Impact Report for the Crystal Springs Pipeline No. 2 Replacement Project, SCH No. 2008112050

Dear Mr. Wycko:

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H1
A_RWQCB-01
↓

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↑
H1
A_RWQCB-01
cont.

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↑
B3
A_RWQCB-02

The Guidelines sequence the order in which proposals should be approached: 1) Avoid - avoid impacts to waters; 2) Minimize - modify project to minimize impacts to waters; and, 3) Mitigate – once impacts have been fully minimized, compensate for unavoidable impacts to waters. When it is not possible to avoid impacts to water bodies, disturbance should be minimized. Mitigation for lost water body acreage and functions through restoration or creation should only be considered after disturbance has been minimized. Where impacts cannot be avoided, the creation of adequate mitigation habitat to compensate for the loss of water body acreage, functions and values must be provided.

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↑
B4
A_RWQCB-03

Road improvements for Variant 1 involve substantial grading adjacent to San Mateo Creek. To minimize erosion and sediment impacts from the road improvement adjacent to San Mateo Creek, Mitigation Measure M-HY-1b indicates that dirt access roads shall be located away from steep gradients, landslide prone areas, and areas with poor drainage to the extent feasible. Water Board staff, however, noted during site visits that much of the road is located on a steep hillside, ↓

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B4
A_RWQCB-03
cont.

In addition, it will be extremely difficult to compensate for permanent impacts to seep wetland functions and acres because seep wetlands are extremely difficult to restore or create. As a result, Variant 1 appears to cause a net loss in seep wetland functions and acres, and accordingly, may not meet the California Wetlands Conservation Policy’s goal of ensuring "no overall net loss," and achieve a “long-term net gain in the quantity, quality, and permanence of wetlands acreage and values.

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H2
A_RWQCB-04

Mitigation Measure M-HY-1a indicates that tire washing and street sweeping will be used to prevent soil and sediment from being tracked off site and remove soil and sediment that has been tracked off site before it can be entrained in storm water runoff. Please note that wash water used in the tire washing facility needs to be contained, so it does not enter into storm drains or receiving waters. Likewise, street sweeping should use vacuum trucks or dry street sweepers to avoid discharging non-storm water to storm drains or receiving waters.

Closing

Please contact Xavier Fernandez at 510-622-5685 or xafernandez@waterboards.ca.gov with any questions or comments.

Sincerely,

William B. Hurley, P.E.
Senior Engineer

cc: State Clearinghouse
SWRCB, DWQ, Stateboard401@waterboards.ca.gov
CDFG, Wesley Stokes, wstokes@dfg.ca.gov



January 25, 2010

RECEIVED
JAN 26 2010
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Subject: Case No. 2005.0963E – Draft Environmental Impact Report for the Crystal Springs Pipeline No. 2 Replacement Project

Dear Mr. Wycko,

Thank you for the opportunity to provide the following comments from the Bay Area Water Supply & Conservation Agency (BAWSCA). BAWSCA represents the interests of 24 cities and water districts, an investor-owned utility, and a university, that purchase water wholesale from the San Francisco Regional Water System. These agencies, in turn, provide water to 1.7 million people, businesses and community organizations in Alameda, Santa Clara and San Mateo counties. These comments are in response to the Draft Environmental Impact Report (EIR) published December 10, 2009 for the Crystal Springs Pipeline No. 2 Replacement project.

General Comment

The draft EIR reports significant and unavoidable traffic and noise impacts in several communities resulting from the construction activities that will occur as part of this project. **BAWSCA strongly supports increased efforts by the SFPUC to work with these effected communities to coordinate construction activities and reduce impacts.** BAWSCA recommends that the SFPUC contact other major utilities that have constructed projects with similar levels of impacts to learn what other mitigation measures might be available to reduce the overall community impacts.

G2
A_BAWSCA-01

Specific Comment

- Chapter 3: Project Description, Section 3.9 Operations and Maintenance (p. 3-43)**
The text states, "Sliplining of CSPL2 at Sites 12 and 18 would decrease the diameter of the pipeline in these sections; however, there would be no decrease in the volume of water delivered to the reservoir as adjustments to flow at the reservoir would be made to maintain the current flow following project

P1
A_BAWSCA-02

Mr. Bill Wycko
January 25, 2010
Page 2 of 2

completion." As the size of the sliplined sections will be 6-inches less in diameter and there is significant distance involved (over 3 miles), further explanation of what are the expected typical flow regimes after project completion would be helpful to support this statement.

↑
P1
A_BAWSCA-02
cont.

Thank you for the opportunity to provide these comments on the Draft EIR for the Crystal Springs Pipeline No. 2 Replacement Project dated December 10, 2009. If you have any questions, please contact me at (650) 349-3000.

Sincerely,



Nicole M. Sandkulla, P.E.
Senior Water Resources Engineer

cc: J. Labonte, SFPUC
A. Mavroudis, SFPUC
File

From: [Rorty, Melitta](#)
To: Brett.Becker@sfgov.org
Subject: PG&E Comments on Draft EIR for Crystal Springs Pipeline No. 2 Replacement Project
Date: 01/22/2010 04:52 PM

Dear Mr. Becker: Pacific Gas & Electric (PG&E) supports SFPUC's Crystal Springs Pipeline No. 2 Replacement Project, and appreciates the outreach and coordination that SFPUC has done for the work at PG&E's Martin Service Center (CSPL2 Site 18). PG&E has the following comments on the draft Environmental Impact Report dated 10 December 2009:

1) Sections 4.2.5.8 and 4.2.5.9 on pages 4-11 and 4-12 state that Site 18 is in Daly City; however, Site 18 is partially in Daly City and partially in the City Brisbane. This may be significant because Daly City and the City of Brisbane have different construction ordinances; for example, Daly City does not have specific numerical noise ordinance criteria, while the City of Brisbane does.

PP1
A_PGE-01

2) Page 5.7-5: it is stated that the nearest residences to Site 18 are 850 feet away. Previous sections correctly state that there are residences within 100 feet of Site 18. On page 5.7-6 it is stated that various parks are within 850 feet of Site 18, however, Bayshore Park is within 75 feet of Site 18.

AQ2
A_PGE-02

3) Table 5.9-3 lists utilities in the vicinity of the pipeline alignment. At Site 18, there is a storm drain that crosses the pipeline in the vicinity of launch pit #14 that should be listed on this table.

U2
A_PGE-03

4) Table 5.14-1 indicates that PG&E's Martin Service Center has a soil cap. The caps at Martin Service Center are either chip seal or concrete.

HM1
A_PGE-04

5) Page 5.14-5: The document states that the Site 18 launch pits are in areas outside the limits of known manufactured gas plant (MGP) waste, based on borings and an MGP waste distribution map from a 1988 report. These data were generated before the construction/remediation of the Main Street Detention Basin. Soil with MGP residues was excavated from the old channel and the most impacted soil was disposed of offsite.

HM2
A_PGE-05

However, in 2001/2002 soil with lower concentrations of MGP residues was placed on the Brisbane Yard and the Brisbane Yard Annex and capped with chip seal. Some of this soil is present in the areas where launch pits 12, 13, and 14 will be excavated.

↑
HM2
A_PGE-05
cont.

6) Page 5.14-22: In the vicinity of Site 18 launch pits 12, 13, and 14, the cap is chip seal, not asphalt as stated. The cap was placed over material that was excavated to create the Main Street Detention Basin.

↑
HM1
A_PGE-06

7) Page 5.14-23, Potential for Encountering Hazardous Materials. This section does not take into account the material excavated from the Main Street Detention Basin. Also, the screening assessment is based on data acquired from borings drilled prior to placement of material excavated during construction of the Main Street Detention Basin.

↑
HM3
A_PGE-07

Thank you for your consideration of our comments.

Sincerely,

Melitta Rorty

Melitta Rorty, PG, CHG
Senior Project Manager
PG&E Environmental Remediation
3401 Crow Canyon Road, Room 177F
San Ramon CA 94583
415-6328 (internal)
925-415-6328 (outside direct)
925-415-6852 (fax)
m2rq@pge.com



The City of Burlingame

PUBLIC WORKS DEPARTMENT
TEL: (650) 558-7230

CITY HALL - 501 PRIMROSE ROAD

CORPORATION YARD
FAX: (650)696-1598

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JAN 25 2010
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

January 21, 2010

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street Suite 400
San Francisco, CA 94103

Subject: Draft Environmental Impact Report for the Crystal Springs Pipeline No. 2
Replacement Project

Dear Mr. Wycko:

The City of Burlingame is submitting this letter in response to the Draft Environmental Impact Report for the Crystal Springs Pipeline no. 2 Replacement Project.


Burlingame has reviewed the document and has the following concerns and comments:

- | | |
|--|----------------------|
| 1. Based on the report, only one tree is to be removed along El Camino Real. It appears that others could also be impacted. Please have an Arborist as well as the Caltrans Office of Historical Preservation review the construction plans and the impact to the trees. |] B2 A_BURLGME-01 |
| 2. The City is concerned with the impact to the students at Mckinley School. The school will be doing significant on-site construction from June 2010 until June 2011. Please move pit number 2 or schedule this work during the summer months when the noise would not disrupt the class room atmosphere. |] N1 A_BURLGME-02 |
| 3. The City is concerned with the impact construction may have on the side streets immediately adjacent to the El Camino right of way. No worker parking will be allowed and no material or equipment storage shall be allowed. |] T4 A_BURLGME-03 |
| 4. Any evening or night time construction, outside of Burlingame's published construction hours, would need to be approved by the City. |] G3 A_BURLGME-04 |

- | | |
|--|----------------------|
| 5. The document mentions that for site 12, SFPUC is currently developing a Traffic Management Plan. The City has not received a copy of this plan and would reserve the right to approve said plan prior to the notice to proceed with construction. | [G3 A_BURLGME-05 |
| 6. A total of 11 residential buildings will have their access blocked during construction hours. Provisions for emergency access as well as emergency response, should be included in the Traffic Management Plan. | [T1 A_BURLGME-06 |
| 7. Any Bus Stop closures or relocation should also be addressed in the Traffic Management Plan along with any notification procedures to riders. | [T6 A_BURLGME-07 |
| 8. Any coordination with the Solid Waste Collection Firm should also be included in the Traffic Management Plan. | [T2 A_BURLGME-08 |
| 9. Advanced notifications shall include door hangers as well as mailers to insure that renters as well as property owners are aware of all phases of the work and the impacts on their property. | [G2 A_BURLGME-09 |

Please feel free to contact me at (650) 558-7230 if you have any questions.

Sincerely,


Philip Monaghan, P.E.
Senior Civil Engineer

cc: City Council (City of Burlingame)
Jim Nantell, City Manager
Syed Murtuza, P.E., Director of Public Works



TOWN OF HILLSBOROUGH

1600 FLORIBUNDA AVENUE
HILLSBOROUGH
CALIFORNIA
94010-6418

DEPARTMENT OF PUBLIC WORKS

January 21, 2010

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Crystal Springs Pipeline No. 2 Replacement Project

Dear Mr. Wycko:

The Town of Hillsborough supports the San Francisco Public Utilities Commission to improve this very important component of the regional water system. We reviewed the Environmental Impact Report for Crystal Springs Pipeline No. 2 Replacement project and have the following comments:

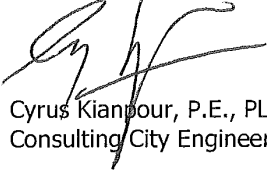
1. SFPUC and its contractor will be required to acquire permits from the Town of Hillsborough for all work within the Town boundary. [A_HILLSB2-01 G3]
2. All hours of work within the Town will be according to Town's Municipal Code. [A_HILLSB2-02 G3]
3. Project sponsor will be required to coordinate all work on private property with the property owners and conduct public outreach with effected and surrounding property owners. [A_HILLSB2-03 G2]
4. Project sponsor and its contractor are required to coordinate closely with the Town's Police Department and Central Fire Department to ensure access is provided for all emergency response vehicles during construction. [A_HILLSB2-04 T1]
5. Four staging areas within the Town of Hillsborough have been identified in the EIR. The SFPUC and its contractor should receive approvals from Town's Planning and Police Departments regarding storage of materials, traffic impact, hour of operations and impact on schools. [A_HILLSB2-05 G3]
6. SFPUC and its contractor shall submit traffic and detour plans for any roadway closure in Town to the Town's Police Department. [A_HILLSB2-06 T7]
7. SFPUC and its contractor's shall replace all Town utilities in conflict with the proposed pipeline. [A_HILLSB2-07 U1]

TEL. 650.375.7444

FAX 650.548-0859

We look forward to working with SFPUC for completion of this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Kianpour', written over the printed name below.

Cyrus Kianpour, P.E., PLS
Consulting/City Engineer

cc: Martha DeBry
Mark O'Connor
Elizabeth Cullinan

KAREN KEY
1499 OAK GROVE #102
BURLINGAME, CA 94010
650-344-7462
E-MAIL blumers38@hotmail.com

RECEIVED
JAN 22 2010
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

January 20, 2010

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Mr. Brett Becker
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Sirs:

Please find given below my comments to the CRYSTAL SPRINGS PIPELINE No. 2 REPLACEMENT PROJECT Draft Environmental Impact Report. My detailed comments will be directed to Site 12, Launch Pit #1, Launch Pits #2a, 2b, 2c and Launch Pit #3 all located in close proximity to where I live on the El Camino Real in Burlingame. These same comments should be considered for Launch Pits #4a, 4b, #5, #6a, 6b, #7, also located on El Camino Real in Burlingame.

In the draft summary of Impacts and Mitigation Measures regarding Site 12 most issues were commented upon and in most cases the impacts were **significant and unavoidable**. What is missing are further mitigations that could be offered by the San Francisco Planning Department to offset the magnitude of the Crystal Springs Pipeline No. 2 Replacement Project and the difficulties to be endured by attendees of church services, residents in condominiums and apartments and school children attending McKinley Elementary School. I will address each Site Launch issue and offer further mitigations which should be utilized to offset the project's immense problems.

INFORMATION GLEANED FROM HILLSBOROUGH CITY HALL PUBLIC HEARING JANUARY 7, 2010 FROM YOUR STAFF UPON MY QUESTIONING:

1. The construction on Site #12 El Camino Real in Burlingame will be done in groupings of Launch Pit work areas: Launch Pits #1, 2a, 2b, 2c, #3 will be done as a group at the same time.
2. The Launch Pit work for #1, #2a, 2b, 2c, #3 will take 2-3 months for all the work to be completed.
3. The work will commence Monday through Fridays from 9 a.m. to 3 p.m. with the possibility of weekend and night work to complete a project in work.
4. Due to the different Launch Pits being worked on at the same time there will be a total of approximately 5 sets of 12 to 15 workers which means there will be a need for parking for a minimum of 60 workers each day.

P3
I_KEY2-01

Page #2 – Crystal Springs Pipeline No. 2 Replacement Project Draft EIR Report

If #1-4 points listed above are informational in error, as I was very persistent in my questioning of staff, I request that I be informed of their informational error which in turn I can correct my request for mitigations listed below.

↑ P3
I_KEY2-01
cont.

PARKING MITIGATION FOR CONSTRUCTION WORKERS:

The conclusion in the EIR Draft that 60 construction workers for 2-3 months can park on the surface streets near the Launch Pit sites #1, #2a, 2b, 2c, #3 in Burlingame is not a good assertion as all surface streets East of the El Camino are already congested with overflow apartment and condominium owners auto parking. The PUC needs to arrange for a staging parking area and the crews should be shuttled into work sites and again shuttled back to the parking staging site.

T4
I_KEY2-02

EL CAMINO TRAFFIC MITIGATION

When the El Camino is reduced to two lanes of traffic in the Site 12, Launch Pit 1, 2a 2b 2c, 3 area. NO LEFT TURNS IN EITHER DIRECTION MUST BE ENFORCED TO KEEP EL CAMINO FROM BECOMING GRID LOCKED. Also, a detour should be created working with the City of Burlingame to move traffic from the El Camino to California Drive to alleviate some of the traffic impactions. Finally, there was no traffic study done on Oak Grove to see the number of autos which use the street for access to Carolan Ave. and Hwy. 101 North and South weekdays during the morning and evening commute hours.

T8
I_KEY2-03

NOTE: There are only 6 streets in which autos can cross the Caltrain tracks in Burlingame. 1. Peninsula Ave. which has a major construction project going on, 2. Bayswater – no direct access to Hwy. 101, 3. Howard Ave. (retail area) with no direct access to Hwy. 101, 4. Burlingame Ave. (retail area) with no direct access to Hwy. 101, 5. Oak Grove with best community access to North and South Hwy 101, 6. Broadway (retail area) which has direct access to Hwy 101 North and South.

GENERAL MITIGATIONS NEEDED:

The complaint phone line during construction should have a 24 hour human response time from the San Francisco Water Department, not a 3 day response time.

G2
I_KEY2-04

Another issue not addressed in the Draft EIR is what happens if water and/or electricity or both are shut off during construction to the churches, schools, and close by residential complexes. If a home doesn't have electricity or water for an extended time, the domicile is not habitable. The San Francisco Water Department needs to address what mitigation they should offer to a person who cannot continue to live in his or her home, or another example would be reimbursement for the loss of foods in refrigerators due to the loss of electricity for an extended period.

U3
I_KEY2-05

SITE 12 FURTHER MITIGATIONS:

LAUNCH PIT #1 – Bellevue and El Camino Real

1. During religious services on Sunday morning at St. Paul’s Episcopal Church located at Occidental and El Camino Real, there should be no construction work done.

N4
I_KEY2-06

**2. 500 El Camino Real - 35 units located at the corner of Bellevue and El Camino.
1469 Bellevue - 85 units located at the corner of Bellevue and El Camino.**

Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for 120 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. **For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be made available at the expense of the San Francisco Water Department when ever needed.**

N3
I_KEY2-07

3. Also, if there is vibration damage caused to any of the buildings which are to be surveyed, the San Francisco Water Department must take responsibility for repair of said building damage in the draft EIR. All addresses given in this letter should be included in the survey.

N2
I_KEY2-08

4. After the completion of Launch Pits #1, #2a, 2b, 2c, 3 construction work that the adjoining buildings listed in this letter will receive exterior power wash and exterior window cleaning to remove all the construction dirt mentioned in the Draft EIR at the expense of the San Francisco Water Department. . Any landscaping damaged from the building power washing or window washing would need to be replaced at the expense of the San Francisco Water Department.

AQ1
I_KEY2-09

LAUNCH PITS #2a, 2b, 2c – Oak Grove and El Camino Real

1. During religious services on Saturday morning at the Seventh Day Adventist Church located at 707 El Camino Real there should be no construction work done. Also, please note, that the church attendees use Oak Grove for their over-flow parking during church services.

N4
I_KEY2-10

2. 1499 Oak Grove - 16 condo units located at the corner of Oak Grove and El Camino Real.

729 El Camino Real - 23 unit condos with five Eucalyptus trees at curb of El Camino

735 El Camino Real - 17 unit condos with two Eucalyptus trees at curb of El Camino.

N3
I_KEY2-11

Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for 56 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. **For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be made available at the expense of the San Francisco Water Department when ever needed.**

N3
I_KEY2-11
cont.

3. Also, if there is vibration damage caused to any of the buildings which are to be surveyed, **the San Francisco Water Department must take responsibility for repair of said building damage in the draft EIR. All addresses given in this letter should be included in the survey.**

N2
I_KEY2-12

4. Further mitigation for McKinley School located at Oak Grove Ave. and El Camino for construction noise if noise barriers are not sufficient would be to replace all windows in class rooms which have **construction noise which still measures too high with triple pane windows (noise attenuated) at the expense of the San Francisco Water Department.**

N1
I_KEY2-13

Also, please note that the 5-6 parking spaces from 8 a.m. to 4 p.m. Monday through Friday on Oak Grove in front of 1499 Oak Grove are used by McKinley school staff for their parking overflow needs. Please note that at 8 a.m. and at 2 p.m. and 3 p.m. there are parking impactions on Oak Grove by parents bringing and picking up their children at McKinley Elementary School. **A further mitigation should be that during arrival and departure of school children, lunch time and recess times that all loud construction at Launch Pits 2a, 2 b 2 c construction sites be stopped while the children are vulnerable to sound levels when they are outdoors.**

T5, N1
I_KEY2-14

5. After the completion of Launch Pits #1, #2a, 2b, 2c, 3 construction work that the **adjoining buildings listed in this letter will receive exterior power wash and exterior window cleaning to remove all the construction dirt mentioned in the Draft EIR at the expense of the San Francisco Water Department. Any landscaping damaged from the building power washing or window washing would need to be replaced at the expense of the San Francisco Water Department.**

AQ1
I_KEY2-15

ISSUES NOT ADDRESSED IN EIR DRAFT FOR 729 El Camino Real and 735 El Camino Real Condominium complexes.

In the EIR Draft it is stated that the sidewalks and driveways will be closed during construction at the above two addresses and that owners will be required to remove their autos from the provided parking area in the complexes.

T3, N1, N5,
AQ2, B2
I_KEY2-16

Page #5 – Crystal Springs Pipeline No. 2 Replacement Project Draft EIR

Access for these properties needs to be addressed regarding the following concerns.

1. The delivery of mail.
2. Access to building by condo owners during day. For example, how do they get groceries into their homes?
3. Access being denied to people with disabilities.
4. Where do owners park when they must remove their autos from complex for construction work? They already use the 5-6 places in front of 1499 Oak Grove for over flow parking at night beginning at 5 p.m. till approximately 7 a.m.. Oak Grove is already congested with apartment parking by other Oak Grove residents.
5. Pick up of trash/recycling collection
6. Further protection of the seven Eucalyptus trees as they are within a few feet of the Launch Pits 2a 2b 2c construction sites
7. Access to Fire Department, Police Department and Ambulance during construction.
8. Survey to ascertain if there are children in residence who do not attend school who would be vulnerable to sound levels of the construction work.
9. Survey to ascertain if there are any seriously ill persons who would be put in danger by the quality of the air created by the construction work and the construction noise itself putting them in danger from the duress they would be placed under.

T3, N1, N5,
AQ2, B2
I_KEY2-16
cont.

LAUNCH PIT 3 – located between Willow and Arc Way on the El Camino Real

1. During religious services on Sunday morning at New Life Community Church Drive (First Baptist Church) located at Palm and El Camino Real there should be no construction work done.

N4
I_KEY2-17

2. 1515 Arc Way, 36 unit complex backs up to the El Camino Real. Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for the 36 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be made available at the expense of the San Francisco Water Department when ever needed.

N3
I_KEY2-18

3. Also, if there is vibration damage caused to any of the buildings which are to be surveyed, the San Francisco Water Department must take responsibility for repair of said building damage in the draft EIR. All addresses given in this letter should be included in the survey.

N2
I_KEY2-19

Page #6 Crystal Springs Pipeline No. 2 Replacement Project – EIR Draft

Further mitigation is needed if noise barriers are not sufficient, or construction work is extended into night or weekends and night lighting is used and is invasive for 36 residential units. These residential units will not be able to open windows for an extended period of time due to air quality and noise. Residents have a legal right to enjoy the quiet of living and sleeping in their home. **For these residents who are impacted by night noise, lack of air quality and night lighting for construction a mitigation of offering use of a Burlingame hotel room for the night should be made available at the expense of the San Francisco Water Department when ever needed.**

A3, N3, AQ1
I_KEY2-20

4. After the completion of Launch Pits #1, 2a, 2b, 2c, 3 construction work that the adjoining buildings listed in this letter will receive exterior power wash and exterior window cleaning to remove all the construction dirt mentioned in the Draft EIR at the expense of the San Francisco Water Department. Any landscaping damaged from the building power washing or window washing would need to be replaced at the expense of the San Francisco Water Department

AQ1
I_KEY2-21

There are additional multi-family residences on the El Camino Real listed below which need access to their driveways during construction which are between Launch Pit 2c and Launch Pit 3:

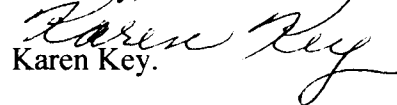
- 743 El Camino Real – 16 units
- 747 El Camino Real – 7 units
- 777 El Camino Real – 17 units
- 789 El Camino Real to Willow – 22 units

T1
I_KEY2-22

This massive and long project will subject all involved parties to upheaval and it is imperative that the San Francisco Water Department be sensitive to the issues that this project creates for Site 12, Launch Pits 1, #2a, 2b, 2c, and 3. as they are part of the most difficult site of the Crystal Springs Pipeline No. 2 Replacement Project.

G4
I_KEY2-23

Sincerely,


Karen Key.

From: [Steve Lawrence](#)
To: Brett.Becker@sfgov.org
Subject: Crystal Springs No. 2 draft EIR, comment/questions
Date: 12/28/2009 05:26 PM

Please accept this as a comment.

The project scope is considerably different than it once was. At inception a new 54" line was to be built following the same course as the existing. As such the existing line could have stayed operating while the new line was built parallel. Then, when the new line was done, water could have been switched from old to new. The old line might have remained in place as a backup, or for use if the new line required maintenance. In an earthquake the old line probably would fail, but the new would stand.

Now the project replaces some of the old, and repairs some, and leaves much alone. This raises questions. Will reliable service continue while the new line is built? While portions of the old are repaired? How? What about the old portion not repaired or replaced? Is it sound enough to survive a design earthquake, that is, I believe a 7.8 on the San Andreas fault? What are the risks, and what would happen if the line becomes not usable, due to construction accident, or post-WSIP due to earthquake breakage if the portion not repaired is less than fully sound?

P2
I_LAWRENCE-01

Steve Lawrence



SAN FRANCISCO PLANNING DEPARTMENT

SAN FRANCISCO PUBLIC UTILITIES COMMISSION
CRYSTAL SPRINGS PIPELINE NO. 2 REPLACEMENT PROJECT
DRAFT EIR PUBLIC HEARING
JANUARY 7, 2010

COMMENT CARD

Privacy Notice: Before including your name, address, phone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—becomes part of the public record. Unless indicated by you otherwise, you will automatically be added to the EIR notice mailing list by submitting this form.

Name: Joshua Cooperman
Affiliation (such as organization you belong to, if applicable): _____
Title: _____
Address: 15 Creekwood Way, Hillsborough, CA 94010
E-mail: jcooperma@aol.com
Phone: 650-619-0007
Fax: 650-348-7684

Your input on the proposed project is greatly appreciated. Please provide your comments on the Draft Environmental Impact Report prepared for the Crystal Springs Pipeline No. 2 Replacement Project, including determinations on potentially significant impacts, ways to mitigate those impacts, and feasible alternatives. Comments will be accepted until 5:00 p.m. on Monday, January 25, 2010.

Comments: There should be an independent engineering study of the Crystal Springs dam, independent of any engineers hired by SF PUC to review the hired guns of the PUC to ensure the integrity & continued sustainability of the dam structure before all this work is begun.

Please continue your comments on the reverse side of this comment card.

Comments continued: _____

The Draft EIR is available online at www.sf-planning.org.

O1
I_COOPERMAN1-01

APPENDIX B

Transcripts of Draft EIR Public Hearings

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4 SAN FRANCISCO PLANNING DEPARTMENT
5 SAN FRANCISCO PUBLIC UTILITIES COMMISSION
6 CRYSTAL SPRINGS PIPELINE NO. 2
7 REPLACEMENT PROJECT
8 PUBLIC HEARING ON THE
9 DRAFT ENVIRONMENTAL IMPACT REPORT
10

11 January 7, 2010
12

13 Hillsborough Town Hall
14 1600 Floribunda Avenue
15 Hillsborough, California
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25 REPORTED BY: DEBORAH FUQUA, CSR #12948

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A P P E A R A N C E S

San Francisco Planning Department:

Brett Becker, Environmental Planner - Moderator

San Francisco Public Utilities Commission:

Cheryl Davis, Environmental Project Manager

PUBLIC COMMENT:

PAGE:

| | |
|----------------|----|
| Josh Cooperman | 16 |
| Bob Doerr | 18 |
| Karen Key | 20 |
| Tom Kasten | 21 |
| Lionel Carnot | 23 |

---o0o---

1 Thursday, January 7, 2010

6:46 o'clock p.m.

2 ---o0o---

3 P R O C E E D I N G S

4 BRETT BECKER: Good evening, everyone. I think
5 we're going to start a little bit early, earlier than
6 what our agenda has. We were going to start at 7:00,
7 but we don't want you to have to wait around here until
8 that time.

9 So good evening, and welcome to tonight's
10 public hearing on the Draft Environmental Impact Report
11 on the San Francisco Public Utilities Commission
12 Crystal Springs Pipeline No. 2 Replacement Project.

13 My name is Brett Becker. I am the
14 environmental planner for the Major Environmental
15 Analysis Division of the San Francisco Planning
16 Department, and I'll be the moderator for tonight's
17 hearing.

18 The San Francisco Planning Department is the
19 lead agency under CEQA for environmental review of the
20 projects sponsored by and within the City and County of
21 San Francisco, and the San Francisco Public Utilities
22 Commission is the project sponsor.

23 This is the first of two public hearings on
24 this draft environmental impact report. The second
25 public hearing will be held on January 14th at San

1 Francisco City Hall. We will be providing the same
2 information and opportunity for public comment at each
3 hearing.

4 This is the agenda for tonight's hearing. In
5 a moment, Cheryl Davis, over here, the environmental
6 project manager overseeing the Crystal Springs Pipeline
7 No. 2 project, will make a brief presentation
8 describing the proposed project. Following this
9 overview, I will provide guidelines and instructions
10 and then open the hearing for public comment.

11 At the close of public comments, I will
12 provide information on further opportunities for you to
13 submit comments on the draft environmental impact
14 report.

15 As you came in, hopefully you signed in and
16 picked up a copy of the agenda for tonight's hearing.
17 If you didn't sign in before, please do so before you
18 leave. Please also print your name and address legibly
19 so that we can be sure to stay in touch with you.

20 If you plan on speaking tonight, you should
21 fill out a speaker card and turn in those cards to
22 project representatives around the room. I'll be
23 calling speakers from those cards. Another item that
24 you may wish to pick up is a comment form. You can use
25 this form to submit written comments, regardless of

1 whether you plan to speak tonight. You may also drop
2 off your written comments in the box at the table near
3 the door.

4 Restrooms are located out on either side of
5 the hallway there. Also, please turn off the ringer on
6 your cell phones and pagers, and step outside if you
7 need to take a call.

8 Please also note that we have a court reporter
9 over here present this evening to make a transcript of
10 tonight's proceedings. The transcripts will become
11 part of the public record for the environmental review
12 process.

13 And now I would like to introduce Cheryl
14 Davis of the San Francisco Public Utilities Commission.

15 CHERYL DAVIS: Thanks, Brett.

16 I am with the San Francisco Public Utilities
17 Commission. I am the environmental project manager for
18 this project, which means that I, along with
19 consultants Valerie Geier and Julie Moore have
20 developed the EIR, and that will be presented as we're
21 having this meeting.

22 I just want to give you -- this is a pretty
23 complex and spread-out project. So I'm going to give
24 you as quick an overview as I can for a project this
25 size.

1 Crystal Springs Pipeline No. 2, we call CSPL2
2 for short. Now, our Hetch Hetchy water system, you see
3 the map of this. This is our overall system. This is,
4 up here, the Hetch Hetchy Reservoir.

5 But our project will be down here on the
6 Peninsula, as you can see, running north and south.
7 And as you can see, there's other pipelines adjacent to
8 our pipeline. CSPL2 is not designated right there, but
9 there's pipelines adjacent to it, and it's also
10 adjacent to the San Andreas Fault.

11 So a little history on it. It starts here, at
12 the Crystal Springs Pump Station. It's at the foot of
13 the Crystal Springs Dam. And this is the actual
14 alignment in red. As you can see, it moves through
15 many towns -- San Mateo, Burlingame, Hillsborough,
16 Millbrae, San Bruno, South San Francisco, Daly City,
17 Brisbane -- and it terminates here at the University
18 Mound Reservoir. Along the way, in delivering water to
19 the University Mound, there are several turnouts where
20 it supplies local water.

21 It's 19 miles long. And interestingly enough,
22 the middle section here, which is El Camino Real, was
23 built in 1903, so it's quite an old pipeline. The
24 north and south sections subsequently were built in
25 between 1936 and 1938. What we've done with the

1 pipeline is look at it, seismic factors, where we feel
2 that seismically -- or where we've determined
3 seismically that it's not going to be safe in a major
4 earthquake. And where there are corrosion problems,
5 we've identified 19 improvement sites along the
6 pipeline. 15 of them will include pipeline
7 replacement, but four of them will just include general
8 maintenance. There are places where the pipeline comes
9 above the ground. And as you can imagine, after all
10 these years, the pipe needs to be sandblasted,
11 recoated, and repainted.

12 Out of the 19 miles, we have approximately
13 five miles of pipeline replacement. And along El
14 Camino will be the largest section, approximately three
15 miles. Again, we are also doing maintenance on the
16 above-ground sites.

17 So our project objective is, as I said, to
18 provide reliable service during and after a major
19 earthquake, to -- improvements to our exposed pipes
20 that are above ground, reduce the probability of
21 failure because there are some corrosion issues at
22 certain areas too, and improve our system redundancy
23 and overall operational flexibility. You saw in the
24 slides the project location. The pipeline is adjacent
25 to other pipelines that we have, like CS3.

1 So the project key elements are to replace the
2 pipeline where it needs to be. And we'll do this
3 via -- you've probably seen it done in ordinary street
4 pipeline repair. We're digging down to the pipe; we
5 cut the section out that we want to replace; we replace
6 it, weld it in and cover it back up. It's called cut
7 and cover. We'll be doing that on most sections. But
8 along El Camino Real, because it's such a congested
9 area and because of the large eucalyptus trees, we're
10 going to be slip-lining the pipeline.

11 So there, we want to go down -- say there's a
12 section that we need to replace. Instead of digging
13 the whole section out, we'll have pits where we can dig
14 down to the pipeline, and then we will push and pull
15 through these pits a smaller diameter pipe through the
16 larger pipe. That way we can leave the pipe that's old
17 in place and we have a new pipeline but a little
18 smaller in diameter. And it also keeps us from digging
19 up three miles of El Camino Real.

20 So also we'll retrofit support piers at two
21 places. CSPL2 crosses San Mateo Creek. And it crosses
22 above ground, and it's supported by piers. And we will
23 seismically retrofit them. General pipeline
24 maintenance, I've already gone through. Our
25 above-ground sites need painting and recoating.

1 We're also -- as I said, besides pipeline
2 reliability, we're also worried about corrosion issues.
3 So we'll be taking the following protection.

4 I won't go into the whole explanation of that.
5 But just so you know what we're doing with it, it will
6 require digging about a 300-foot anode bed, it's
7 called. But the bed is only nine inches in diameter.
8 And those will be in nine sections, nine different
9 places where we've determined they're needed. And
10 they'll be quite close to -- right close to the
11 pipeline. What we're essentially doing is putting a
12 charge in the pipe to keep it from corroding. So
13 they're usually in the street, along the curb, or along
14 the side of the road. So nine of those.

15 The other way we're going to help prevent
16 corrosion is to replace the valve gasket. That type of
17 construction means we're going to cut the pipe, pull
18 the gasket out, put a new one in, weld it, put a big
19 flange joint on it -- I think you've seen those, with
20 the big bolts in them.

21 What's good about this is most of these --
22 electrical isolation sites is what we call them -- are
23 within vaults that are already existing. So it will be
24 us just getting into our own cement vault. There are a
25 few that do need to be dug up out of the ground, and

1 that work will be done like that.

2 Of course, we would restore impacted streets
3 and landscaping in the project.

4 So as I said, it's hard to give a close-up of
5 this project because it's so spread out. So we'll
6 start -- I just want to give you the southern
7 alignment.

8 Again, starting at Crystal Springs pump
9 station right here -- now, on this slide, when you see
10 a box, that's one of the sites where we'll be working.
11 Green boxes indicate that we have noted a seismic
12 problem, so we're going to be replacing the pipeline.
13 The red boxes are a general improvement -- painting,
14 usually coating the pipe.

15 But because this is down in a more rural area,
16 there are a few street crossings in purple. So those
17 are the areas we're going to retrofit the pipe piers
18 that hold the pipe going towards San Mateo Creek.

19 There's also Site 12 is included in this, but
20 it's more of an urban area. I just wanted to give you
21 a flavor that the first 11 sites are really in a rather
22 rural area. So I've got a few shots here.

23 This is at the foot of the Crystal Springs
24 Pump Station. Here's 280. We're right at the foot of
25 the dam. And the pipeline starts right here. So we'll

1 be starting there. And as I said, when we're
2 replacing sections, the section replaced and the length
3 of the section, its location and length are all
4 determined by either corrosion factor or seismic. So
5 we'll have -- sometimes it's 200 feet, sometimes it's
6 7-, sometimes is 16,000 feet, like on El Camino Real.
7 So it's varied as we move along the pipeline.

8 The other thing I want to quickly show you and
9 I didn't is the cathodic protection. It's very hard to
10 see, but there's a little box with a black circle. And
11 then these little triangles are the electrical
12 isolation. So you can see that the cathodic
13 protection, the electrical isolation, those are
14 corrosion-prevention things. They don't normally occur
15 right where we're replacing the pipeline. So we're
16 working on a lot of different areas along the pipeline.

17 So it started there. We'll be moving up
18 Crystal Springs Road. There is a section along the
19 road here that will be replaced. This is at Tartan
20 Road and Crystal Springs Road; we have a section
21 running here that will be replaced.

22 As I said, the pipe crosses San Mateo Creek in
23 two places. This is what our foot bridges look like
24 that we access the pipe with. And here here's the pipe
25 underneath. We'll be retrofitting these piers.

1 Now, Sites 13 through 19 of course, as we move
2 north, are in a much more urban area. But I wanted to
3 talk about 12 in this area because it's a rather
4 urban -- of course, compared to the other sites.

5 El Camino Real, three miles of pipeline will
6 be replaced here. I think this is looking west, so the
7 pipeline runs on this side of the street close to the
8 sidewalk. As I said, we'll be doing sliplining here to
9 minimize the disturbance.

10 We'll move along -- we're moving through --
11 this is Brisbane. This is one of our -- you can't
12 really see it. It's right below this bank. The pipe
13 is exposed, and we will be painting it there.

14 This is near the end of the pipeline up in
15 Daly City. This is Main Street. And over here is the
16 PG&E Martin Substation. That's one of our sites where
17 we'll also be replacing pipe. And actually at the PG&E
18 lot, we'll be doing a little sliplining here too. But
19 almost all sliplining will be along El Camino Real to
20 minimize disturbance.

21 As you move to South San Francisco near the
22 end of the pipe, there are places, like, for instance,
23 here, where the pipe runs between houses. It runs
24 along this bank. And that's a seismic hazard of
25 course. So what we'll do here is, we're not going to

1 dig it up because that's too disturbing. We're going
2 to abandon it in place and slurry fill it. And we'll
3 move the pipe down to Spruce Avenue in South San
4 Francisco where we can get to it and where it should
5 be. As you can imagine, the pipe is so old, some
6 houses and things got built up around it. So anywhere
7 that it's been like this where it's up in people's
8 neighborhood, up in their yards, we'll be abandoning it
9 and relocating it to a city street.

10 So our proposed construction schedule,
11 approximately 21 months, from mid 2011 to early 2013,
12 we'd be working at most sites 7:00 a.m. to 5:00 p.m.
13 However, except along El Camino Real, for the traffic
14 issues, we'll be working 9:00 to 3:00. And there is a
15 chance of possible weekend or other night work along El
16 Camino. Primarily, we looked at that in commercial
17 areas so we don't disturb residents. And that's just a
18 way for us to -- we like to get the project done and
19 get out of there as quickly as possible to minimize the
20 disturbance to the public.

21 I hope -- it is, like I said, it's a long
22 project. It's got a lot of sites, a lot of things
23 going on. So I hope I was able to give you an overview
24 that is useful to you.

25 Thank you.

1 BRETT BECKER: Thanks Cheryl.

2 Now let's start with the public hearing on the
3 draft environmental impact report.

4 This is a hearing to receive your comments on
5 the adequacy and accuracy of the Draft Environmental
6 Impact Report, or EIR, for the SFPUC's Crystal Springs
7 Pipeline No. 2 Replacement Project.

8 Staff are not here today to answer your
9 comments. Rather, comments will be transcribed and
10 responded to in writing in the comments and responses
11 document. The comments and responses document will
12 respond to all verbal and written comments received by
13 the close of the public comment period and make
14 revisions to the draft EIR as appropriate.

15 This is not a hearing to consider approval or
16 disapproval of the proposed project. That hearing will
17 be held by the SFPUC and following Final EIR
18 certification hearing, which will be held by the San
19 Francisco Planning Commission.

20 If you wish to submit written comments, you
21 can do so by submitting them to me tonight or dropping
22 them off in the comment box at the front table back
23 there. You can also mail or e-mail them to the
24 addresses shown here. These addresses are also shown
25 on the notices at the front table.

1 The Planning Department will accept comments
2 on the Draft EIR until 5:00 p.m. on Monday, January
3 25th.

4 The Draft EIR is available for viewing on line
5 at the San Francisco Planning Department Web site shown
6 here. You may also visit the San Francisco Planning
7 Department in person to review a hardcopy. The
8 document is also available at the following public
9 libraries within the Bay Area.

10 To summarize the environmental review schedule
11 for this project, the 45-day review period for the
12 Draft EIR began on December 10th and will end on
13 January 14th at San Francisco City Hall. At the close
14 of public review period, comments that are received for
15 the project will be responded to formally in writing
16 and will be compiled, as I said, in the comments and
17 responses document.

18 This document is scheduled to be published in
19 the spring of 2010 with a certification of the Final
20 EIR by the San Francisco Planning Commission occurring
21 shortly thereafter.

22 Now we're ready to open the hearing for public
23 comment. We ask that you follow these ground rules for
24 the comment session.

25 First, as you've noted already tonight, this

1 is a hearing to receive public comments on the Draft
2 EIR, not a hearing to decide whether to approve the
3 proposed project. Please direct your comments to the
4 adequacy and accuracy of the information contained in
5 the Draft EIR.

6 Also, please submit a speaker card if you
7 would like to speak tonight. When you are ready to
8 speak, please step up to the microphone here and state
9 your name and address clearly and slowly. In the
10 interest of time, please keep your comments limited to
11 three minutes. I recognize that you may have more
12 information to share than three minutes will allow. So
13 please consider your verbal comments as a summary of
14 your principal points of view. And if you wish, you
15 may supplement your comments with additional written
16 comments.

I_COOPERMAN2

17 So I have a last name here of Cooperman.
18 Would you like to come up?

19 JOSH COOPERMAN: My name is Josh Cooperman,
20 C-O-O-P-E-R-M-A-N. I live at 15 Creekwood Way in
21 Hillsborough. My residence is about 100 yards off San
22 Mateo Creek near El Cerrito, near one of the crossings
23 that you have photographed earlier.

24 This is my fourth time I've been to these EIR
25 hearings. I was at South School. I was over at the

01
I_COOPERMAN2-01

1 golf course, and I've been to a couple others.

2 I still have a problem in general with the
3 fact that San Francisco PUC is not undertaking an
4 independent engineering study of the dam. While San
5 Francisco PUC may have hired engineers that it is
6 paying for, I believe, as a resident of Hillsborough, a
7 member of the financial committee in Hillsborough, that
8 an independent study with engineers hired by -- for the
9 benefit of the public and not necessarily hired by and
10 for the benefit of San Francisco PUC should be engaged
11 to look over the engineering studies that are being
12 done on this dam.

13 I have spoken with the State. The last
14 physical engineering report that was done, that
15 somebody went out to the dam and did physical borings,
16 was done in the 1970s. The Federal Government --
17 through a nationwide Federal Government program to
18 investigate dams in the U.S. The most recent review by
19 the State was done only on a file basis, using
20 information in their files, using their own computer
21 programs.

22 And I think before the San Francisco PUC --
23 the citizens of San Francisco and I own property there,
24 so I pay water bills. And the citizens of the
25 Peninsula who pay water bills which support this

01
I_COOPERMAN2-01
cont.

1 project -- before this project is implemented, I have
2 asked for the last four years for an independent study.
3 And so far, I have not received any comments which
4 would indicate why this study should not be undertaken.

5 Since I live by the creek and my house will be
6 wiped out in case the dam fails, as will my neighbors',
7 a good portion of Hillsborough, and the downtown San
8 Mateo commercial district will likely be wiped out and
9 our hospital, I think it behooves us all to have this
10 independent study done of the engineering calculations
11 that are being handled by the engineers hired by the
12 PUC.

13 Thank you.

14 BRETT BECKER: Thank you.

15 Mr. Doerr, would you like to come up?

16 BOB DOERR: My name is Bob Doerr, D-O-E-R-R. I'm
17 a resident of Burlingame. A couple of the pits are
18 going to be -- I'll qualify my residence. I'm
19 president of the Camino Gables Homeowners Association,
20 condominiums a couple doors down. And I have not been
21 notified through the mail of anything going on. I just
22 heard about this through another person the other day.
23 So I thought I better show up here and at least try to
24 put a word in on this.

25 What I heard is that we're going to be

01
I_COOPERMAN2-01
cont.

I_DOERR

T1
VI_DOERR-01

1 impacted with no ingress or egress in our building for
 2 many weeks. I'm concerned about who people live in our
 3 building who have terminal illnesses, people that are
 4 older who have difficulty getting in and out of the
 5 building onto the street, and children who are going to
 6 school that need to get to the school across the
 7 street.

T1
I_DOERR-01
cont.

8 Also have an issue with noise during the
 9 school year with a school that's there across the
 10 street from the pits -- or where the pits are and how
 11 that's going to impact their school days.

N1
I_DOERR-02

12 I have another issue with the statement that
 13 was summarized up here. I am sure, with all this
 14 construction going on -- how is that going to impact
 15 our building, our structure, our foundation, our garage
 16 that's underground? And what's the mitigation for any
 17 damages done for that? I haven't seen any, so I have
 18 questions about that.

N2
I_DOERR-03

19 Last thing, as far as the egress and ingress
 20 of the building for emergency vehicles, ambulances,
 21 fire trucks -- we have had ambulances that have had to
 22 come into the property several times because of the
 23 elderly residents. And if that pit is sitting in front
 24 of the building, they're not going to be able to get
 25 in. So that's my concern on that.

T1
I_DOERR-04

1 Thank you.

2 BRETT BECKER: Thank you.

3 Ms. Key, would you like to come up?

4 KAREN KEY: Karen Key, 1499 Oak Grove, Unit 102,
5 Burlingame. That is the condo complex at Oak Grove and
6 El Camino.

7 I have been over to the library, and I have
8 looked at the 700-page EIR draft. What I have not
9 gotten out of the draft is there are 12 launch pits
10 going down the El Camino in Burlingame. Five of those
11 are in the three-block area between Bellevue and Arc
12 Way.

13 There was some weeks given, like, 95 weeks.
14 The hours -- they were talking about nights, which has
15 been said differently here. I'd like to know if that
16 is going to hold us by 12, meaning I don't -- I'm not
17 able to ascertain how long it's going to take them to
18 work and how they're going to work -- subsequently or
19 all at the same time -- on these 11 launch pits that
20 are going to be built in Burlingame or done in
21 Burlingame.

22 I can't question the EIR because I don't
23 understand how they're going to do these launch pits on
24 the El Camino starting at Bellevue going down toward
25 Sanchez and Peninsula Hospital. So I need

P3
I_KEY1-01

1 clarification on how the process is going to happen.

2 We know we're going to two lanes on El Camino.

3 There's many, many, mitigations. You've got an
4 elementary school. You have got three churches.

5 You've got density in condos and apartments along the
6 El Camino. Two complexes have said they're not going

7 to have access to their underground parking. You're
8 talking about crews of 42. Is that all at once? I

9 cannot tell what the sequence of events is going to be
10 from the EIR. So that needs to be set out.

11 Thank you very much.

12 BRETT BECKER: Thanks.

13 And Mr. Kasten, would you like to come up?

14 TOM KASTEN: My name is Tom Kasten, spelled
15 K-A-S-T-E-N. I live at 1320 Buckingham Way in the Town
16 of Hillsborough. I also serve as vice mayor of the
17 town of Hillsborough.

18 What I would request from PG&E that may or may
19 not be in the EIR -- but we would need something more
20 than including it in a 700-page document -- is the
21 traffic impacts of the work that's going to be done
22 along Crystal Springs and, as well, El Camino. Crystal
23 Springs is one of the few east-west traffic venues that
24 people use when they use 280 to come down either into
25 our town or San Mateo, Burlingame. And it is a

P3
I_KEY1-02

P3
I_KEY1-03

I_KASTEN

G2
A_HILLSB1-01

1 two-lane road, one lane each way.

2 To the extent that there are going to be
3 delays or closures or stops along the way, we want to
4 notify all our residents about that well in advance of
5 it actually taking place.

6 We had a problem when PG&E was working on the
7 Jefferson Martin transmission line that we were not
8 given sufficient notification of those kinds of delays
9 and interruptions to traffic. So if we can get in
10 front of it in advance of the work, we can then put out
11 on our Web site and other ways of communicating with
12 our residents to expect those delays or to plan for an
13 alternate route.

14 It becomes more problematical with El Camino
15 Real. But it is also a major, in this case,
16 north-south venue for our residents, as well as a lot
17 of the residents throughout the cities of the
18 Peninsula. To the extent, again, that we be given as
19 much advance notice as possible about the disruption
20 caused by the work, we will be in a better position to
21 help our people plan for those. Otherwise, they're
22 going to get angry because they're going to be late for
23 doctors' appointments or late for work.

24 So again, I would request that PG&E would be
25 very clear with certainly the Town of Hillsborough,

G2
I_KASTEN-01
cont.

1 which I represent, but I suspect all the cities along
2 the El Camino that are going to be impacted, what those
3 impacts are going to be so that we can try and minimize
4 the disruption to people's lives.

↑
G2
I_KASTEN-01
cont.

5 Thank you very much.

6 BRETT BECKER: Thank you.

7 And Mr. Carnot?

8 LIONEL CARNOT: I am Lionel Carnot, C-A-R-N-O-T.
9 I live at 320 Sierra Drive in Hillsborough. Site 10
10 does impact on my property. This is one of the sites
11 where the pipeline crosses the San Mateo Creek.

12 My main concern is about the pipe that dates
13 from the '30s or '40s is an ugly sight for all of us
14 who are neighbors. It's a very old pipe. It's rusty.
15 The bridge has been repaired several times, but it is
16 an ugly site for all the people of Hillsborough who
17 live along Sierra Drive and El Cerrito.

↑
A1
I_CARNOT-01

18 Not only is the pipe ugly, but all of the
19 surrounding easement that is 14 feet wide along the
20 pipe is just like a dump. There's old tool boxes.
21 There is -- no one comes and fixes the pipes or any of
22 the valves along the pipes. It's a dump.

↑
A2
I_CARNOT-02

23 So hopefully, as part of the renovation, all
24 of the tool boxes, all of the tools, all of the parts,
25 all of the equipment is not being used maintain to pipe

↓

1 will be cleared, because it is also in a site which
2 doesn't look like it's protected from those who have
3 access to it.

4 BRETT BECKER: Okay. That's the last of the
5 comment cards that I've received. Is there anyone else
6 who would like to speak tonight?

7 (No response)

8 BRETT BECKER: Well, thank you very much for
9 coming tonight, and thanks to everyone who spoke.

10 Should you have any further questions, here's
11 my contact information at the San Francisco Planning
12 Department and Susan Hou, who is the project manager
13 for the project at the San Francisco Public Utilities
14 Commission.

15 Thank you very much, and have a good evening.

16 (Whereupon, the proceedings concluded
17 at 7:16 o'clock p.m.)

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25

1 STATE OF CALIFORNIA)
2 COUNTY OF MARIN) ss.

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, duly authorized to
5 administer oaths pursuant to Section 8211 of the
6 California Code of Civil Procedure, do hereby certify
7 that the foregoing proceedings were reported by me, a
8 disinterested person, and thereafter transcribed under
9 my direction into typewriting and is a true and correct
10 transcription of said proceedings.

11 I further certify that I am not of counsel or
12 attorney for either or any of the parties in the
13 foregoing proceeding and caption named, nor in any way
14 interested in the outcome of the cause named in said
15 caption.

16 Dated the 14th day of January, 2010.

17
18
19 DEBORAH FUQUA
20 CSR NO. 12948
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23
24
25