

4.5 Public Services and Utilities

4.5.1 Methodology for Impact Evaluation

In the development of alternatives, analytical efforts focused on engineering and logistical issues with respect to public facilities/services. The initial alternatives were reviewed for conflicts with existing and proposed public facilities and services. Based on this review, alternatives were refined to avoid and/or minimize impacts to these facilities where possible. When an alternative paralleled a facility, the alternative was shifted to avoid an impact. Where possible, all linear elements (e.g., pipelines) crossed at a perpendicular to minimize impact. The typical 152-305 m (500-1,000 ft) bandwidths developed for this phase of study allow for greater flexibility to avoid and minimize impacts when more detailed information is available and engineering analysis occurs in Tier 2¹.

This Tier 1 impact evaluation focuses on the potential effects of the WT Corridor alternatives on existing public services and utility systems. In addition, the analysis addresses the consistency of the project actions with public service and utility planning documents (i.e., General Plan) of the County and affected area cities. Public service facilities and utilities were mapped and/or described and potential impacts estimated according to facility location in or adjacent to an alternative bandwidth.

The project may be deemed to have environmental impacts to public services and utilities if:

- C The demand generated by the project exceeds the capacity of existing public service or utility systems, or otherwise requires the expansion or construction of major new facilities.
- C The project causes direct environmental effects (e.g., removal of an existing public facility).
- C The project causes disruption/interruption of service.

The direct and indirect impacts of each alternative to public services and utilities are described below. The direct impacts to public services include those that could require the relocation of buildings or infrastructure as a result of the proposed transportation facility. Direct, short-term impacts could also occur as a result of project construction. Indirect impacts are those reasonably foreseeable effects that are caused by a project but may occur either later in time or at some distance from the project site. The discussion of the No Build Alternative addresses the “no build” condition at General Plan build out.

Potential Mitigation Measures to be Considered in Tier 2 were formulated based on standards of avoidance, minimization, and compensation.

¹ CETAP Alternatives Development Report (Jacobs, 2002)