



**6683 TRANSMISSION LINE
REBUILD
CITY OF FRUITA, COLORADO**

PUBLIC SERVICE COMPANY OF
COLORADO

CONDITIONAL USE PERMIT
APPLICATION

JUNE 2024

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LIST OF ACRONYMS/ABBREVIATIONS

Abbreviation	Term/Phrase/Name
BLM	Bureau of Land Management
BMPs	Best management practices
CDOT	Colorado Department of Transportation
City	City of Fruita
Code	City of Fruita Municipal Code
Comprehensive Plan	City of Fruita Comprehensive Plan: Fruita in Motion
CSR	Community Services/Recreational
CUP	Conditional Use Permit
CPW	Colorado Parks and Wildlife
EA	Environmental Assessment
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GIS	Geographic Information System
GJFO	Grand Junction Field Office
kV	Kilovolt
MCNCA	McInnis Canyons National Conservation Area
NEPA	National Environmental Policy Act
NESC	National Electrical Safety Code
POST	Parks, Open Space, and Trails Master Plan

Abbreviation	Term/Phrase/Name
PHROST	Parks, Health, Recreation, Open Space, and Trails Master Plan
Project	Rebuild of the 4-mile Transmission Line 6683 between Fruita and Uintah Substations
PSCo	Public Service Company of Colorado, a Colorado corporation conducting business as Xcel Energy
PUD	Planned Unit Development
Reclamation	Bureau of Reclamation
ROW	Right-of-way
SWA	State Wildlife Area
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey

INTRODUCTION

Xcel Energy owns the fourth largest transmission system in the United States, with more than 20,000 miles of electric transmission lines and nearly 1,200 transmission and transmission/distribution substations in eight states, including Colorado (Xcel Energy Wildfire Mitigation Plan 2020). Public Service Company of Colorado (PSCo), a Colorado corporation conducting business as Xcel Energy, is the owner and operator of 4,718 miles of transmission lines in Colorado. Transmission lines constructed by PSCo in the 1940s through the 1960s are approaching the end of their serviceable lives. PSCo is a regulated utility that serves multiple communities in Mesa County, including Fruita, Grand Junction, De Beque, and Palisade. Federal and state law require PSCo to provide reliable electric service to customers in these communities.

Constructed in 1956, transmission line 6683 (Line 6683) is a 69 kilovolt (kV) line that runs approximately 4 miles from the Fruita Substation to the Uintah Substation and is located west of Fruita, Colorado (Figure 1). PSCo proposes to rebuild Line 6683 between the Fruita and Uintah Substations (Project). Line 6683 crosses Bureau of Land Management (BLM) land under the jurisdiction of the Grand Junction Field Office (GJFO) within the McInnis Canyons National Conservation Area (MCNCA), the Colorado Parks and Wildlife (CPW) managed Horsethief Canyon State Wildlife Area (SWA) within Bureau of Reclamation (Reclamation) land, and private lands within Mesa County and the City of Fruita (City). Table 1 lists the existing centerline and rebuild centerline mileage by jurisdiction.

While the existing Line 6683 facilities are currently operational, they have reached the end of their useful life, therefore, a full rebuild of Line 6683 is required to continue providing safe and reliable service to the area. The rebuilding of Line 6683 is also part of PSCo's efforts to update transmission lines with fire-hardened facilities that meet current federal and PSCo design standards and criteria to maintain system reliability.

The Project includes constructing a Line 6683 replacement within a primarily new right-of-way (ROW). The Kingsview Estates Neighborhood in the City of Fruita was built around the existing Line 6683. Due to the location of the existing transmission line and surrounding terrain, PSCo cannot install the new facilities within the existing ROW without taking the existing transmission line out of service. If the existing transmission line is out of service, facility and redundancy limitations in the area will result in extended service outages for the City. During the planning process, PSCo worked with BLM, Reclamation, the City, Mesa County, and the public and determined that the best option for affected stakeholders is to relocate Line 6683 to a new ROW to continue to provide electric service during construction and to avoid sensitive resources. Information about the alternatives PSCo considered will be provided in the Environmental Assessment (EA) being prepared by the BLM GJFO.

The existing Line 6683 consists of 53 wooden H-frame transmission line structures. Table 1 lists the number of existing and rebuild transmission line structures by jurisdiction. The existing transmission line structures are within a 50-foot-wide ROW on BLM land and are within a 30-foot-wide ROW on Reclamation and private lands. The portions of Line 6683 on BLM and Reclamation lands are authorized under ROW Grant COC 013928 (in perpetuity) as The Gilsonite 69 kV Electric Transmission Line.

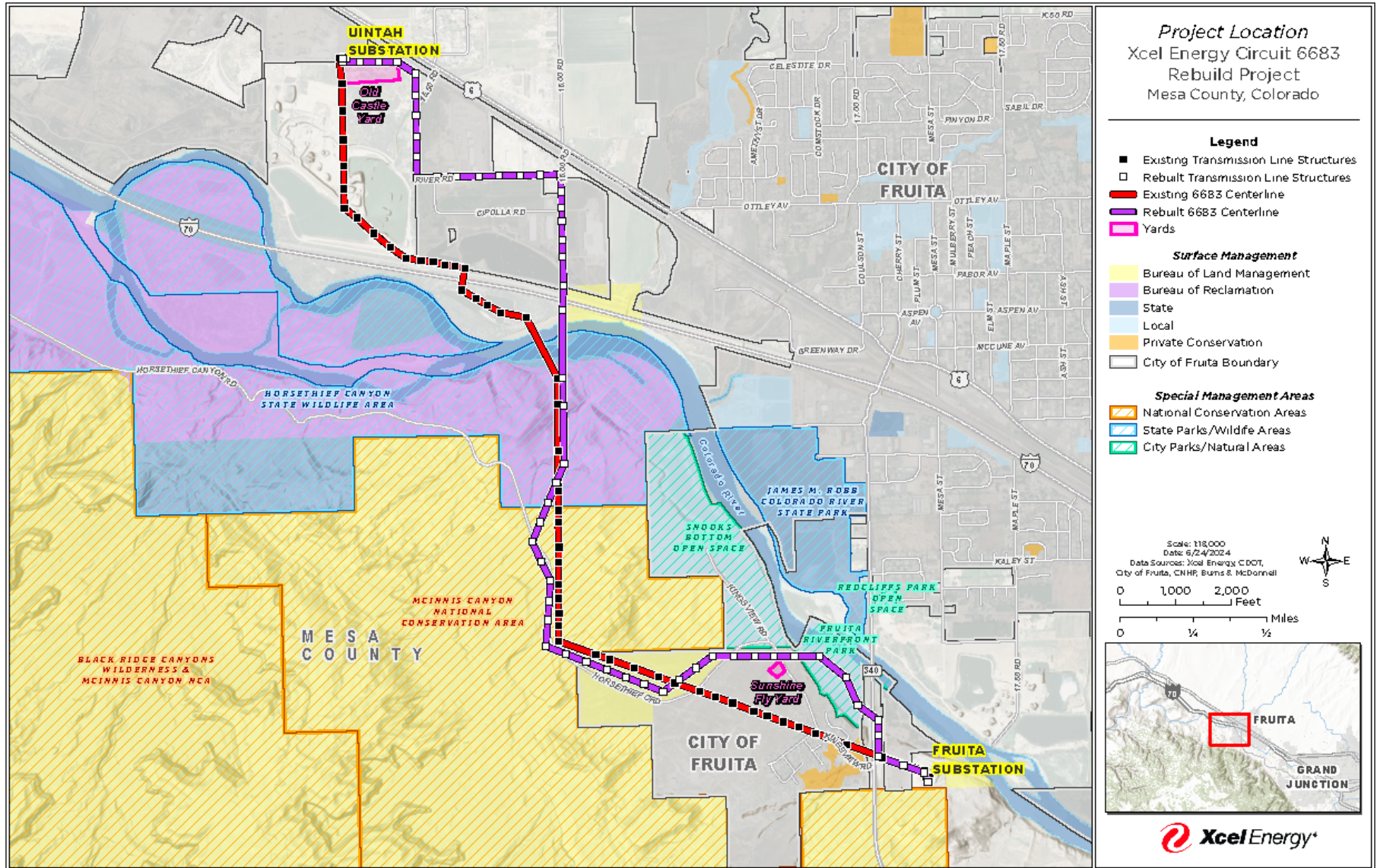
The Project involves removing all existing transmission line structures and cables (conductor and shield wires) between the Fruita Substation and Uintah Substation. The rebuilt Line 6683 and related facilities will include 59 new transmission line structures and conductors, insulators, and shield wires. The rebuilt Line 6683 will continue to operate at 69 kV. To meet current clearance requirements, PSCo is seeking a 50-foot-wide ROW for the rebuilt Line 6683 (Figure 1).

Table 1: Number of Existing and Rebuilt Transmission Line Structures and Centerline Mileage by Entity

Entity	Existing Transmission Line Structures	Existing ROW width	Existing Length (miles)	Rebuild Transmission Line Structures	Rebuild ROW width	Proposed Length (miles)
Mesa County	18	30 feet	1.37	13	50 feet	0.77
Mesa County and BLM	9	50 feet	0.59	8	50 feet	0.61
City of Fruita	17	30 feet	0.92	25	50 feet	1.86
City of Fruita and BLM	5	50 feet	0.37	8	50 feet	0.56
Reclamation ^a	4	30 feet	0.58	5	50 feet	0.60
Total	53	--	3.83	59	--	4.40

^a Managed by Colorado Parks and Wildlife

Figure 1: Project Location



This Conditional Use Permit (CUP) application package was prepared per the requirements of Title 17: Land Use Code of the City of Fruita Municipal Code (“Code”) and a Pre-Application Conference held on May 18, 2022, between City of Fruita Planning and Development Staff and PSCo representatives.

REGULATORY FRAMEWORK

Mesa County, City, Reclamation, and BLM land use regulations apply to the Project. Descriptions of the regulatory requirements are provided in the following sections and in Table 2. PSCo will obtain all applicable land use, environmental, and construction permits prior to the start of and/or during construction as dictated by these regulatory requirements.

CITY OF FRUITA

PSCo is submitting this City CUP application for the portion of Line 6683 within the City.

MESA COUNTY

PSCo will submit a Mesa County CUP application in June 2024 for the portion of Line 6683 within unincorporated Mesa County and BLM managed land.

BLM

In November 2021, PSCo submitted a BLM ROW grant application to BLM GJFO for the portion of Line 6683 within BLM jurisdiction in Mesa County. After the original application submittal, BLM GJFO requested a route change through the MCNCA to site the transmission line parallel to an existing developed road corridor to minimize new disturbance within the area. PSCo submitted a revised BLM ROW grant application in July 2023. The BLM GJFO is in the process of preparing an EA under the National Environmental Policy Act (NEPA) to evaluate Project impacts.

RECLAMATION

In 1956, the BLM authorized the original Line 6683 in perpetuity for the approximately 1.5 miles across federal lands. In the 1990s, Reclamation received the northern 0.50-mile portion of the lands occupied by Line 6683, and CPW took over management as a SWA. Because the ROW was granted prior to the passage of the Federal Land Policy Management Act (FLPMA) of 1976 the ROW cannot be amended, therefore a new land license agreement between PSCo and Reclamation is required. There are five rebuilt transmission line structures on Reclamation-managed land. Reclamation is a cooperating agency for the EA the BLM is preparing. The EA will analyze the Reclamation land license agreement.

Table 2: Land Use Permit Requirements and Applicability to the Project

Jurisdiction	Title	Trigger	Statutory Reference	Status
Mesa County	CUP	Utility corridors for the purpose of transmitting electricity are a Conditional Use	Mesa County Land Development Code, Sections 6.01 and 12.04J	PSCo will submit the required application in June 2024.
City of Fruita	CUP	Transmission Lines (above ground)	City of Fruita Land Use Code, Sections 17.05.080 and 17.05.090	PSCo is complying through this permit application and subsequent process for approval.
BLM	ROW Grant	A new ROW grant will be issued for the Project	43 CFR 2807.20	PSCo submitted the updated ROW Grant application in July 2023. The BLM is currently preparing an EA.
Reclamation	Land License Agreement	A new land license agreement will be issued for the Project as none currently exists	43 CFR 2807.20	PSCo submitted the updated land license agreement application in July 2023. Reclamation is currently a cooperating agency in the preparation of an EA.

SUBMITTAL REQUIREMENTS

A checklist of the application submittal requirements for the Project, provided by the City Planning and Development Department, is presented in Table 3.

In compliance with the guidelines for conditional use permits in the Conditional Use Permit Application (Attachment A) and the requirements for conditional use permits in Code Section 17.09.030, this application includes the following:

- Project description including location, acreage, proposed use (pg. 9-10.)
- Neighborhood meeting notes and attendance if one was held including date, time, and place of meeting (pgs. 13-14)
- Project compliance with, compatibility with, and impacts on:
 - Adopted plans and policies (pgs. 23-31)
 - Land use in surrounding area including parks and open space (pgs. 14-16)
 - Site access and traffic patterns (pgs. 17-19)
 - Availability of utilities (pg. 19)
 - Special or unusual demands on utilities (high water usage, grease, sedimentation, pre-treatment needs, etc.) (pg. 19)
 - Effects on public facilities and services (police, fire, sanitation, roads, parks, schools, irrigation, etc.) (pgs. 19-20)
 - Site soils and geology (pgs. 20-21)
 - Natural areas (pgs. 21-22)
- Development schedule and phasing plan (pg. 23)
- If credits against impact fees are requested, the Project Narrative must specifically identify what credit is requested and justify the request.
 - This requirement is not addressed below because no credits are requested.
- The Project Narrative should address the approval criteria that must be considered for Conditional Use Permits (Code Section 17.09.030(C)) (pgs. 14-16):
 - The proposed use is consistent with the provisions and purposes of this Title, with the purposes of the zone in which it is located, and with the City's Master Plan (pgs. 14, 23-31)
 - The proposed use is compatible with existing and allowed uses surrounding or affected by the proposed use, pursuant to the criteria in Code Section 17.05.080 (C) (pgs. 14-16)
 - The proposed use will not materially endanger the public health or safety (pgs. 19-20), and
 - Public services and facilities including, but not limited to, transportation systems, wastewater disposal and treatment, domestic water, fire protection, police protection, and storm drainage facilities are adequate to serve the proposed use (pgs. 19-23)

Table 3: City of Fruita Conditional Use Permit Application Submittal Requirements

Requirement	Location in Application Package
Submittal Checklist	Attachment A
Site Plan	Attachment B
Application Form	Attachment C
Project Narrative	Pg. 8
Project Description and Location	Pg. 9
Public Outreach	Pg. 12
Land Use	Pg. 13
Transportation and Access	Pg. 17
Utilities	Pg. 19
Public and Emergency Services	Pg. 19
Soils and Geology	Pg. 20
Natural Areas	Pg. 21
Drainage	Pg. 22
Development Schedule	Pg. 22
Compliance with Adopted Plans and Policies	Pg. 23
Construction Drawings	Attachment D
Transmission Line Structure Details	Attachment E
Utility Composite	Attachment F

APPLICATION COMPONENTS

The following sections outline the components of the CUP application.

SUBMITTAL CHECKLIST

The CUP Submittal Checklist is provided in Attachment A. At the Pre-Application Conference, City Staff determined that a CUP is the appropriate review process for the Project and is consistent with State Statutes.

SITE PLAN

The site plan is provided in Attachment B and includes details for the entire Project area.

APPLICATION FORM

A copy of the Land Development Application can be found in Attachment C.

PROJECT NARRATIVE

The Project involves rebuilding the existing Line 6683 between the Fruita Substation and Uintah Substation in Mesa County, Colorado. New transmission line structures, conductor, and shield wires will be installed within a new ROW. The existing Line 6683 will be removed and the area restored. The Project intersects land under the jurisdiction of the City, BLM GJFO, Reclamation, and unincorporated Mesa County. See Table 1 for the centerline mileage across each jurisdiction.

Currently, Line 6683 has a permanent ROW width of 50 feet on BLM land and 30 feet on Reclamation and private land. PSCo cannot rebuild Line 6683 within the existing ROW because the current transmission line would need to be removed from service during construction. Therefore, a new route for Line 6683 is necessary. PSCo conducted a routing study and created a public outreach plan to include the surrounding community in the selection of alternatives analysis. The proposed ROW location moves Line 6683 away from the Kingsview Estates neighborhood and reduces impacts on natural resources by moving Line 6683 closer to an existing disturbed corridor, Horsethief Canyon Road, within Federal managed lands. Line 6683 will continue to operate at 69 kV. Pending permit approval, construction is scheduled to begin in the fall of 2024. A 50-foot ROW is necessary for the Project.

The following sections provide additional details about the Project.

PROJECT DESCRIPTION AND LOCATION

The Project includes the construction of Line 6683 within a primarily new ROW . The rebuilt Line 6683 and related facilities will include 59 new transmission line structures as well as conductors, insulators, and shield wires (Table 4). The legal descriptions for the properties crossed by the rebuilt transmission line ROW in the City are in Attachment C.

Due to the location of the existing transmission line and surrounding terrain, PSCo cannot install the new facilities within the existing ROW without taking the existing Line 6683 out of service. In addition, facility and redundancy limitations in the area will result in extended service outages for the Kingsview Estates neighborhood if Line 6683 is taken out of service. PSCo, City, Mesa County, BLM, and Reclamation have, therefore, coordinated since May 2021 to evaluate and determine route options.

Components of the Project include:

- Rebuild Line 6683 across BLM and Reclamation managed land, Mesa County land, and land in the City (Table 1).
- Secure a new 50-foot ROW for the rebuilt transmission line.
- Remove existing conductor and 53 transmission line structures (Table 1).
- Construct 59 (Table 1) new transmission line structures made of weathered steel (rust color), single pole, H-frame, and three-pole dead-end transmission structures that may be guyed or un-guyed.
- Install approximately 24,800 feet of conductor, approximately 2,000 feet of shield wire, approximately 3,000 feet of ground wire, approximately 3,000 feet of optical ground wire, and 96 insulators.
- Utilize braced post insulators on new transmission line structures and install structures with ranges in height of 60 to 85 feet above grade (70 feet average), or 10 to 25 feet taller than existing structures. This height increase is necessary to meet the National Electrical Safety Code (NESC) and PSCo clearance requirements, which have increased since Line 6683's construction.

Access to the ROW will be primarily from existing public ROWs, such as state or county roads. Most new access locations will be from Horsethief Canyon Road.

The rebuilt Line 6683 will be in operation 24 hours/day and 365 days/year. Accordingly, PSCo requires access to the line at any time to address potential maintenance needs.

TRANSMISSION LINE STRUCTURE CONSTRUCTION

Line 6683 construction includes brown weathered steel single, H-frame, and three-pole dead-end transmission poles strung with new conductor and optical ground wire. The structures may be self-supporting or guyed. Transmission line structure details are in Attachment E. The rebuilt Line 6683 will operate at 69 kV. Table 4 provides a description of the existing and new transmission line poles along with details regarding the proposed changes.

Table 4: Descriptions of Existing and New Transmission Line Structures

Characteristic	Existing Transmission Line Structures	Rebuilt Transmission Line Structures	Additional Details
Color and Material	Brown wood	Brown/Rust weathered steel	Steel poles comply with design standards, including wildfire protection, and may increase longevity
ROW Width	30 to 50 feet for existing transmission line	50 feet for rebuilt transmission line	A 50-foot ROW easement is necessary based on the transmission line design to provide sufficient clearance for existing buildings and to avoid the need for an outage on the existing transmission line
Height of Transmission Line Poles	50 to 60 feet, average 50 feet	60 to 85 feet, average 80 feet	Increased height is necessary to comply with current design standards
Number of Transmission Line Poles	53 existing	59 rebuilt	The new route increases the number of poles needed
Access Required	Ground access for maintenance	Ground and helicopter access for construction, ground access for maintenance	PSCo can use a helicopter where ground access is difficult to avoid disturbance and the creation of new roads
Additional Easements	Existing easements currently under review	Temporary easements will be acquired for ground access to construction and	-

Characteristic	Existing Transmission Line Structures	Rebuilt Transmission Line Structures	Additional Details
		staging areas and pulling/tensioning sites	

CONSTRUCTION METHODS

Construction of the Project will occur in stages and include the following activities:

- Construction access development and vegetation clearing
- Equipment mobilization and material delivery
- Hole auguring and foundation construction
- Transmission line structure placement
- Conductor stringing
- Restoration of temporary disturbance areas

Prior to construction, access road improvements, grading, temporary staging area set-up, and vegetation work are required. Access routes will allow construction crews and vehicles to access transmission line structure locations, pulling/tensioning sites, and material staging areas. Staging areas will be used to stage construction equipment and materials such as temporary construction trailers, cranes, and transmission line structures.

Vegetation management may be required prior to, or in conjunction with, construction within the existing and new ROW. Trees and vegetation growing near the ROW could cause downed lines, power outages, and wildfires. Vegetation management crews prevent the risk of these occurrences by implementing various types of treatment including removing, pruning, and mowing vegetation and using approved herbicides. The extent of vegetation management will vary along the rebuilt Line 6683 corridor depending on current levels of vegetation encroachment and ROW needs. Vegetation management within the new ROW is necessary to create a safe working and operational space around Line 6683.

Following initial preparations, PSCo will auger holes for transmission line structures. Once PSCo augers the holes, the transmission line structures will be set and backfilled.

Some transmission line structures may require foundations set in the augured holes with a concrete-enforced steel cage. Transmission line structures will be placed in the holes or on the foundations using a crane or helicopter. Ground installation involves assembling transmission line structures in the material staging area. Once assembled, transmission line structures are transported via truck to the installation locations where a crane lifts the transmission line structure into place. Helicopter installation involves assembling transmission line structures in a material staging area, then transporting them via helicopter to installation locations and lowering them into the hole or onto a foundation. Depending on terrain and access, some existing transmission line structures will be removed by helicopter and flown to the staging area for off-site disposal.

Using a helicopter for installation can access areas that are not feasible for vehicle ground access, minimize construction impacts due to erosion and disturbance, and improve construction efficiency. Any areas requiring helicopter construction methods will follow Federal Aviation Administration (FAA) safety requirements such as evacuation of residences located near transmission line structures where work will occur. PSCo and their construction contractor will coordinate with the FAA during helicopter operations and obtain any necessary permits. PSCo and the construction contractor will provide residents with prior notice if evacuation is required.

Following the setting of the transmission line structures, PSCo will string conductor wire using a temporary pulley system which is attached to the insulators. Pulling/tensioning sites are required at specific angles, so the conductor wire is pulled in line with the transmission line structures, remaining aligned. The Project will have energy once the conductor is in place then, depending on terrain and access, PSCo will remove existing transmission line structures by crane or helicopter. Throughout construction, PSCo will implement wind erosion control best management practices (BMPs) including the application of water or other dust palliatives, if needed. Following construction, PSCo will restore all temporary work areas within the ROW to a condition reasonably similar to pre-construction.

PUBLIC OUTREACH

A public outreach plan was created to include the surrounding community in the alternatives analysis and solicit public feedback on the Project. A mailing list was created by buffering the eight alternative routes by 2,500 feet and extending this buffer where necessary to avoid bisecting a neighborhood. Approximately 1,500 properties were contacted with a letter describing the Project and the public involvement process. PSCo also created a website with Project details and handouts including a Project fact sheet, information about easements and working in the ROW, construction process, birds and power lines, electric magnetic field, safety around power lines, wildfire mitigation, collaborating with landowners, siting, and routing, and overhead versus

underground electric lines. In addition, PSCo created a Project hotline and email address to collect comments. PSCo also published a half-page newspaper ad in the Daily Sentinel on February 6, 2022. The ad included Project details, website address, hotline phone number and email address, and a map with the existing route and other route options.

An in-person open house was held on February 16, 2022, at the Fruita Community Center. A virtual open house in the form of a video presentation was uploaded to the Project website on March 21, 2022. Another public meeting was held on July 27, 2022, following selection of the preferred route. The meetings were held to provide information to the public about the Project, including route options, construction activities, and timing. An email address and hotline number were established where questions or comments regarding the Project could be provided.

Public comments were received primarily from the residents of Kingsview Estates. PSCo received a total of 11 comments via public open house, email, and voicemail. The comments ranged from concerns about visual, recreational, wildlife, and health (i.e., electromagnetic fields) impacts to property value, design, and cost. PSCo considered the public comments during the final route selection.

LAND USE

In compliance with the City of Fruita Land Use Code, the criterion for conditional use permits in Code Section 17.09.030C includes the following:

- The proposed use is consistent with the provisions and purposes of this Title, with the purposes of the zone in which it is located, and with the City's Comprehensive Plan.
- The proposed use is compatible with existing and allowed uses surrounding or affected by the proposed use, pursuant to the criteria in Code Section 17.05.080.C.
- The proposed use will not materially endanger the public health or safety.
- Public services and facilities including, but not limited to, transportation systems, wastewater disposal and treatment, domestic water, fire protection, police protection, and storm drainage facilities are adequate to serve the proposed use. These criteria are addressed in the following sections.

The rebuilt Line 6683 crosses 19 parcels within the City as provided in Attachment C. Within the City, existing land uses surrounding the Project include Xcel Energy Uintah Substation and undeveloped, residential, industrial, and commercial lands.

The Project meets the first approval criteria for a CUP (Code Section 17.09.030(C)) as the proposed use is consistent with the provisions and purposes of the Specific Review Procedures detailed in Section 17.09 of the Code, with the purposes of the zone in which it is located, and with the City's Comprehensive Plan. The Project is consistent with the purposes and criteria of Code Section 17.09 because it complies with all provisions and requirements for conditional use permits. The Project is also consistent with the purposes of the zones in which it is located. The Project crosses industrial, planned unit development (PUD), and community services and recreation (CSR) zone land see Figure 2 below. The purpose of the industrial district is to encourage non-polluting industrial, research, and development activities designed to meet applicable state and local standards for impacts associated with industrial uses. (Code Section 17.03.070). The community services and recreation zone district's purpose are to "provide public and private recreational land, facilities, schools, fire stations, libraries, fairgrounds and other public and quasi-public lands and buildings." (Code Section 17.03.080(A)). The purpose of PUD districts is "to encourage flexibility and innovation in developments in exchange for a community benefit that could not otherwise be realized through the strict adherence to the code." (Code Section 17.19.010). The Project is consistent with these purposes because it encourages these objectives by providing the community members in these zones with safe and reliable electricity, as further described throughout this application. Finally, the Project is consistent with the City's Comprehensive Plan, as explained further below (see pgs. 24-32).

The Project meets the second approval criteria (Code Section 17.09.030C) as the proposed use is compatible with existing and allowed uses surrounding or affected by the proposed use, pursuant to the criteria in Code Section 17.05.080.C The Project use is a Utility Corridor as defined in Code Section 17.05.070D. According to the land use table in Section 17.05.090 of the Code, aboveground transmission lines are an allowed use in the CSR zoning designation and a conditional use in the Industrial zoning designation.

The Project also crosses a PUD district that includes: (1) King's View Estates I, II, and III; and (2) the newly approved Sunset Pointe Preliminary PUD. Line 6683 is compatible with the uses allowed within this PUD district. First, Line 6683 pre-exists this PUD District and is a use that has been in place throughout its development. The Sunset Pointe Preliminary PUD includes primarily residential uses that despite a few requirements not applicable here, "utilizes the residential requirements of the Fruita Land Use Code." The land use table in Code Section 17.05.090 lists transmission lines as a conditional use in residential zone districts and this application satisfies that requirement. Additionally, nothing in the PUD prohibits, prevents, or modifies the requirements for above-ground transmission lines.

Second, with respect to Kings View Estates I, II, and III, that subdivision similarly was entitled and built around the preexisting Line 6683. According to City Staff, in the 1970's, Mesa County approved the initial stages of the King's View Estates Subdivision under their PD-1 zoning classification. Then in 1995, the City of Fruita annexed King's View Estates Filings No. 1 and 2, with the intent that it remain subject to the previous Mesa County PUD zoning requirements and Development Plan. None of those requirements prohibit, prevent, or modify the requirements for above-ground transmission lines.

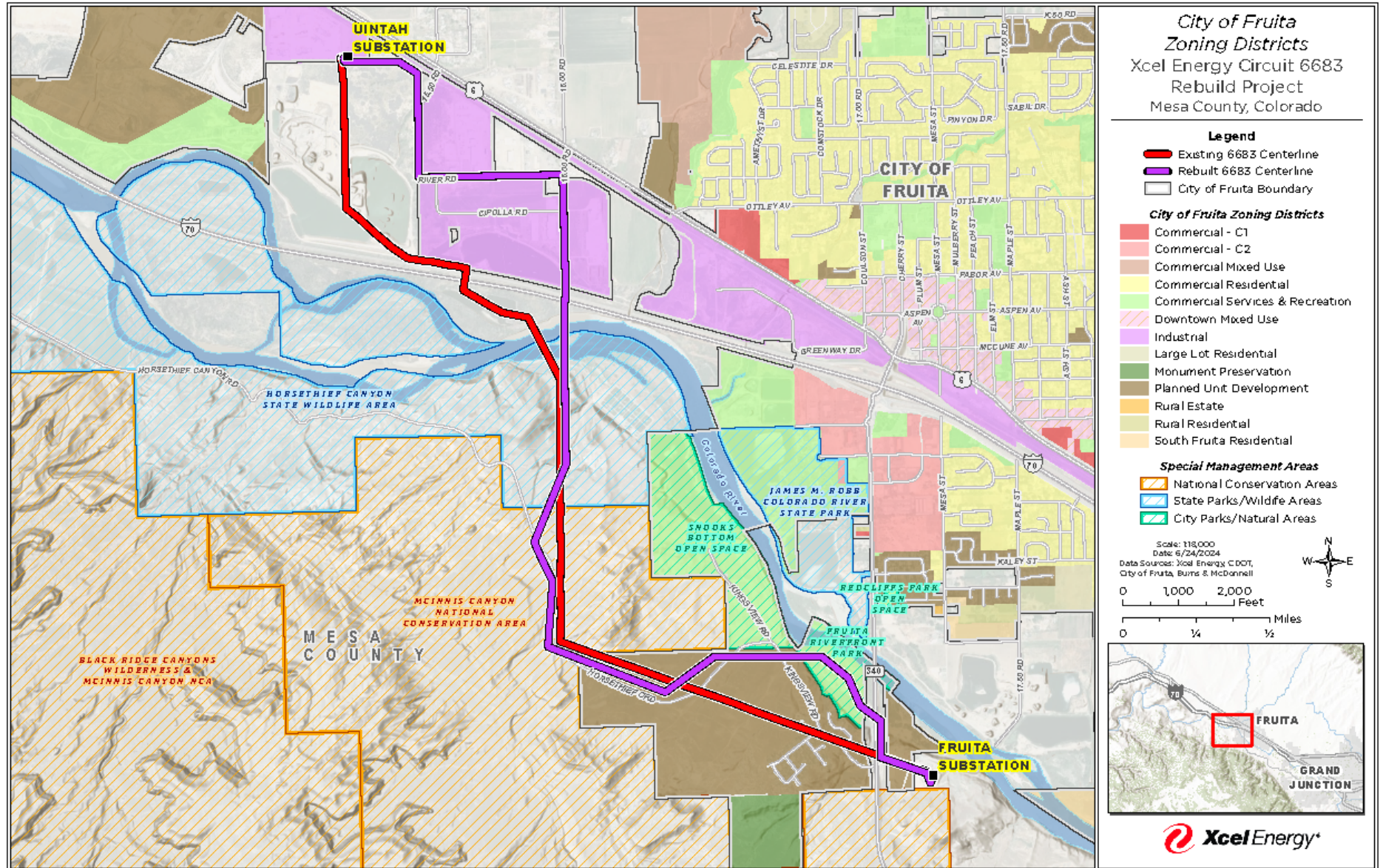
Notably, while the original Line 6683 ran through the middle of the King's View Estates and very close to several now-built homes, the rebuilt Line 6683 will be re-routed away from existing homes within that subdivision.

The Project does not require a subdivision within a PUD and will follow the Conditional Use application procedures in Chapter 17.09.030 of the Code, with review through the public hearing process in accordance with Code Section 17.07.040.

The Project meets the third approval criteria for a CUP (Code Section 17.09.030(C)) as explained in the Public Health and Emergency Services Section below (see pgs. 20-21).

The Project meets the fourth approval criteria for a CUP (Code Section 17.09.030(C)) as explained in the Public Health and Emergency Services Section (see pgs. 16-17) and Transportation and Access Section (see pgs. 18-20).

Figure 2: City of Fruita Zoning Districts



TRANSPORTATION AND ACCESS

The following sections outline access and transportation impacts.

EASEMENT AND ACCESS INFORMATION

Construction access routes allow construction crews and vehicles to safely access transmission line structure locations, pulling/tensioning sites, and material staging areas. Where permitted, PSCo will develop unimproved (two-track) or previously graded routes and some new access routes. PSCo will utilize existing public and private roads during construction, operation, and maintenance of the Project. PSCo is in the process of obtaining access from landowners through private property.

PSCo will construct new roads using a dozer and grader to develop up to a 12-foot-wide roadbed that will be left primitive with no added road base. The Project requires upgrades of roads outside of the ROW with limited disturbance to improve access to transmission line structure locations. Access improvements to roads may include additions of culverts (if necessary), temporary matting for wet areas, water bars or drain drips (if necessary), rock clearing, brush hogging/mowing of vegetation, installation of gates to prohibit public access, and grading and dirt work to smooth the roadbed.

Where road improvements are needed, PSCo will secure the necessary permits to comply with City regulations including grading, stormwater, and erosion control permits. If new access is required, PSCo will secure the necessary permits from Mesa County, City, or the Colorado Department of Transportation (CDOT).

Helicopter access for equipment and materials is necessary for sites that are inaccessible to vehicles. Helicopters will hover 200 to 300 feet above the ground surface and deliver equipment via a winch line. Helicopters are not expected to set down except in the case of emergency or where permission has been granted in the designated staging area or fly yard.

TEMPORARY ACCESS ROUTES AND IMPROVEMENTS

Construction access routes for the Project allow construction crews and vehicles to safely access transmission line structure locations, pulling/tensioning sites, and material staging areas. PSCo will utilize public and private roads that currently exist during construction, where feasible. PSCo will secure permits for grading, stormwater, and erosion control where road improvements are needed. PSCo will engage in landowner negotiations where access roads traverse private property and access is necessary. Access to existing and new transmission line structure locations is required during construction in the form of temporary access routes to remove old and install new

transmission line structures. Crews require temporary access to walk in and access the transmission line structure locations with light machinery. Prior to construction and as required, PSCo will provide a detailed Grading Plan outlining the locations of temporary access and the improvements needed.

STAGING AREAS AND ADDITIONAL EASEMENTS

PSCo plans to utilize two temporary staging areas for the delivery, storage, and distribution of materials to support the Project. Both staging areas are located within the City jurisdiction. The Old Castle Yard is located south of the Uintah Substation and Highway 6 on Parcel 2693-123-04-002 (Attachment B). The Sunshine Fly Yard is located off Kings View Road northwest of Kingsview Estates and Fruita Substation on Parcel 2697-193-00-037 (Attachment B).

PSCo will use the staging areas for approximately 12 to 14 months. Before construction, PSCo will use the yards only to store equipment. PSCo crews will deliver materials for the rebuild to the staging areas prior to and during construction by flat-bed truck or helicopter. The helicopter will travel to and from the staging areas to land and collect construction materials. Materials that PSCo may stage in the staging areas include transmission line structures and reels of conductor and shield wire. Equipment that PSCo may store in the staging areas include backhoes, bucket trucks, and crane trucks. During construction, personnel may park pick-up trucks at the staging areas during the day. PSCo personnel will use the staging areas during the typical construction workweek of 6 days per week and 10 hours per day.

Personnel will access the staging areas via Old U.S. Highway 6 (Old Castle Yard) and Highway 340 (Sunshine Fly Yard). PSCo anticipates approximately 40 to 50 material deliveries per month by semi-truck to the staging areas during construction. Deliveries will occur intermittently over the course of construction. During construction, PSCo crews may require up to 15 vehicle trips to and from the staging areas twice each day. For one week, construction may require approximately 12 helicopter trips to and from the staging areas.

PSCo will obtain and comply with any permits needed for the operation of the staging areas and fly yard. PSCo will fence the staging areas and fly yard for security and screening. Construction may require vegetation clearing and grading to level the areas for material and equipment placement. PSCo will implement BMPs to reduce stormwater-related impacts to nearby waterbodies. PSCo will implement wind erosion control BMPs including the application of water or other dust palliatives, if needed. Upon completion of construction, PSCo will remove any leftover material and restore the staging areas, if needed.

Additional easements are necessary for placement of pulling and tensioning machines for stringing conductor wire. The Project may require grading at some pulling/tensioning sites to level out the area for equipment placement. PSCo will obtain any required permits for grading these sites. Upon completion of construction, PSCo crews will remove all equipment and restore the sites consistent with preconstruction conditions.

TRAFFIC INFORMATION

The need for vehicle traffic controls in the City is not anticipated. If it is determined that roadway traffic controls are necessary, PSCo will submit a traffic control plan to the City as applicable. Construction may require up to 15 vehicle trips to and from the staging areas twice each day. While construction vehicles will enter and exit the Project during construction, the Project will have no continued impact on future traffic conditions.

UTILITIES

The Project will not utilize any local sanitary sewer connections or water sources and will not require any utility connections.

PUBLIC HEALTH AND EMERGENCY SERVICES

The Project meets the third conditional use approval criteria listed in Section 17.09.030(C) of the Land Use Code because the proposed use will not materially endanger public health or safety. The existing Line 6683 has reached the end of its useful life, and it is necessary for PSCo to rebuild for safety reasons. PSCo has sited and designed the Project with public health and safety in mind. Reliable electrical power is necessary for public safety for numerous reasons, such as powering homes and healthcare facilities, as well as, streetlights, traffic signals and aiding in communication during emergencies.

Transmission lines are built and maintained to meet or exceed safety standards, such as those specified by the NESC and the North American Electric Reliability Corporation. PSCo makes every effort to provide safety in construction, operation, and maintenance of transmission lines. Transmission lines and line infrastructure are designed to withstand extreme weather conditions. Protective devices at line terminals stop the electricity flow under abnormal operating circumstances.

The fourth conditional use approval criteria listed in Section 17.09.030(C) of the Land Use Code requires public services and facilities are adequate to serve the proposed use including, but not limited to, transportation systems, wastewater disposal and treatment, domestic water, fire protection, police protection, and storm drainage facilities. The Project will not utilize wastewater disposal, treatment, nor domestic water.

Transportation is discussed in the Transportation and Access Section. The Project will not permanently impact storm drainage facilities, and BMPs for sediment and erosion control will be in place during construction.

The Project will primarily utilize the existing roadway network for vehicle access during construction and operation. The Project may impact properties within the City that may be located in the Lower Valley Fire Protection District. Emergency services are available from the City Police Department, Lower Valley Fire Station, Colorado State Patrol, Mesa County Sheriff, and the Mesa County Emergency Management Department.

It is not expected that the Project will impact services provided by the City's emergency service districts. Given the small size of the crews needed for construction, no impacts on law enforcement or emergency medical services are anticipated. The potential use of local fire department services during construction or operation of the Project will have a negligible effect on the overall capability of responders to provide services because the Project will only need services in the unlikely event of an emergency. The Project will not impact other public services or facilities including schools, water and wastewater treatment, or water supply.

SOILS AND GEOLOGY

The U.S. Department of Agriculture, Natural Resources Conservation Service identified the following soil types in the 2-mile-long City portion of the Project. In the northern portion of the Project, spanning from the Uintah Substation to the north side of Interstate 70, near mile marker 18, the soil is predominantly Fruitland sandy clay loam and Turley clay loam. Both soils are well drained with a depth to water table of over 80 inches and there is no risk of ponding or flooding. At the southern portion of the Project, in the area south of Kings View Road and south of the Colorado River near Kingsview River Bottom Open Space, the soil consists primarily of Moffat Sheppard Pennell complex, which is a well-drained soil with a depth to water table of over 80 inches. Other soils present in the Project include Glenton very fine sandy loam, Blackston very gravelly sandy clay loam, and Zyme very stony-rock outcrop-Gladel complex. All three of these soils are also well drained with a depth to water table of over 80 inches. Located east of Highway 340, at the end of the Project area near the Fruita Substation, the soil has a similar composition of primarily Zyme very stony-rock outcrop-Gladel complex. Other soils include Glenton very fine sandy loam and Blackston very gravelly sandy clay loam. All these soils are well drained and have a depth to water table of over 80 inches.

Most of the land used for the Project within the City has gentle slopes except for a single rock ridge at the southern portion of the Kingsview River Bottom Open Space. The transmission line will span this ridge. This rock face is used for recreational rock

climbing, and according to the U.S. Geological Survey (USGS) U.S. Landslide Inventory, is not a landslide hazard (USGS, 2023-a). The nearest fault zone is the Redlands fault complex located outside the City limits, south of the Project, on BLM land (USGS, 2023-b).

Impacts on soils during construction may result from soil compaction, disturbance, and erosion. However, upon completion of Project construction and reclamation, long-term soil loss would only result from structure placement. PSCo will implement BMPs to prevent soil erosion and disturbance during construction to minimize temporary impacts to soils.

NATURAL AREAS

The Fruita Riverfront Park is a City Natural Area south of Snooks Bottom along the Colorado River and State Highway 340. Unlike Snooks Bottom, there is no conservation agreement on this parcel, therefore development in the park is permitted (City of Fruita, 2009). The Fruita Riverfront Park contains an 18-hole disc golf course and other trails. Rock climbers also utilize the cliffs in this park.

The Project is sited through the Fruita Riverfront Park to avoid the Kingsview Estates neighborhood. PSCo worked with the City to mitigate impacts relating to the construction and operation of the Project in the park. Specifically, PSCo worked with the City Parks and Recreation Director to microsite transmission line structures to avoid impacts to the disc golf course and minimize the removal of cottonwood trees within the park. Permanent visual impacts will occur within the Fruita Riverfront Park due to the addition of Line 6683, however, utility corridors and parks are compatible land uses and siting the transmission line within the park reduces visual impacts to the nearby neighborhood of Kingsview Estates.

The Project may cause temporary visual impacts to the park during construction due to the need for the presence of construction vehicles and active work areas. These visual disturbances are not anticipated to remain during the general operation of the Project. During construction, PSCo will continue to work with the City Recreation Department to notify recreational users of construction and to avoid disrupting park activities as much as possible.

The Project may also indirectly impact the Fruita Riverfront Park due to increased noise, vibration, and odor from the construction equipment and the visual presence of transmission line structures and construction activities. However, construction impacts will be short term. Construction requires two 1.4-acre (60,000 square foot) areas within the park pulling/tensioning sites to string the conductor and shield wire. These sites may

require minor ground disturbance; however, upon the Project's completion, PSCo will return the disturbed areas as close as possible to preconstruction conditions.

The Fruita Riverfront Park is within the 100-year floodplain. Transmission line structures will be permanently placed in the regulatory floodplain; PSCo will acquire the necessary Floodplain Development Permit from the City of Fruita.

DRAINAGE

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), the Project ROW extends through two parcels within the City that are located in Zone A, with a 1 percent annual chance of flooding (100-year floodplain). The remaining City parcels are located in Zone X outside of the 100-year floodplain (FEMA, 2023). The associated floodplain map is in Attachment B. Although some transmission line structures are within the 100-year floodplain, PSCo has designed them to withstand flood events. Most of the properties in the Project area are undeveloped or have very little impervious cover that will impact the probability of flooding. PSCo will acquire the necessary permit and implement appropriate mitigation as directed by the City for work conducted within the floodplain.

According to Mesa County's Geographic Information System (GIS), the Project crosses the Grand Valley Drainage District (Grand Valley Drainage District, 2023) north of I-70. The property in the northern portion of the Project drains south into the Colorado River. The properties in the southern portion of the Project area, near Kodels Canyon, drain into the Colorado River either directly or through various tributaries (Mesa County Open Data).

DEVELOPMENT SCHEDULE

Table 5: Project Schedule

Timeline	Activity
Fall 2024	Temporary Access Preparation and Vegetation Management
Winter 2025	Installation of New Transmission Line Structures
Winter 2025	Removal of Existing Line
Spring 2025	In Service
Spring 2025	Restoration

COMPLIANCE WITH ADOPTED PLANS AND POLICIES

The following sections discuss how the Project will comply with adopted plans and policies including those provided by the City Comprehensive Plan, Fruita in Motion (Comprehensive Plan) (Comprehensive Plan, 2020), and Parks, Health, Recreation, Open Space and Trails (PHROST) Master Plan (PHROST, 2021), presented as Chapter 5 in the Comprehensive Plan (Comprehensive Plan, 2020).

CITY OF FRUITA COMPREHENSIVE PLAN, FRUITA IN MOTION

This CUP application conforms with the Comprehensive Plan (Comprehensive Plan, 2020), updated from the City Community Plan (City of Fruita Community Plan 2008). The vision of the Comprehensive Plan is influenced heavily by community values and states:

The City of Fruita values quality of place. It is an inclusive city, with a small-town feel and vibrant downtown, surrounded by public lands. People love to live, work, and play in Fruita because the City facilitates community, safe neighborhoods, family-friendly events, and walking and biking. The City governs in a way that is responsive to its citizens and prioritizes high-impact services and projects. Fruita fosters a fun and funky ambiance around the arts, agriculture, and recreation.

(Comprehensive Plan, 2020 at pg. 3). The goals, policies, and actions of the Comprehensive Plan are based on the key themes of efficient development, community first tourism second, a thriving downtown, and connectivity and strategic economic development (Comprehensive Plan, 2020 at pg. 5). In addition, the Comprehensive Plan addresses sustainable recovery and diversification of the economy, economic growth and jobs, population growth, and housing growth and affordability (Comprehensive Plan, 2020 at pg. 10). The following sections provide a discussion of how the Project supports the vision and goals presented Comprehensive Plan.

Comprehensive Plan Chapter 3 – Land Use and Growth

Vision: *Fruita is a distinct city within the Grand Valley. It is an efficiently laid-out community with small-town character situated among agricultural lands and a breathtaking desert landscape. It has a thriving downtown vibrant with businesses, residents, and civic gathering spaces. Surrounding the downtown are well-connected neighborhoods that provide a variety of housing sizes, types, and styles* (Comprehensive Plan, 2020 at pg. 25).

Urban Growth Boundary

Within the Comprehensive Plan, the Urban Growth Boundary was developed to facilitate efficient development and reduce the demand for infrastructure and City services, support community connectivity, and encourage a thriving downtown core (Comprehensive Plan, 2020 at pg. 5). The Comprehensive Plan estimates that the City has room to grow by 12,810 dwelling units (Comprehensive Plan, 2020 at pg. 17). The Project will provide essential infrastructure to facilitate growth and to provide electricity to these future dwelling units and the commercial, industrial, and downtown areas.

Future Land Use Map

The rebuilding of Line 6683 complies with the Future Land Use Map. Line 6683 crosses the Monument Preservation, Community/Recreation, and Industrial future land uses. Line 6683 conforms with each of these land use categories because PSCo's developed the rebuild siting in collaboration with the BLM MCNCA and local jurisdictions to preserve the natural environment and visual corridor and is considered non-polluting industrial development.

Line 6683 fulfills applicable goals highlighted in Chapter 3 of the Comprehensive Plan as provided below.

Goal #2: Prioritize infill development over development at the edge of the City limits.

Line 6683 facilitates the goal of prioritizing infill development by providing safe and reliable electrical infrastructure to the center of the City.

Goal #5: Encourage and support commercial uses in existing commercial areas.

Rebuilding Line 6683 will encourage and support commercial growth in existing commercial areas by providing safe and reliable electrical power to businesses.

Goal #7: Ensure that development is compatible with the natural landscape and hazard areas and limit the risks of hazards to people and property.

PSCo developed the rebuild in coordination with federal agencies and local jurisdictions, taking into consideration compatibility with the natural landscape and hazard areas. Wildfire mitigation is a primary purpose of the rebuild because PSCo aims to limit the risk of wildfire to people and property.

PSCo sited the rebuild of Line 6683 primarily within the existing ROW and in coordination with BLM and local jurisdictions via meetings and site visits to develop the least impactful route to natural resources and the visual corridor. Furthermore, impacts to natural resources will be mitigated during construction in accordance with agency and jurisdiction requirements and permits.

Policy 7.A of the Comprehensive Plan discourages development in the 100-year floodplain (Comprehensive Plan, 2020 at pg. 44). However, Line 6683 must interconnect between the Fruita and Uintah Substations, and they are located on opposite sides of the Colorado River; therefore, the Project cannot avoid the associated floodplain. Consequently, Line 6683 will intersect the 100-year floodplain within the Fruita Riverfront Park; however, PSCo designed the transmission line rebuild to withstand any flood event and PSCo will obtain proper floodplain development permits prior to construction.

Policies 7.B and 7.C state that development must identify hazardous areas and place appropriate setbacks between environmental resources and proposed development to ensure that the development does not degrade the existing habitat or interfere with environmental resources (Comprehensive Plan, 2020 at pg. 44). PSCo conducted extensive habitat, wildlife, wetland, and rare plant surveys during the planning phase and efforts were made to avoid and/or mitigate impacts to sensitive environmental resources. In accordance with Policy 7.D, no development will occur in hazardous areas.

The rebuilding of Line 6683 conforms with Policy 7.E by addressing soil erosion and surface geologic characteristics through design, engineering, and construction. PSCo sited the rebuild to avoid impacts by planning construction primarily within the existing ROW and in coordination with BLM and local jurisdictions. Construction will occur in the minimal space required to complete the work safely and as designed to minimize impacts. PSCo will implement soil erosion BMPs and a Stormwater Management Plan (SWMP) and reclaim temporary disturbance areas following construction to protect soils.

Policy 7.H aims to maintain the visual integrity of the City's landscape by avoiding distinctive and scenic features. Line 6683 was originally sited within the MCNCA to follow Horsethief Canyon Road, an existing disturbed corridor. However, moving the line lower on the landscape will reduce the visual impact on recreational visitors to this open space and residents of the nearby neighborhood. One of the goals of the rebuild is to remove the existing Line 6683 from the Kingsview Estates neighborhood, and the proposed Sunset Point neighborhood, a City of Fruita approved PUD plan adjacent to Kingsview Estates. The option to move the line south of the neighborhood would impede the residents' view towards the Colorado National Monument. Line 6683 already exists on the landscape but micro-siting the line to lower elevations whenever possible reduces the overall visibility on the landscape.

Policies 7.I and 7.J encourage the strengthening of partnerships with Lower Valley Fire District, RiversEdge West, and Grand Valley Irrigation Company toward hazard

mitigation, and collaboration with BLM, Mesa County, and Grand Valley communities to identify regional solutions to hazards and mitigation planning. PSCo coordinated with BLM, Mesa County, and the greater community to site the rebuilt transmission line in consideration of public health and safety and to meet or exceed safety standards. PSCo will coordinate with these stakeholders during ongoing permitting to mitigate the potential need for emergency services during the construction of the Project.

Comprehensive Plan Chapter 4 - Economic Development

Vision: *Economic development, and the relationship between land use, community character, and the long-term economic health of Fruita* (Comprehensive Plan, 2020 at pg. 46).

The rebuilding of Line 6683 will encourage economic development that strengthens the City's identity by providing a safe and reliable source of electricity for years to come. Replacing the current transmission line that was near the end of its life increases overall reliability. In addition, fire hardening the transmission line reduces the risk of economic damage due to wildfires. During construction, workers may use City lodging and amenities, which will support the local economy.

Under Chapter 4 of the Comprehensive Plan, rebuilding of Line 6683 will support Goal #7 as discussed below.

Goal #7: Support local business growth through business retention and support programs and assistance with real estate.

The rebuild will ensure that PSCo continues to provide reliable and safe electric service to existing businesses to support growth and retention of local commerce in the City.

Comprehensive Plan Chapter 6 - Transportation

Vision: *The City of Fruita has well maintained and safe roadways, intersections, sidewalks, and trails. It has a transportation system that balances access and mobility through multimodal improvements on existing roads as well as coordinated planning with new development. Transportation facilities contribute to the character of the community by providing inviting streetscapes, off-street connections, and attractive gateways to the community* (Comprehensive Plan, 2020 at pg. 74).

The main transportation routes for the rebuild of Line 6683 include I-70, U.S. Highway 6, and Highway 340. During construction, workers will travel to and from the Project and materials will be transported on and off site. Helicopter and construction activities will cause minor increases in traffic and possible temporary delays, but the impacts will be temporary and will not impact future traffic conditions. The need for vehicle traffic

controls in the City is not anticipated by PSCo. If it is determined that roadway traffic controls are necessary, PSCo will submit a traffic control plan to the City as applicable. Prior to construction, PSCo will acquire permits and comply with any coordination or traffic control required by CDOT or Mesa County.

CITY OF FRUITA PARKS, HEALTH, RECREATION, OPEN SPACE, AND TRAILS MASTER PLAN

Comprehensive Plan Chapter 5 – Parks, Health, Recreation, Open Space, and Trails

Chapter 5 of the Comprehensive Plan is the original iteration of the PHROST Master Plan. The PHROST Master Plan in Chapter 5 of the Comprehensive Plan was updated in 2021 in a separate document, cited here as PHROST, 2021. The vision of PHROST in the Comprehensive Plan is to provide parks and recreational facilities that are accessible to all for world-class outdoor recreation opportunities and regional connectivity while protecting the natural environment (Comprehensive Plan, 2020 at pg. 64). The rebuilding of Line 6683 complies with Chapter 5 of the Comprehensive Plan and Goal #6 by preserving recreational facilities and the natural environment.

In conformance with the vision of the Comprehensive Plan, PSCo will avoid and mitigate impacts to recreational facilities. Line 6683 intersects the Kokopelli Section of the Colorado Riverfront Trail north of the Colorado River. The Kokopelli Trail is a multi-purpose trail that intermittently runs adjacent to I-70 and the Colorado River through the City. During construction, vehicles will cross the trail, however, PSCo will place signs and/or flaggers at the crossing to inform trail users to watch for vehicles and equipment. Upon completion of construction, PSCo will repair any impacts to Kokopelli Trail to pre-construction conditions.

PSCo sited the rebuild of Line 6683 within the Fruita Riverfront Park. Unlike Snooks Bottom, no conservation agreement exists on the property, allowing some development (PHROST, 2021 at pg. 51). Transmission lines and parks/open space are compatible land uses. PSCo and the City worked together to minimize impacts to the disc golf course, trees, and other natural environmental features within the park.

Construction of Line 6683 will not negatively impact recreational opportunities. Furthermore, PSCo will implement BMPs and mitigation measures to minimize any impacts on the natural environment as discussed below under Goal #6. PSCo designed the transmission line to be fire resistant, lessening the risk of wildfires that may impact the open space, parks, and recreation system.

A bald eagle nest is located north of I-70 and approximately 500 feet south of rebuilt Line 6683. Based on communication with USFWS, this highly developed area requires a 1/8 mile no surface occupancy and a 1/4 mile seasonal buffer. The Project is just outside of the no surface occupancy area. The USFWS recommends that construction occur outside of the December 1 to July 31 time frame and PSCo will comply with this recommendation.

Goal #6: Preserve the natural features of the city and surrounding landscape through partnerships with local land managers and organizations.

Policies 6.A through 6.D of Goal #6 concern protection of the natural environment including hydrology and sensitive areas such as geologic hazard areas, floodplains, land with important scenic, cultural, and historic values, rare vegetation, wetlands, severe slopes, wildlife areas (e.g., nesting and production areas, winter ranges, feeding areas, concentration areas for threatened and endangered species, species of special concern or indicator species, and wildlife migration corridors), and lands that have important recreational values.

PSCo sited Line 6683 in coordination with regional land managers to avoid impacts to natural resources by rebuilding primarily within the existing transmission line ROW and along previously disturbed corridors. Rebuilding Line 6683 will not have major long-term impacts on drainages, steep slope areas, geological fault areas, or other areas hazardous to life or property. Multiple resource studies were conducted during the planning period in coordination with regional land managers to evaluate impacts on natural resources such as wetlands, botany, cultural resources, and wildlife. Based on these studies, the Project will avoid wetlands, impacts to wildlife will be minor and mitigated, and no federal or state protected plants are present. Mitigation for cultural resources will occur based on the outcome of consultation with federal and state agencies. BMPs will be in place to address erosion control and stormwater impacts. When the Project cannot avoid natural resources, impacts will be minimized by implementing BMPs and mitigation measures such as adhering to timing and/or spatial buffers to protect resources, and pre-construction nesting bird surveys to identify nests for avoidance. PSCo will acquire all required permits to mitigate and protect from impacts to hydrology and other natural resources.

Policy 6.E under Goal #6 emphasizes working closely with regional land managers to preserve natural features in the lands surrounding the City. During development of the Line 6683 rebuild, PSCo worked with all the regional land managers including BLM, Reclamation, CPW, and Mesa County to site the transmission line in the best location possible. PSCo conducted a routing study and created a public outreach plan to include

the surrounding community in the alternatives analysis, which led to the rebuild route presented in this application.

Parks, Health, Recreation, Open Space, and Trails Master Plan (2021)

The PHROST Master Plan (PHROST, 2021) builds on advancing the lifestyle boasted in the City and seizes the opportunity to describe what it means to play like a local by creating an action-oriented plan geared at propelling collective healthy, active lifestyles for all. The PHROST Master Plan intends to further the policies and actions of the Comprehensive Plan by identifying the initiatives, partnerships, and infrastructure needed by the community to create successful playing grounds (PHROST, 2021). The mission of the PHROST Master Plan is to enhance quality of life and play in the City through healthy lifestyle programs and high-impact parks, open spaces, trails, and recreation facilities. The vision of the PHROST Master Plan is “to be the Best in the West by providing safe facilities and engaging programs and events that reflect community priorities.” (PHROST, 2021). The rebuild of Line 6683 is in conformance with the PHROST Master Plan based on the goals and policies discussed below.

Goal #3: Protect and Preserve Natural Areas and Resources

Policy 3.1: Protect and increase natural areas that support nature experiences and provide space and management for environmental functions and benefits (PHROST, 2021).

PSCo sited Line 6683 to avoid impacts on natural resources by rebuilding within the existing transmission line ROW where possible and along previously disturbed corridors. Where the Project cannot avoid natural resources, PSCo will minimize impacts by implementing BMPs and mitigation measures including adherence to required spatial buffers to protect sensitive areas.

Policy 3.1.2 requires the management of parks and open spaces as functional landscapes that perform flood mitigation and green stormwater infrastructure roles. The two substations where Line 6683 interconnects, Fruita and Uintah, are on opposite sides of the Colorado River. The Project cannot avoid the associated floodplain, so Line 6683 will intersect the 100-year floodplain within the Fruita Riverfront Park. However, the transmission line rebuild was designed to withstand any flood event and PSCo will obtain proper floodplain development permits prior to construction. The Project will impede the floodplain minimally, and no fill will occur.

Policy 3.4: Work independently or with partners when appropriate to protect and manage natural resources in the region.

PSCo worked with all the regional land managers including BLM, Reclamation, CPW, and Mesa County to site the transmission line in the best possible location. PSCo conducted a routing study and created a public outreach plan to include the surrounding community in the alternatives analysis, which led to the rebuilt route presented in this application. The selected route identified and protected visual resources by preserving view sheds and corridors and enhanced outdoor recreation opportunities while managing environmental impacts to plants and wildlife.

Goal #4: Linkages to Play Opportunities

Policy 4.3: Support trail planning and infrastructure projects

The City is focused on maintaining and expanding the primary trail system while providing secondary trail linkages through the development process. In accordance with Policy 4.3.3, PSCo coordinated with the City to provide connections from trails and pathways to existing and planned primary and regional trails as development referrals are evaluated.

North of the Colorado River, Line 6683 intersects the Kokopelli Section of the Colorado Riverfront Trail, which is a multi-purpose trail that intermittently runs adjacent to I-70 and the Colorado River through the City. During construction, vehicles will cross the trail, however, PSCo will place signs and/or flaggers to inform trail users for safety purposes. Upon completion of construction, PSCo will restore any impacts to the trail resulting from activities will be restored to pre-construction conditions.

PSCo sited the rebuild within the Fruita Riverfront Park. Unlike Snooks Bottom, no conservation agreement exists on the property, allowing some development (PHROST, 2021 at pg. 51). Transmission lines and parks/open spaces are compatible land uses. PSCo and the City worked together to minimize impacts to the disc golf course, trees, and other natural environmental features within the park. Construction of Line 6683 will not negatively impact linkages to recreational opportunities other than minor temporary disruptions during construction due to vehicles and equipment.

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