

Agenda

Underground Transmission Line Working Group

Meeting #2

Date: September 25, 2014

Time: 7:00 PM to 9:30 PM

Location: City Hall Room 1101 (Sister Cities)

Purpose of the Meeting: Convene the second meeting of the Underground Transmission Line Working Group (UTLWG). Discuss project need, discuss Dominion alternatives information and staff matrix draft, and discuss the timeline for work.

Agenda

- | | |
|--|----------------|
| A. PJM presentation of project need | 7:00 – 7:20 PM |
| B. Dominion presentation of alignments information | 7:20 – 8:15 PM |
| C. Review of Working Group Concerns and Discussion of Routing Matrix Draft | 8:15 – 8:40 PM |
| D. Schedule | 8:40 – 8:45 PM |
| E. Letter from Working Group to Dominion | 8:45 – 9:00 PM |
| F. Citizen Comments | 9:00 – 9:15 PM |
| G. Wrap up and Adjourn | 9:15 – 9:30 PM |

Attachment 1: Meeting #1 Notes

Attachment 2: Proposed Matrix (Agenda Item C)



2750 Monroe Blvd
Audubon, PA 19403-2497

Michael J. Kormos
Executive Vice President –
Operations

September 24, 2014

Mr. Rashad Young
Office of the City Manager
Alexandria City Hall
301 King Street, Suite 3500
Alexandria, VA 22314-3211

Re: Informational Request Related to Proposed Dominion Virginia Power Four Mile Run Substation in Arlington and the PEPCO Switching Station at the NRG Facility in Alexandria

Dear Mr. Young:

We are in receipt of your letter dated September 3, 2014 concerning the above referenced project. The project was approved by the PJM Board of Managers earlier this year to address transmission system reliability issues that are expected to occur beginning in 2018. Additional information about the need for the project is available on our website at the following link:

<http://pjm.com/~media/committees-groups/committees/teac/20140109/20140109-reliability-analysis-update.ashx>

PJM is committed to working with you and your consultants on the drivers for the project. Much of the more detailed information you are requesting is considered Critical Energy Infrastructure Information (CEII). This CEII, including modeling information (i.e. power-flow models) used to determine the need for the project, is available pursuant to the procedures outlined on our website at the following link:

<http://pjm.com/documents/ferc-manuals/ceii/form-ceii-request.aspx>

PJM has also been contacted by Khoa D. Tran from the City of Alexandria about participating in an upcoming working group meeting. Steve Herling, VP Planning and Paul McGlynn, Sr. Director System Planning are intending to participate in the September 25th meeting in Alexandria to address questions you may have about the drivers for the project.

Sincerely,



Michael Kormos

cc: The Honorable Mayor and Members of City Council
Mark Jinks, Deputy City Manager
Christopher P. Spera, Deputy City Attorney
Yon Lamber, Acting Director, Department of Transportation and Environmental Services
William J. Skrabak, Deputy Director, Infrastructure & Environmental Quality, T&ES
Maurice Daly, Division Chief, Infrastructure/ROW, T&ES
Steven R. Herling, Vice President, Planning, PJM
Paul McGlynn – Sr. Director, Planning, PJM

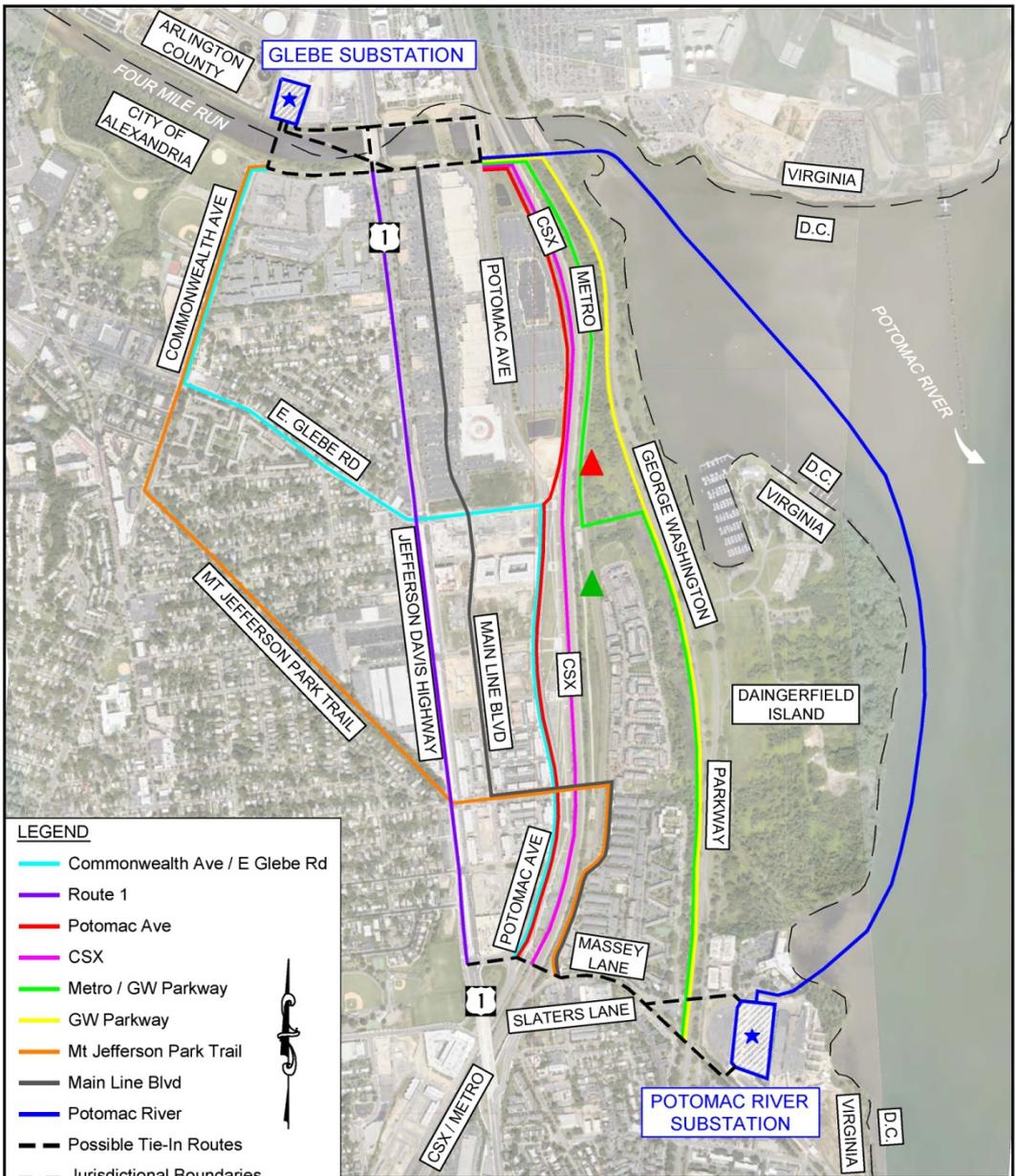


Glebe to Potomac River

Proposed 230kV Project

*City of Alexandria Work Group
Discussion on Preliminary Routes*

September 25, 2014



LEGEND

- Commonwealth Ave / E Glebe Rd
- Route 1
- Potomac Ave
- CSX
- Metro / GW Parkway
- GW Parkway
- Mt Jefferson Park Trail
- Main Line Blvd
- Potomac River
- Possible Tie-In Routes
- Jurisdictional Boundaries
- ▲ Potomac Yard Metrorail Sta. A
- ▲ Potomac Yard Metrorail Sta. B

SCALE:
1"=1,000'

GLEBE SUBSTATION TO
POTOMAC RIVER SUBSTATION
PRELIMINARY ROUTING STUDY
SEPTEMBER 2014









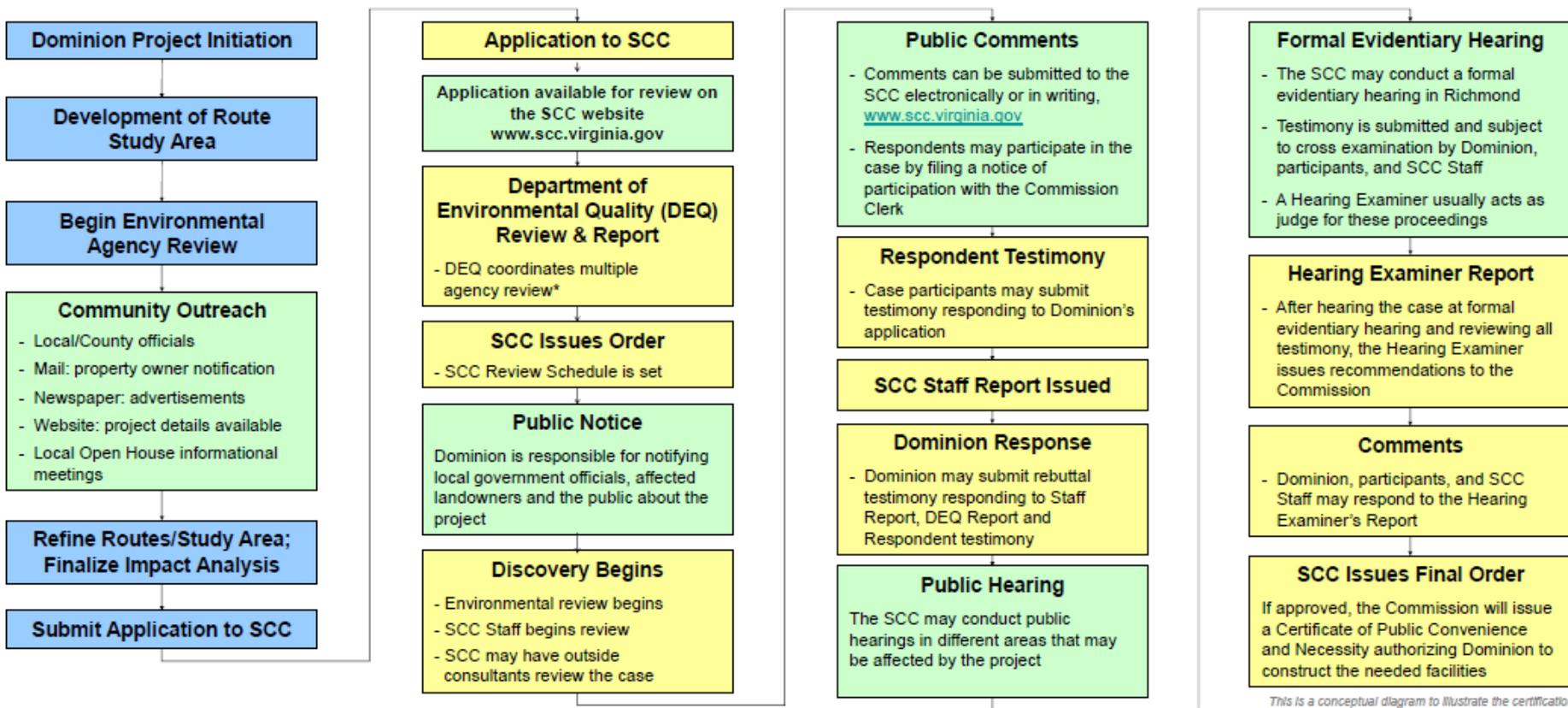


Target Schedule

April – June 2014	Initial outreach to state and local officials
June – Sept. 2014	Public outreach, letters, website, open house
Late Nov. 2014	Application submitted with the SCC for approval 12 months
Concurrent with SCC review	Secure necessary permits for construction
Winter 2015	Community outreach and notification of intent to construct
Spring 2016	Construction scheduled to begin, pending approvals
Spring 2018	Transmission line needed in service

The Transmission Line Approval Process

Virginia's State Corporation Commission (SCC) has regulatory authority over all electric utilities and requires that all transmission facilities at or above 138 kV be certified by the SCC. The SCC determines the need for a proposed line and the route. Among other elements considered, the SCC must determine that the selected route reasonably minimizes the impact on scenic assets, historic districts, and the environment.



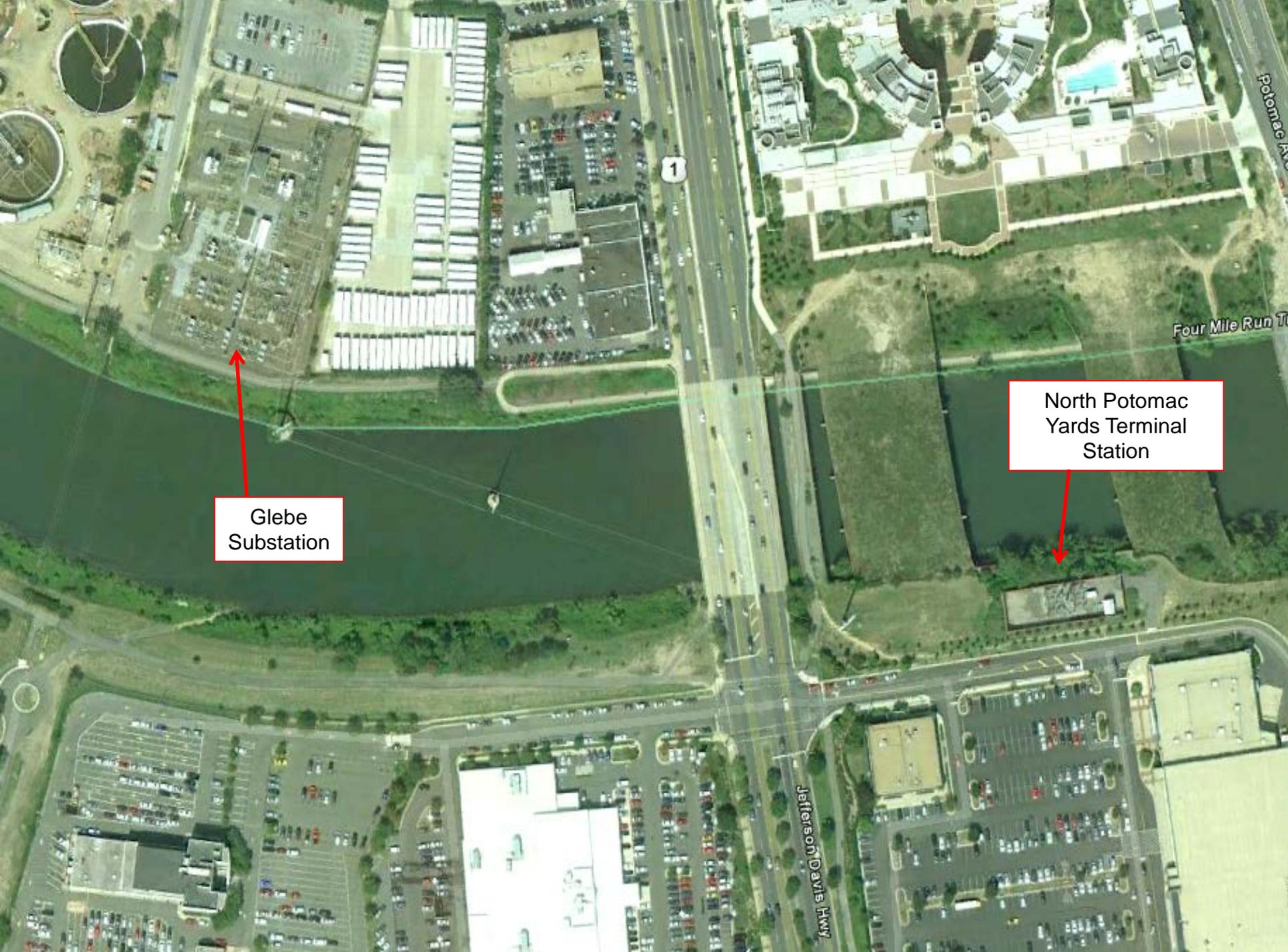
This is a conceptual diagram to illustrate the certification process and is not intended to be a legal description.

Average SCC Process: One year to 2+ years



*DEQ coordinated agency review includes: Virginia Marine Resources Commission, Department of Conservation & Recreation, Department of Game & Inland Fisheries, Department of Historic Resources and others.





Glebe
Substation

North Potomac
Yards Terminal
Station

City of Alexandria, Virginia

Department of Transportation and Environmental Services

Compiled List of Questions/ Comments from the City's 230 kV Underground Transmission Line Working Group Members

1.

I have a few additional questions to which I am hoping to get answers.

First, is it the case that Dominion would pursue "cut and cover" installation in all cases? Are their other methods available that are potentially less disruptive? And if so, what conditions determine which method is used?

Second, Dominion noted that discussions were underway to close down a substation (I believe in Potomac yard) on the Alexandria side and enlarge a substation in Arlington adjacent to the four mile run park. How much of an increase in size should be anticipated in that location and what is the expected impact on the park? Would any of the routes in question affect the plans for this substation, including the ultimate size of the substation?

Third, does the selection of a particular route today influence the choice of potential routes for future upgrades? Would Dominion be more or less likely to select the same route in the future?

Fourth, (I believe this one may already be on your list), what are the use limitations of the affected properties once installation is complete?

Fifth, (and related to four) how do the various route options affect development/improvement/area plans that have been developed in recent years for the affected neighborhoods?

I apologize for not getting these to you sooner but trust that they will nevertheless make it into the correspondence with Dominion and that they will be useful to the group.

Thanks in advance for your help.

Best,

Nathalie Simon

2.

I am unable to offer alternative routes without more information on future developmental impacts, especially on the Potomac Yards side of Rt. 1. Also, on the Del Ray side of Route 1,

long established neighborhoods with narrow streets should not be impinged upon by underground power line construction (destruction).

At this point, it seems that an underwater power line down the Potomac River is the best alternative. Lines proposed down the CSX railroad and /or the GW Parkway are most unlikely to be approved by CSX or the federal government, in the case of the parkway. Dominion's proposed line down the heavily traveled Rt. 1 corridor is the least attractive alternative.

Elizabeth

3.

Below are some questions related to the routes. Some of these topics came up last week as well.

1. What are the costs and timelines for the underwater route relative to the underground routes?
2. Will an underwater line present any foreseeable maintenance issues?
3. Are there any known health hazards related to running an underground line through residential areas?
4. Could digging associated with the underground routes cause any damage to nearby homes, businesses and other infrastructure?
5. It would be useful for Dominion to explain the process for how the project will progress? For example, will it progress in stages, will the line be installed in sections, and will roads be repaved on a rolling schedule as the work continues?
6. Would the route along the railroad impact the new metro project?
7. Would any of the routes limit access to playgrounds, parks, or other public places?

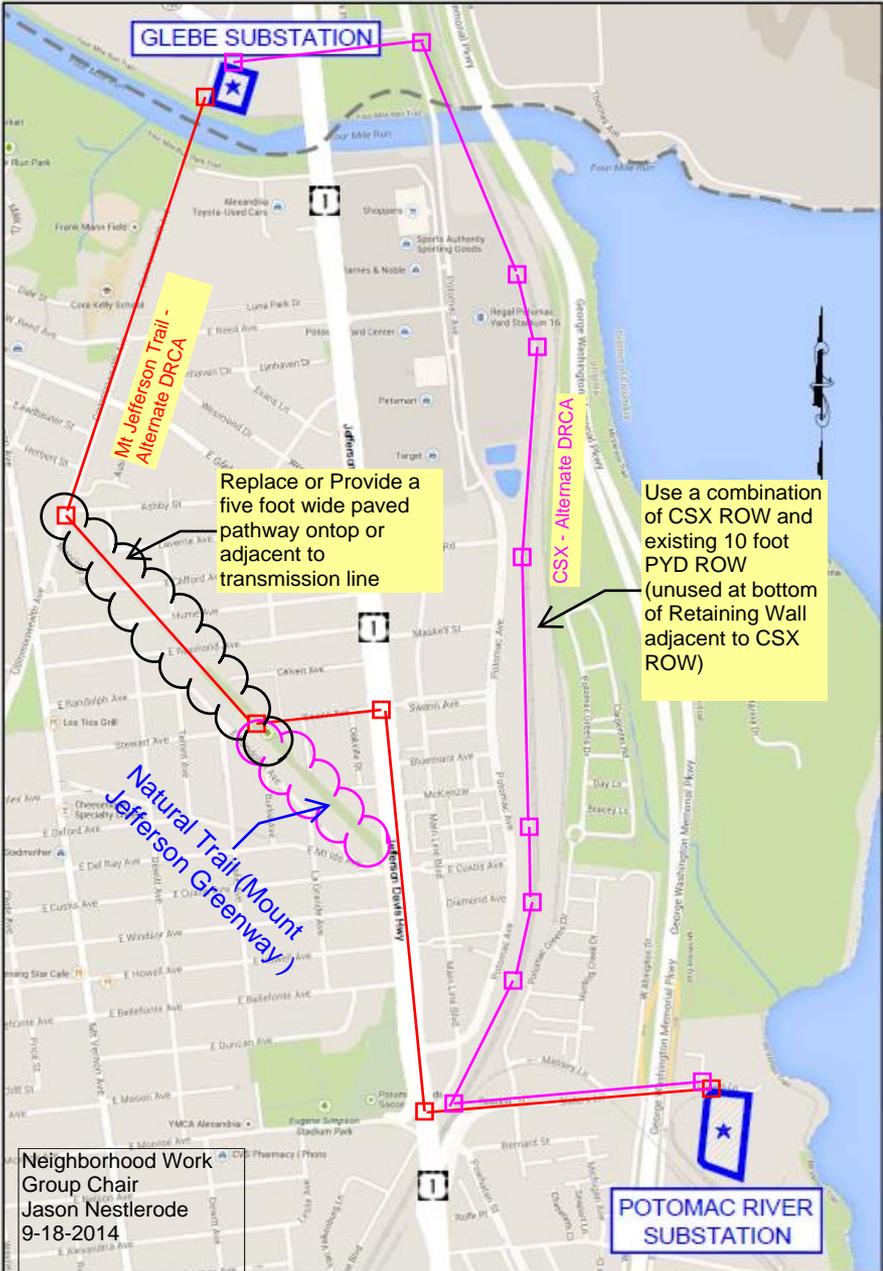
Thanks,

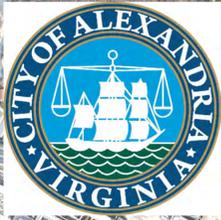
Patrick Harenburg

Dominion 230 kV Transmission Line Work Group Questions/Concerns

- Costs of underwater vs underground transmission line
- Pro and Cons of underwater transmission line
- Land use constraints
 - Trade-offs (constraints)
 - Effect on future developments
- EMF- Public health/ Environment
- Pepco substation- activity /NRG site
- GW Parkway Route- What is the interaction with NPS?
- Orange Route (Metro)- civil perspective
- Impacts on city parks/mitigation by DVP
- List of Development impacts- trees, metro station, etc.
- Guidance / example from other cases @ SCC
- PY North Terminal Station Status
- Construction impact to built environment
- Right of Way – available currently & needed
- Effect to current and future development plans (Park, SAP, etc.)
- Quantify magnitude of disruption of construction (traffic, property, residential, population density)
- Environmental impacts (Four Mile Run)
- NEPA on NPS grounds
- Coordination of amenities (i.e. bike trail) as part of transmission line construction
- Digging/trenching & traffic impacts
- Location & duration of road closures
- Development plans (i.e. Oakville) underway to attach
- Coordination/ catalyst for other City projects
- Schools/ Sensitive populations
- Potomac Avenue- playground impacts
- Rate payer impact
- Impact to road

Glebe – Potomac River Study Area





Dominion Work Group Alternative Alignment



Under-water portion

Underground portion specific route to be coordinate with National Park Service

Alternative Alignment

-  In Potomac River / GW Parkway
-  Alexandria Boundary

**DOMINION 230 KV UNDERGROUND TRANSMISSION LINE AND SUB-STATION WORKING GROUP
SCHEDULE
September – December 2014**

DATE	EVENT	PRESENTATIONS	ITEMS FOR CONSIDERATION
9-11	Working Group Meeting	<ul style="list-style-type: none"> • Dominion Presentation 	<ul style="list-style-type: none"> • Establish Working Group Framework • Identify Working Group's Future Issues to Address
9-25	Working Group Meeting	<ul style="list-style-type: none"> • PJM presentation on Project Need • Dominion Presentation on Alignments Information 	<ul style="list-style-type: none"> • Review Working Group Concerns and Discuss Draft Routing Matrix • Review draft Schedule
10-01	Dominion Community Open House, Mount Vernon School, Community Room, 2601 Commonwealth Avenue, 5 pm to 8 pm		<ul style="list-style-type: none"> • Potomac Yard Substation – Its Impacts on the Routing
10-09	Working Group Meeting	<ul style="list-style-type: none"> • Pepco Presentation 	<ul style="list-style-type: none"> • Review Routing Matrix • Develop Working Group Recommendations
10-23	Working Group Meeting	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Review Working Group Recommendations
11-06	Working Group Meeting	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Finalize Working Group Recommendations
11-11	City Council Legislative Session	<ul style="list-style-type: none"> • Staff Presentation 	<ul style="list-style-type: none"> • Docket Item on Working Group Memo
11-15	City Council Public Hearing		<ul style="list-style-type: none"> • Docket Item on Working Group Memo
12-04	Working Group Meeting		

September 23, 2014

Mr. Scot C. Hathaway
Vice President, Transmission
Dominion Virginia Power
P.O. Box 26532
Richmond, VA 23261

Re: Proposed Dominion Virginia Power (DVP) 230 kV Transmission Line between the
Dominion Power Four Mile Run Substation in Arlington and the PEPCO Switching
Station in Alexandria

Dear Mr. Hathaway:

This letter is being provided pursuant to a scoping letter sent by a Dominion Virginia Power (Dominion) consultant dated September 16, 2014, which was intended to serve as official notice of the above referenced project prior to filing an application with the State Corporation Commission (SCC). The scoping letter included a request for comments for Dominion consideration as you prepare your application to the SCC.

As you are aware, the City of Alexandria (City) recently formed an Underground Transmission Line and Substation Working Group of representatives from Alexandria neighborhoods, organizations and civic associations that would be impacted by this proposal. The mandate of this working group is to assess the impacts of this proposed project to quality of life, economic, electric reliability, environmental and transportation aspects and make recommendations to staff, the City Manager, and City Council.

As Chair of the Working Group, I am writing to notify you that the currently proposed schedule is insufficient to solicit meaningful community input prior to filing an application with the SCC. The City and Working Group members were only recently notified that Dominion intends to file by November 25, 2014 and that you are requesting comment from the City by October 16, 2014.

Compounding this unreasonable request is the seeming unwillingness of DVP to share necessary information with the group to quickly ascertain the need for this project. The lack of information coupled with a compressed timeline does not allow our Working Group the time to assess alternative alignments nor does it allow the community to share its concerns with local elected officials who are seeking our input. Moreover, even if the City can provide comments as soon as

late November, because Dominion has provided no technical documentation or needs analysis, the City and Working Group responses will be necessarily limited in scope and quality.

In short, the community outreach process ostensibly intended to explore routes and perform an impact analysis prior to a formal SCC filing appears, instead, to be haphazard and unnecessarily short. Given the limitations imposed on the project, the actions and your requests to date call into question Dominion's commitment to legitimate public outreach. In Alexandria, planning and community outreach for a major infrastructure or development of this magnitude typically take many months, if not years.

The City has taken many steps to accelerate its civic engagement process in order to be responsive to Dominion concerns. And while we appreciate Dominion's ongoing discussion of the proposed expansion of infrastructure, neither the City nor the Working Group have been provided items or reports previously requested that would allow us to fully understand the need, alignment alternatives or potential mitigation options to be evaluated.

Dominion's recent scoping letter appears, at best, to unintentionally compress the City's reasonable efforts to provide meaningful civic engagement. At worst, the extremely short response cycle communicates that Dominion does not take seriously the profound impacts we expect this proposed project to have on existing neighborhoods, planned development, businesses, parks, City right-of-way and overall quality of life.

If you have any further questions or need clarification, please do not hesitate to contact me through William Skrabak, Deputy Director, Infrastructure & Environmental Quality, Department of Transportation and Environmental Services (T&ES) at 703.746.4065.

Sincerely,

Jason Nestlerode, Chair
Alexandria Underground Transmission Line and Substation Working Group



Dewberry Consultants LLC
8401 Arlington Boulevard
Fairfax, VA 22031-4666
703.849.0100
703.849.0118 fax
www.dewberry.com

September 16, 2014

City of Alexandria City Manager's Office
Mr. Rashad Young, City Manager
301 King Street, Room 3500
Alexandria, VA 22314

RE: Dominion Virginia Power's Proposed Transmission Line from Glebe Substation to Potomac River Substation

Dear Mr. Rashad Young:

Dewberry is assisting our client, Dominion Virginia Power (Dominion), in obtaining comments on the project noted above. In order for Dominion to continue to provide reliable electric service to local customers in this area consistent with North American Electric Reliability Corporation (NERC) Reliability Standards, Dominion proposes to construct a 230kV transmission line from the Glebe Substation in Arlington County to the Potomac River Substation in the City of Alexandria. The installation of a new line in this corridor is necessary in order to meet the required reliability standards.

Dominion intends to file an application to the Virginia State Corporation Commission (SCC) to allow for the construction of this project. Pursuant to Virginia Code §15.2-2202, Dominion respectfully invites the City of Alexandria to share any interests related to our proposal. Attached you will find a map of several possible alignments for this line. These alternatives reflect both underground and overhead options. There are no preferred alignments at this time, as we are seeking comments to assist in the selection of a preferred alternative and the preparation of the SCC application.

After the SCC makes its final order concerning this project, Dominion will comply with all required permitting.

Additional information can also be found on our website www.dom.com search "Glebe". Any comments you may have would be appreciated by Thursday, October 16, 2014. Should you have any questions, please contact Deborah T. Johnson at (571) 203-5002; deborah.t.johnson@dom.com or Greg Baka at (804) 771-6948; greg.r.baka@dom.com.

Sincerely,

A handwritten signature in black ink that reads "Kimberly V. Larkin".

Kimberly Larkin
Natural Resources Manager

cc: Deborah T. Johnson, Dominion; Manager Regional, State & Local Affairs
Greg Baka, Dominion; Sr. Siting & Permitting Specialist

Underground Transmission Line & Substation Working Group

Meeting #1 Meeting Notes

DATE & TIME: September 11, 2014, 7:00 PM

LOCATION: City Hall Room 1101 (Sister Cities)

ATTENDEES: **Working Group:** Jason Nestlerode (Chair), Elizabeth Chimento, Nathalie Simon, Ben Sylla, Rick Cooper, Patrick Harenburg, Wendy Adams, and Catherine Glocker
City of Alexandria Staff: Yon Lambert, William Skrabak, Maurice Daly, Lisa Jaatinen, Christopher Spera, Bill Eger, Ron Kagawa, Dana Wedeles, Jeff Farner, Kathleen Leonard, and Khoa Tran
City Council: Paul Smedberg, Allison Silberberg, Del Pepper
Planning Commission: Maria Wasowski
Consultants: Thomas Flournoy (STV), Christopher Kocher (STV), and Michael Randolph (STV)
Dominion: Deborah Johnson, Wes Keck, Chuck Penn, Peter Nedwick, Steve Quarby
Pepco: Joe Schall
Members of the Public: Stephen Walz, India Stagg, Christa Watters, Steve Arabia, Tom Soapes, Roger Waud, Lee Hernly, R. Petniunas

AGENDA:

1. Working Group Framework
 - a. Welcome and Introductions – Mr. Yon Lambert, Acting Director of Transportation and Environmental Services introduced the background and purpose of the meeting. The Underground Transmission Line & Substation Working Group (UTLWG) was established by the City Council in June 2014. Mr. Lambert introduced the working group members and announced that Mr. Jason Nestlerode and agreed to be the chair of the committee.
 - b. Overview of the Project – Mr. William Skrabak provided the overview of the project.
 - i. Project Overview – The project need is to meet reliability issues Dominion has identified for the Northern Virginia area including the City of Alexandria and Arlington County. Dominion’s plan is to connect the Glebe substation to Pepco’s Station C Substation Site with an underground 230kV line. The underground transmission line would consist of a 3’x5’ concrete encase duct bank with manholes approximately every 1,000 feet. The excavations would be backfilled with thermal sand to act as a medium between the duct bank and the surface.

Underground Transmission Line & Substation Working Group

- ii. Where We Are Now – Mr. Christopher Spera, Deputy City Attorney provided an update on the process and State Corporation Schedule. Mr. Spera stressed to the working group that Dominion is following the SCC process and therefore this working group would be following a non-City process. Since Dominion is a regulated utility, they required State Corporation Commission (SCC) approval on major capital investments for rate regulation. As part of the SCC process, Dominion will 1) establish the need for the capital project, 2) chose the “best route” taking in to account cost, community impacts, etc., and 3) seek SCC’s approval of project cost.
 - iii. Schedule – Mr. Skrabak reported that Dominion is targeting the filing to the SCC in November 2014. This date has been set by working backwards from a project completion date in 2018 and includes a one to two year SCC process, design and construction.
 - c. Working Group Role, Responsibilities, and Goal – Mr. Spera stated that the working group will be responsible for providing input on the “best route”. The working group will provide input on positives and negatives or each alignment, quality of life concerns, potential construction impacts, and potential mitigation. The working group is expected to meet, provide updates to, and seek feedback from each of the communities that they represent.
2. Dominion Presentation of Project Need, Alternatives, and SCC Process
- a. Ms. Deborah Johnson provided an overview of Dominion’s presentation to the working group. This presentation is to respond to the City’s request to further explain the need from the project and discuss the alternatives that were considered by Dominion.
 - b. Mr. Peter Nedwick is responsible for analyzing the transmission system for this project for Dominion and provided an update on the project need and alternatives evaluated.
 - i. Project Need – Dominion must comply with the North American Electric Reliability Corporation (NERC) Transmission Reliability Criteria. Dominion has determined that the demand on existing infrastructure is forecasted to exceed 100% capacity by summer 2018. This will negatively impact service reliability. This will negatively impact customers in the City of Alexandria and Arlington County and violate federal requirements.
 - ii. Alternatives Evaluated – Dominion presented the following alternatives to resolve the reliability deficiencies.
 - 1. Alternative A - Build a 230 kV line between the Glebe and the Potomac River Substations – Two miles of new 230 kV construction.
 - 2. Alternative B - Loop two existing underground lines (located on Route 1) into the Potomac River Substation and build a 230 kV

Underground Transmission Line & Substation Working Group

line between the Glebe and the Potomac River Substations – Four miles of new 230 kV construction

3. Alternative C - Loop existing Arlington to Glebe Substation 230 kV line approximately two miles into the Potomac River Substation – Four miles of new 230 kV construction
 4. Alternative D - Build a 230 kV line from the Clark Substation to the Arlington Substation along the WO&D Trail, reconductor existing underground lines located in Rte. 1, add a third 500-230 kV transformer at the Ox Substation. This option will still require a connection between the Glebe and Potomac River Substations to be constructed in two to three years – Thirteen miles of new 230 kV construction.
 5. Alternative E - Build a 230 kV line from the Van Dorn Substation to the Arlington Substation, add a third 500-230 kV transformer at the Ox Substation, and improvements to one additional 230 kV line – six plus miles of new 230 kV construction.
 6. Alternative F - Build a 230 kV line from the Annandale Substation to the Arlington Substation, add a third 500-230 kV transformer at the Ox Substation and improvements to one additional 230 kV line – five plus miles of new 230 kV construction.
- iii. Benefits of Alternative ‘A’
1. Dominion reported that their analysis indicates that Alternative A offers the shortest route, lowest cost, most robust solution offering the longest term relief, and an injection of new interconnection to the region.
- c. Mr. Nedwick briefed the working group on the 9 potential alignments that Dominion has identified as potential routes to accomplish Alternative A (see attached Preliminary Routing Study – September 2014). Dominion is looking for input from the working group on each of the alternatives.

3. Working Group Identification of Future Issues to Address

- a. Mr. Bill Eger led the working group in identifying any potential questions they may have. Below is a summary of the items the working group would like addressed.
 - i. What are the costs of installing the transmission line underground versus in under water?
 - ii. What are the constraints of future land use for properties adjacent to the transmission line right-of-way?
 - iii. What are the electromagnetic effects on the people and the environment?
 - iv. What is the current activity at the Pepco Substation?
 - v. If the alignment along the George Washington Parkway is selected, what will be the interactions with the National Park Service and the Federal Government?

Underground Transmission Line & Substation Working Group

- vi. If the alignment along the George Washington Parkway is selected, will a National Environmental Policy Act (NEPA) document be required?
- vii. What would be the impacts to the trails and pedestrian facilities along the alignments? What mitigations and or betterments could be offered during and after construction?
- viii. What are the impacts per alignment (trees, development prohibition, effects to future Metro Station, etc.)?
- ix. What guidance can the working group get from similar cases before the SCC to assist in the review of these alternatives and alignments?
- x. What are the traffic impacts per alignment including location and duration?
- xi. Could any future right-of-way requirements be included in ongoing or future development processes?
- xii. Do any of the alignments provide the option for the City to piggy-back with their own projects or infrastructure upgrades?
- xiii. What are the anticipated cost impacts to rate payers for this project?
- xiv. What are the impacts during construction to the built environment (utilities, structures, etc.)?
- xv. What right-of-way is currently available along any of the alignments that may make the process smoother?
- xvi. How many people do each of these alignments impact?
- xvii. Do any of the alignments impact current development plans?
- xviii. How do the proposed alignments impact the existing Metro operations or the future Potomac Yards Metro station?
- xix. What is the status of the Potomac Yards North Terminal Station?
- xx. What are the potential environmental impacts of the alignment in Four Mile Run?

4. Wrap Up and Adjournment

- a. Mr. Maurice Daly is the point of contact for the City of Alexandria for this initiative.
- b. The next meeting of the working group will be on September 25, 2014 from 7-9:30 pm.
- c. Dominion will be hosting a Public Information Meeting on October 1, 2014 from 5-8 pm.

**Dominion Glebe Substation to Potomac River Substation Preliminary Routing Study
September 2014**

Impact Areas	Commonwealth Ave / E Glebe Rd	Route 1 / Slaters Lane	Potomac Avenue	CSX	Metro /GW Parkway
Traffic	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Open Space	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Development	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Environmental	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
School/Population	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Catalyst	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Beneficial Result	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>

Impact Areas	GW Parkway	Mt. Jefferson Park Trail	Main Line Blvd	4 Mile Run / Potomac River
Traffic	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Open Space	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Development	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Environmental	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
School/Population	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Catalyst	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>
Beneficial Result	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>	Code <input type="text"/>

Impact Area Descriptions / Subcategories
Traffic > Road Classification > Traffic Volume > Transit / Multi-Modal Open Space > Developed / Parkland > Undeveloped Development > Future Commercial / Retail / Residential > Undeveloped Environmental > Water Quality > Air Quality / Traffic > Electro Magnetic Field Environmental > Water Quality > Air Quality / Traffic > Electro Magnetic Field (EMF) School / Population > Proximity to Current Locations > Proximity to Future Locations School / Population > Proximity to Current Locations > Proximity to Future Locations Catalyst > Dovetails Current City Efforts? Beneficial Result > Mitigation Opportunities

Coding Key	
Code <input type="radio"/>  High Level of Impacts	Code <input type="checkbox"/> No Impacts
Code <input type="radio"/>  Medium Level of Impacts	Code <input type="checkbox"/>  Further Study / See Report
Code <input type="radio"/>  Low Level of Impacts	