Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 12

CONTRACTOR SECTION

Request Prepared By: Pacific Gas and Electric Company (PG&E)

Photos? ☒Yes ☐No

Landowner: San Benito Agricultural Land Trust – APN: 012-240-004-0

Current Land Use: Agriculture – Cattle Grazing

Attachments? ☒Yes ☐No

- Attachment A: Variance #12 Location Map
- Attachment B: Variance #12 Photographs

Permit Measure or Specification:

- California Public Utilities Commission (CPUC) Mitigated Negative Declaration (MND) Project Description
  - Deviation from the project description and project drawings to access Tower Landing Zone (TLZ)-4 from a new access road, which originates approximately 100 feet west of the intersection of Avenida Del Piero and Rocks Road instead of the approved overland travel route, which originated at the existing power line right-of-way (ROW) approximately 1,600 feet southwest of the intersection of Avenida Del Piero and Rocks Road.
  - Deviation from the project description to allow for the installation of a geotextile fabric and gravel surface at TLZ-4.

Detailed Description of Variance:

PG&E is requesting authorization from the CPUC to construct a new temporary access road (new access road) to TLZ-4 and allow for the installation of a geotextile and gravel surface at TLZ-4 and along the new access road. A new access road location has been identified by PG&E that will provide a more direct route to TLZ-4, avoid a roadside drainage along Avenida Del Piero, and provide a more stable road surface during the rainy season, compared to the previously-approved overland travel route along the power line ROW. The new access road was not originally proposed in the MND, but is within the 500-foot survey buffer for biological and cultural resources. In addition, PG&E has identified the need to stabilize nearly the entire 2.0-acre work area at TLZ-4 and the new access road with multiple layers of geotextile fabric and base rock or wash gravel (gravel). Stabilizing the area is anticipated to provide a more secure surface for heavy equipment at this site. All geotextile and gravel surfaces will be temporary and removed at the end of the project. This variance request consists of the following components:

- Construction of a new 15-foot-wide access road along approximately 160 feet of an existing road, which will consist of multiple layers of geotextile fabric and gravel;
- Continuation of the new 15-foot-wide access road overland across approximately 180 feet of both non-native grassland and agricultural land, which will consist of multiple layers of geotextile fabric and gravel; and
- Installation of multiple layers of geotextile fabric and gravel at the 2.0 acre work area at TLZ-4.

The new access road will be approximately 340 feet long and 15 feet wide (0.12 acre) and will run from a location approximately 100 feet west of the intersection of Avenida Del Piero and Rocks Road approximately southwest to the eastern boundary of TLZ-4. Consistent with the project description in the MND, the new access road may reach a maximum of 30 feet wide at corners, to allow adequate room for trucks to navigate the road. From Rocks Road, the new access road will cross over an existing culvert and follow an existing road for approximately 160 feet. The new access road will then traverse overland an area of maintained non-native grassland and an area of agricultural land, currently being used for cattle grazing, for approximately 180 feet. A temporary gate will be installed where the access road crosses an existing cattle fence. The new access road will not be graded or cleared of vegetation; however, multiple layers of geotextile fabric and gravel surface will be installed along the new access road to protect the soil from compaction and/or rutting resulting from the use of the road by construction vehicles, and to reduce the potential for construction vehicles to track sediment off-site and onto public roads. Approximately 115 cubic yards of gravel with an average depth of six inches will be placed on top of the multiple layers of geotextile fabric. In addition, a 3-inch by 2-inch gravel base and rumble plate will be installed at the entrance of the new access road from Rocks Road. If necessary, steel plates will be placed over the culvert crossing to prevent damage to the culvert from heavy construction equipment. Following construction of the project, the multiple layers of geotextile fabric, gravel, the 3-inch by 2-inch gravel base, rumble plate, and steel plates, if necessary, will be removed to allow the disturbed areas to revegetate naturally.

The proposed new surface treatment for TLZ-4 includes the installation of a geotextile fabric and gravel surface. The site will not be graded or cleared of vegetation. Approximately 1,200 cubic yards of gravel with a depth of between three and six inches

will be placed on top of multiple layers of geotextile fabric. All of TLZ-4, with the exception of a 20-foot-wide strip along the westernmost boundary adjacent to and beneath an existing distribution line, will receive the proposed surface treatment. At the conclusion of construction, the geotextile fabric and gravel will be removed to allow the disturbed areas to revegetate. Revegetation will proceed consistent with APM HYDRO 1 and any applicable measures from the Habitat Mitigation Plan (HMP), which requires disturbed areas to be revegetated following disturbance.

The new access road will result in approximately 0.12 acre of temporary disturbance and will not result in any permanent disturbance because the geotextile fabric and gravel will be removed following completion of construction. The new access road will replace the portion of the previously approved overland travel route extending from Avenida Del Piero to tower 5/32; however the portion of the previously approved overland travel route between towers 5/32 and 5/33 will still be necessary to allow access to those towers from TLZ-4. The installation of geotextile fabric and gravel at TLZ-4 will not result in any new areas of temporary disturbance, since this location is currently being used for construction, and no permanent disturbance will occur because the geotextile fabric and gravel materials will be removed following completion of construction.

The location of the new access road to TLZ-4 is provided in Attachment A: Variance #12 Location Map. Photographs of the new access road and TLZ-4 are provided in Attachment B: Photographs.

Variance Justification:

The new access road will provide a more direct route to TLZ-4, avoid a roadside drainage along Avenida Del Piero, and provide a more stable road surface during the rainy season, compared to the previously-approved overland travel route along the power line ROW from Avenida Del Piero. The overland access route evaluated in the MND is approximately 1,400 feet long by 15 feet wide and requires construction crews to drive from Rocks Road down Avenida Del Piero (a road that dead ends into a gated community) and then on an overland route along the power line ROW. The entrance to the approved overland travel route goes through a roadside ditch along the northwest side of Avenida Del Piero. While approximately 880 feet of the approved overland travel route will still be required to access Tower 5/32 and 5/33 from TLZ-4, approximately 520 feet of the road between Avenida Del Piero and tower 5/32 will no longer be required. The new access road will instead allow construction crews to access TLZ-4 directly from Rocks Road, eliminating approximately 0.3 mile of travel along Avenida Del Piero. The new access road will avoid the drainage along Avenida Del Piero and will instead travel over a culvert along an existing road. The use of the approved overland travel route between Avenida Del Piero and tower 5/32 would have resulted in a total of approximately 0.18 acre of temporary disturbance of annual grassland habitat and agricultural lands, whereas, the new access road will result in the disturbance of approximately 0.12 acre in similar habitat with similar agricultural value. Lastly, the temporary surface treatment (geotextile fabric and gravel) that will be used on the new access road will protect the soil from compaction and/or rutting resulting from the use of the road by construction vehicles and reduce the potential for construction vehicles to track sediment off-site and onto public roads.

Potential impacts associated with this variance request are consistent with those evaluated during the CEQA review for the project and will not result in any new significant impacts. Environmental protection measures will be implemented as described in the MND and other project permits. Please see the following table for more detail about impacts to each resource area that will result from this project change.

PG&E ENVIRONMENTAL SECTION

RESOURCE EVALUATION

The proposed variance was analyzed to verify that the project change would not introduce new significant impacts and that any potential impacts were fully analyzed in the MND. The following table provides a brief summary of each resource area analyzed in the MND.

CEQA SECTION	Applicable	(Y) Define Potential Impact or (N) Briefly Explain Why CEQA Section is Not Applicable
Aesthetics	☒ Y ☐ N	*Net Benefit.* There are no designated scenic vistas, scenic highways, or designated visually sensitive areas within view of TLZ-4. Furthermore, no new sources of light or glare will be introduced to the area. Although there are residential properties within view of the new access road, this access road is located approximately 300 feet further from the nearest residence than the approved overland access road. In addition, the new access road will move access to TLZ-4 from a local topographic high spot to a location approximately 300 feet south of TLZ-4, which will make it less visible to residences and passersby. Therefore, the use of the new access road will not further degrade the quality of the site and its surroundings compared to the approved overland access road. Introduction of gravel to the surface of TLZ-4 and the new access road, instead of a compacted soil surface, will slightly change the appearance of TLZ-4 and the new access road from residences and public roads, but will not substantially degrade the quality of the site and its surroundings because the gravel is temporary and is only visible from one residence on Rocks Road. In addition, the new access road and TLZ-4 will be restored to preconstruction conditions and; therefore, will not cause permanent impacts to scenic resources. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create significant additional impacts to aesthetics.
Agriculture and Forestry Resources	☒ Y ☐N	*Net Benefit.* TLZ-4 and the new access road are not located in Important Farmland, land under Williamson Act contract, forest land, timberland, or timberland zoned Timber Production. However, these areas are located on land zoned Agricultural Productive. The new access road will reduce impacts to agricultural resources because the area of disturbance will be reduced compared to the approved overland travel route. In addition, the new access road will utilize an existing road for approximately 160 feet; therefore, new impacts to land zoned Agricultural Production as a result of overland travel will be reduced. The use of the new access road and introduction of a gravel surface to both TLZ-4 and the new access road will not conflict with existing zoning because impacts will be temporary and will not result in any changes to existing agricultural uses or zoning. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create significant additional impacts to agriculture.

Air Quality and Greenhouse Gas Emissions	☒ Y ☐ N	*No Change.* The MND analyzed 200 construction-related vehicle trips per day within the project area, as well as construction-related equipment. The use of the new access road, in place of the approved overland access road, will not increase the amount of traffic to TLZ-4. In addition, traffic will not increase beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. Furthermore, the use of the new access road and the installation of gravel will not substantially increase the amount or use of heavy equipment on the project and; therefore, will not increase emissions, including fugitive dust, beyond what was analyzed in the MND. Because the new access road will be shorter than the overland access road evaluated in the MND and because TLZ-4 and the new access road will be surfaced with gravel, the amount of dust generated during project construction will be reduced. The new access road is located approximately 300 feet further from residences than the approved overland access road and will not expose sensitive receptors to pollutant concentrations or objectionable odors beyond those described in the MND. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create significant additional impacts to air quality and greenhouse gas emissions.
Biological Resources	☒ Y ☐ N	*Net Benefit.* The new access road will impact annual grassland habitat and agricultural land, similar to the overland access route evaluated in the MND. The approved overland travel route crossed through a roadside drainage along Avenida Del Piero. In contrast, although there is a culvert that goes under the existing road portion of the new access road, no impacts to the drainage are anticipated since traffic will go over the culvert along an existing road, and the project Storm Water Pollution Prevention Plan (SWPPP) best management practices will be implemented to prevent impact to this drainage. The MND evaluated the project areas and a 500-foot buffer for listed special-status species including Pajaro Manzanita (*Arctostaphylos pajaroensis*), California tiger salamander (*Ambystoma californiense*) (CTS), California red-legged frog (*Rana draytonii*), western spadefoot (*Spea hammondii*), western pond turtle (*Actinemys marmorata*), Coast horned lizard (*Phymosoma coronatum*), San Joaquin coachwhip (*Masticophis flagellum ruddockil*), western burrowing owl (*Athene cunicularia*), American badger (*Taxidea taxus*), San Joaquin kit fox (*Vulpes macrotis mutica*), special-status bats, and nesting birds. TLZ-4 and the proposed new access road are located within the 500-foot survey buffer and were; therefore, included in the evaluation. TLZ-4 and the new access road are within suitable habitat for California tiger salamander (*Ambystoma californiense*), California red-legged frog, western burrowing owl, and American badger. TLZ-4 was included in a pre-construction survey for American badger, San Joaquin kit fox, and western burrowing owl on October 26, 2011. During this survey, two burrows of suitable size for San Joaquin kit fox were observed and treated for three days with a tracking medium. Only California ground squirrel tracks were identified during this track survey. No other sign, including scat, tracks, claw marks, prey remains, feathers, whitewash, pellets, or other evidence of special-status species were observed. A report describing the results of this survey was submitted to the CPUC on November 4, 2011. On January 20, 2012 the Designated CTS Biologist for the project prepared a memo which included findings and recommendations for activities planned at TLZ-4. The memo concluded that based on the results of field work, site-specific conditions, and timing of the fence installation in conjunction with the delayed rains, the burrows within the fenced TLZ-4 are unlikely to support oversummering habitat for CTS. The CTS Designated Biologists recommend

		no further burrow excavation at TLZ-4. This memo was submitted to the CPUC on February 10 and to the California Department of Fish and Game (CDFG) on February 13 along with the January 2012 monthly compliance reports. Numerous ground squirrel burrows are located within the fenced TLZ-4 and along the new access road. During or immediately after installing the geotextile fabric, and before the placement of gravel, biological monitors will identify areas within TLZ-4 with a high concentration of burrows. A portion of these burrow entrances (including those burrows that are located within the most interior portions of TLZ-4) will be flagged and in those locations the geotextile fabric will be slit to allow for ground squirrels to exit the burrows. It is anticipated/assumed that ground squirrels should be able to find the punctured fabric locations from underground and subsequently move aside the overlaying gravel as needed to emerge from existing burrows. A wooden post will be installed on either side of the double layer silt fence to allow the ground squirrels to exit or enter the site. Although it is extremely unlikely that a salamander would climb the posts, silt fencing or other similar material will be added to the bottom of the posts to block access. Furthermore, in accordance with Applicant-Proposed Measures (APMs) and mitigation measures in the MND, surveys for California tiger salamander and California red-legged frog will be conducted immediately prior to construction. In addition, pre-construction wildlife surveys for American badger, San Joaquin kit fox, and western burrowing owl will be repeated, as necessary, to ensure they are conducted within 30 days prior to construction. A report describing the survey results will be re-submitted to the CPUC if additional surveys are conducted. If work is initiated during the nesting season, nesting bird surveys will be conducted. If any special-status species or nesting birds are observed, the appropriate and required construction buffers or mitigation measures will be implemented as described in the MND and other project permits. The use of the new access road and the installation of gravel within TLZ-4 and along the new access road will not require the removal of trees and will not conflict with local tree protection policies and ordinances. As described in the MND, the project will not conflict with any other local policies or ordinances protecting biological resources, Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create significant additional impacts to biological resources.
Cultural Resources	☒ Y ☐ N	*No Change.* PG&E prepared a Historic Properties Inventory Report, which included an evaluation for cultural resources in the project area, including TLZ-4, and a 500-foot buffer. The area where the new access road will be located is within this 500-foot survey buffer and was; therefore, included in the evaluation. No archeological or cultural resources were found at TLZ-4 or along the new access road, but the area was identified in the report as an area of moderate potential archeological sensitivity. However, no cultural monitoring is required for disturbance in areas of moderate potential archeological sensitivity, as described in the MND. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create significant additional impacts to cultural resources.

Geology, Soils, and Seismicity	☒ Y ☐ N	*No Change.* The new access road is located near the existing power line ROW and was; therefore, included in the evaluation of geology, soils, and seismicity in the project area. The area is relatively flat and no grading will be conducted along the new access road or at TLZ-4. The new access road will be shorter and located on more gently sloping land than the approved overland access route evaluated in the MND; therefore, impacts to soils will likely be reduced. In addition, installation of gravel along the new access road and within TLZ-4 will reduce the potential for erosion and. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create significant additional geology, soils, or seismicity impacts.
Hazards and Hazardous Materials	☒ Y ☐ N	*No Change.* Proposed construction activities at TLZ-4 and along the new access road will be the same as those described for other landing zones and access roads and will not create significant new hazards. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create significant additional impacts from hazards and hazardous materials.
Hydrology and Water Quality	☒ Y ☐ N	*Net Benefit.* Proposed construction activities at TLZ-4 and along the new access road will be the same as those described for other landing zones and access roads and will not create significant new impacts to hydrology or water quality. TLZ-4 does not contain any hydrologic features; therefore, no direct impacts will occur. In contrast to the approved overland travel route, the new access road does not go through any waterbodies. However, the new access road will travel over a culvert near Rocks Road that captures water from a roadside drainage. APM HYDRO-1 in the MND will be implemented, as it will be for the entire project, which requires PG&E or its contractor prepare and implement a Stormwater Pollution Prevention Plan to prevent construction-related erosion and sediments from entering nearby waterways. In addition, the installation of the geotextile fabric and gravel within TLZ-4 and along the new access road will further reduce the potential for erosion. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create significant additional impacts to hydrology and water quality.
Land Use and Planning	☒ Y ☐ N	*No Change.* The new access road and TLZ-4 will be located near the existing power line ROW and; therefore, have the same land use designation that was analyzed in the MND. In addition, use of the proposed TLZ-4 and the new access road, as well as the installation of gravel in these areas will be temporary; therefore, the current land use will not be converted. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create significant additional impacts to land use and planning.
Mineral Resources	☐ Y ☒ N	*No Change.* The new access road and TLZ-4 do not cross any known mineral resources. Therefore, the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. Potential impacts are consistent with those evaluated

		in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create additional significant impacts to mineral resources.
Noise	☒ Y ☐ N	*No Change.* Proposed construction activities at TLZ-4 and along the new access road will be the same as those described for other landing zones and access roads and will not create significant new impacts from noise. The new access road will be located approximately 300 feet further from existing residences than the approved overland access route evaluated in the MND, and the construction and use of the road will not expose sensitive receptors to noise levels beyond those described in the MND. The location of TLZ-4 will not change, and the installation of gravel within TLZ-4 and along the new access road will not expose sensitive receptors to noise levels beyond those described in the MND. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create additional significant impacts from noise.
Population and Housing	☐ Y ☒ N	*No Change.* The new access road will be located near the existing power line ROW and will be located approximately 300 feet further from existing residences than the approved overland access route evaluated in the MND. The location of TLZ-4 will not change. The use of the new access road and the installation of gravel within TLZ-4 and along the new access road will not induce population growth or displace existing housing or people. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create additional significant impacts to population and housing.
Public Services	☐ Y ☒ N	*No Change.* The use of the new access road and the installation of gravel within TLZ-4 and along the new access road will not result in a substantial increase on the demand for public services because these areas will only be used temporarily. The MND found that potential impacts on emergency response services, fire protection services, police services, school facilities, recreational facilities, public libraries, and hospitals will be less than significant because construction activities are temporary and do not require construction of new or physically altered governmental facilities for public services. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create additional significant impacts to public services.
Recreation	☐ Y ☒ N	*No Change.* The new access road will not be located in a recreational area nor will it increase demand on existing recreational resources. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create additional significant impacts to recreation.

Transportation and Traffic	☒ Y ☐ N	*No Change.* The new access road will be located near the existing power line ROW and the location of TLZ-4 will not change. TLZ-4 will be accessed from Rocks Road via the new access road, which is not a public thoroughfare and; therefore, will not affect traffic. Vehicles traveling to TLZ-4 via the new access road are not expected to disrupt traffic on Rocks Road, Avenue Del Piero, or Highway 156. In addition, construction activities in this area will be temporary; therefore, any impacts to traffic will not be long term. In the MND, PG&E estimated that construction will generate over 200 vehicle trips per day within the project area and use of the new access road will not increase traffic beyond the estimated 200 construction-related vehicle trips per day. In addition use of the new access road and the installation of gravel within TLZ-4 and along the new access road will not impact public transit, bicycle and pedestrian transportation, airports, or rail service because construction will occur within privately owned agricultural land. The new access road and TLZ-4 are located more than seven miles southwest of the nearest airport, the Hollister Municipal Airport, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not result in a change in air traffic patterns. The use of TLZ-4 was analyzed in the MND and impacts to air traffic patterns will remain consistent with the MND. Environmental protection measures will also be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the new access road and installation of gravel within TLZ-4 and along the new access road will not create additional significant impacts to transportation and traffic.
Utilities and Service Systems	☐ Y ☒ N	*No Change.* The use of the new temporary access road and installation of gravel within TLZ-4 and along the new access road will not result in any impacts to existing utilities or service systems.

Other Variance Conditions Attached: ☐Yes ☒ No

Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

PG&E Approval					
Title	**Name**	**Approval Initials**	**Date**	**Conditions (see attached)**	
Henkels & McCoy Project Manager (if applicable)	Craig Smithey	CM	02/22/12	☐ Yes	☒ No
Henkels & McCoy Field Foreman (if applicable)	James Panter			☐ Yes	☒ No
Henkels & McCoy Env. Field Lead (if applicable)	Duke Sonderegger			☐ Yes	☒ No
Environmental Compliance Supervisor	Kevin Kilpatrick	KK	02/22/12	☐ Yes	☒ No
Lead Environmental Inspector	Nick Fisher	NF	02/22/12	☐ Yes	☒ No
PG&E Project Biologist (if applicable)	Andrea Henke	AH	02/22/12	☐ Yes	☒ No
PG&E Project Archaeologist (if applicable)	Wendy Nettles			☐ Yes	☒ No
PG&E Storm Water Program Manager (if applicable)	Hugo Jurado			☐ Yes	☒ No
PG&E Environmental Compliance Lead	Andy Smith	AS	02/22/12	☐ Yes	☒ No
PG&E Project Manager (if applicable)	Rod Parame	RP	02/22/12	☐ Yes	☒ No

Landowner Approval (if needed)		
Landowner Name	**Approval Signature**	**Date**
San Benito Agricultural Land Trust	**Verbal approval at site**	**December 11, 2011**

Resource Agency Approvals	
Determine required agency approvals based on the following:	
Will biological resources/habitats be affected? NO	If yes, obtain CDFG and USFWS approval
Is this a variance from a permit? NO	If yes, obtain permitting agency approval
Will wetlands or waters of the U.S. be affected? NO	If yes, obtain U.S. Army Corps of Engineers approval
Will riparian areas or drainages be affected? NO	If yes, obtain CDFG approval – may require a permit
Will surface or groundwater be affected? NO	If yes, obtain RWQCB approval

Resource Agency	**Name**	**Approval Initials**	**Date**	**Conditions (see attached)**	
USFWS		N/A		☐ Yes	☐ No
CDFG		N/A		☐ Yes	☐ No
USACE		N/A		☐ Yes	☐ No
RWQCB		N/A		☐ Yes	☐ No

Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

CPUC and CPUC CONSULTANT SECTION

Variance Approved: ☐ Yes ☐ No

AFFECTED RESOURCE(s) and APPLICABLE MITIGATION MEASURES

☐ Air Quality: ☐ Soils: ☐ Noise:

☐ Hazards and Hazardous Materials: ☐ Transportation and Traffic:

Other Variance Conditions Attached: ☐ Yes ☐ No

REQUIRED APPROVAL SIGNATURES

Consultant Environmental Monitor: (Note: signature signifies review only)

Consultant Project Manager: _____ ☐ Level 1 Verbal Approval

CPUC Project Manager: ☐ Level 1 Verbal Approval

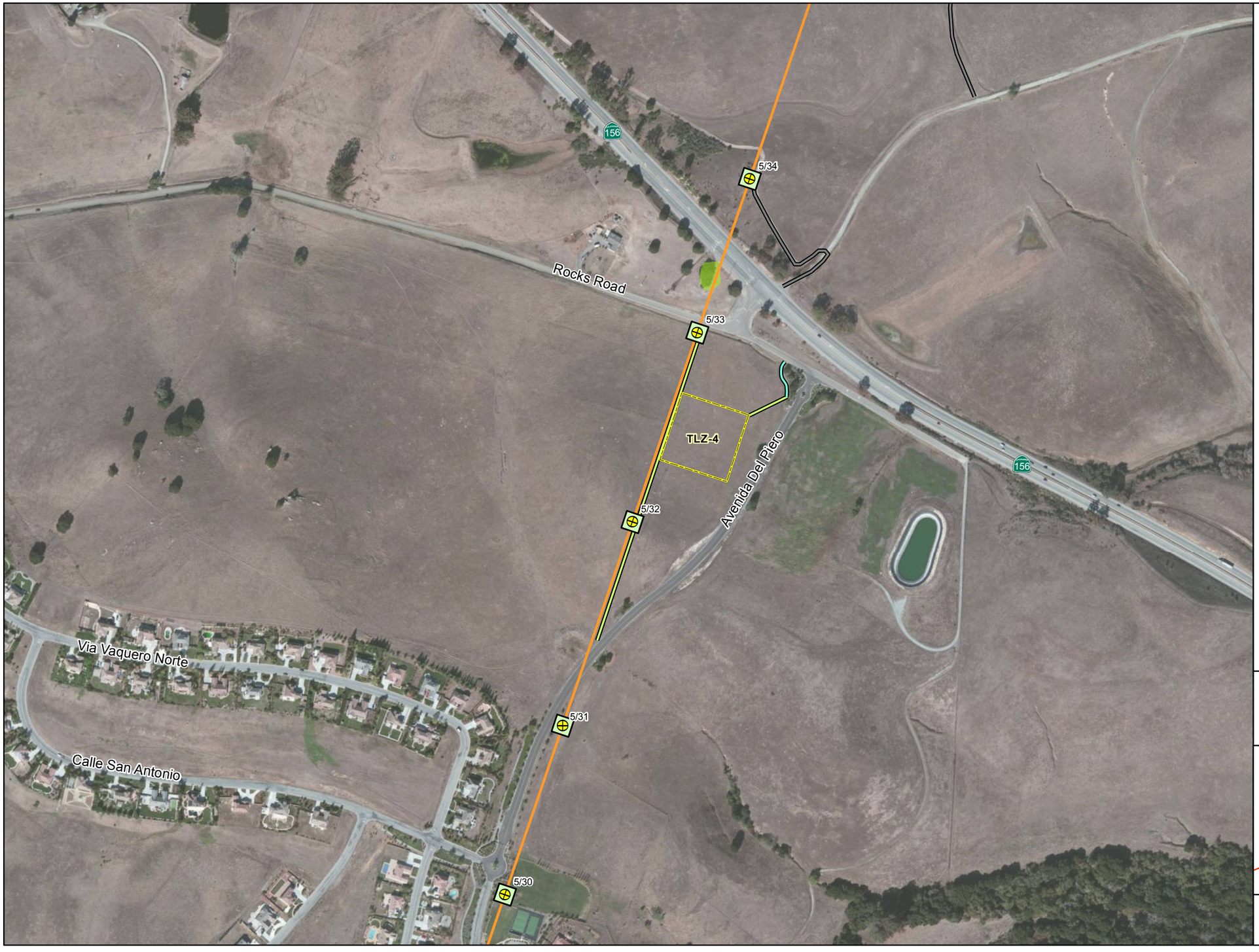
Level 1 variances require only verbal approval from CPUC Project Manager and Consultant Project Manager. Level 2 variances require signatures.

Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

VARIANCE CONDITIONS

Condition Name:
Conditions:
Condition Name:
Conditions:
Condition Name:
Conditions:



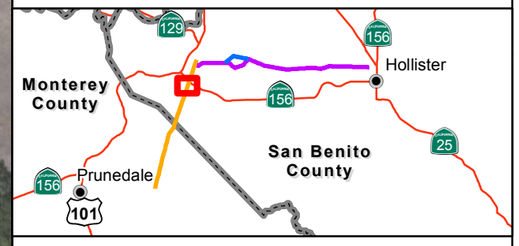
Existing Tower Location
New Tower Location
Hollister Tower Segment
Existing Road
Existing Road - Needs Improvement
Overland Travel Route
Tree Removal and Trimming
Construction Area

TLZ - Tower Landing Zone and Lay Down

N
W E
S

1:5,000
1 inch = 416.67 feet

0 250 500 Feet



Data Sources: ICF 2008, PG&E 2008, ESRI 2010

Preliminary and subject to change based on California Public Utilities requirements, final engineering, and other factors.

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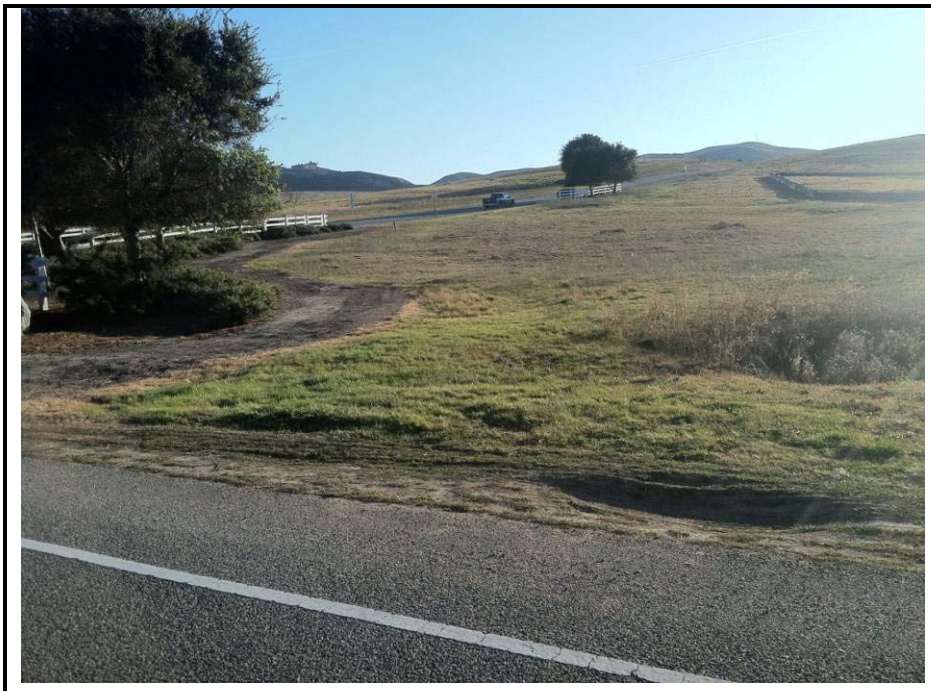
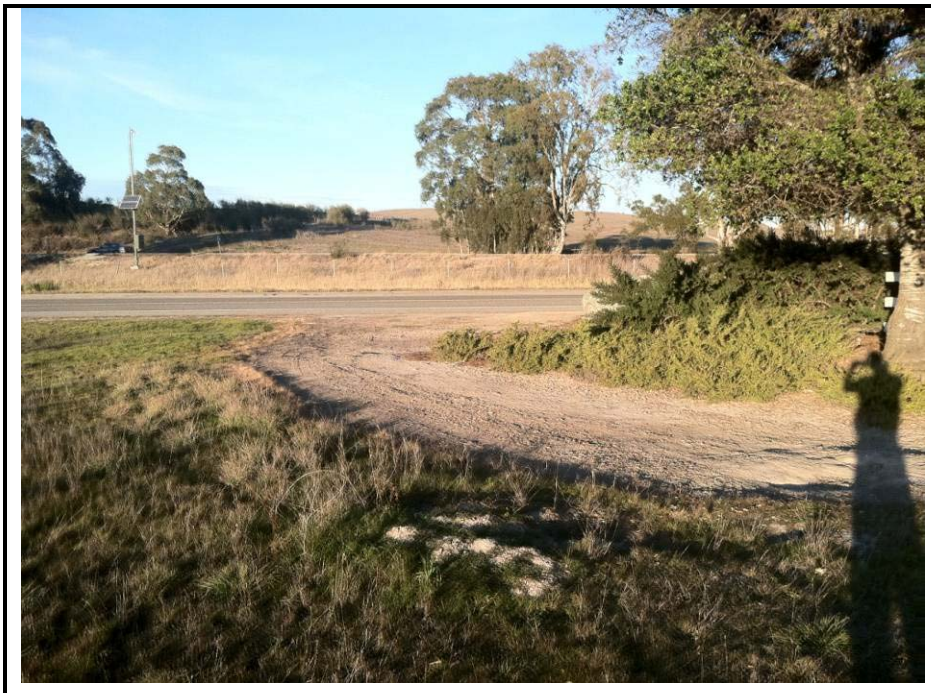
Attachment A
Variance #12 Location Map
Hollister 115 kV Power Line Reconductoring Project

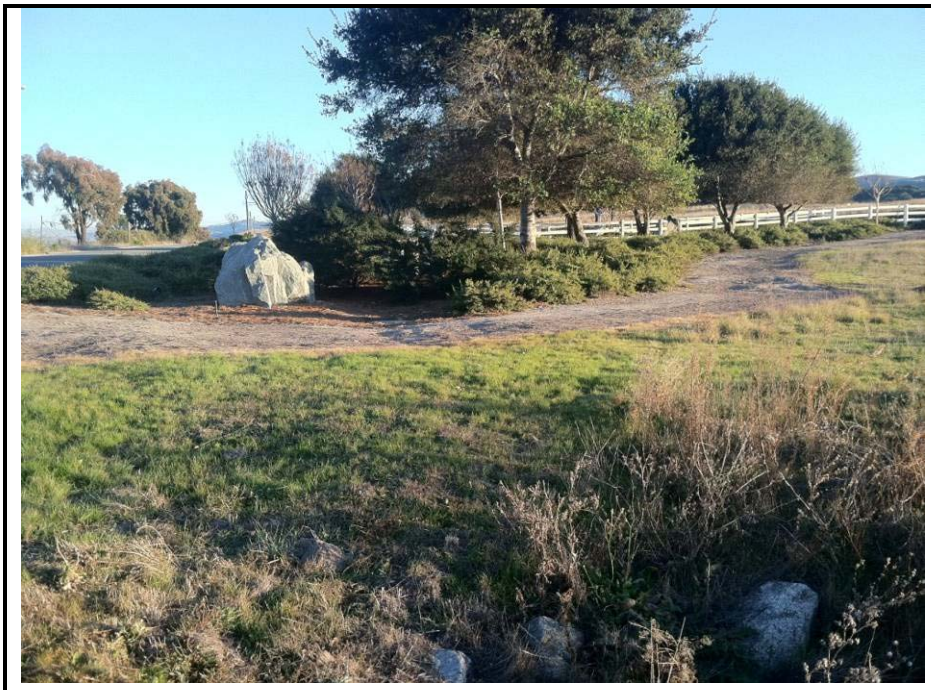
ATTACHMENT B: VARIANCE #12 PHOTOGRAPHS



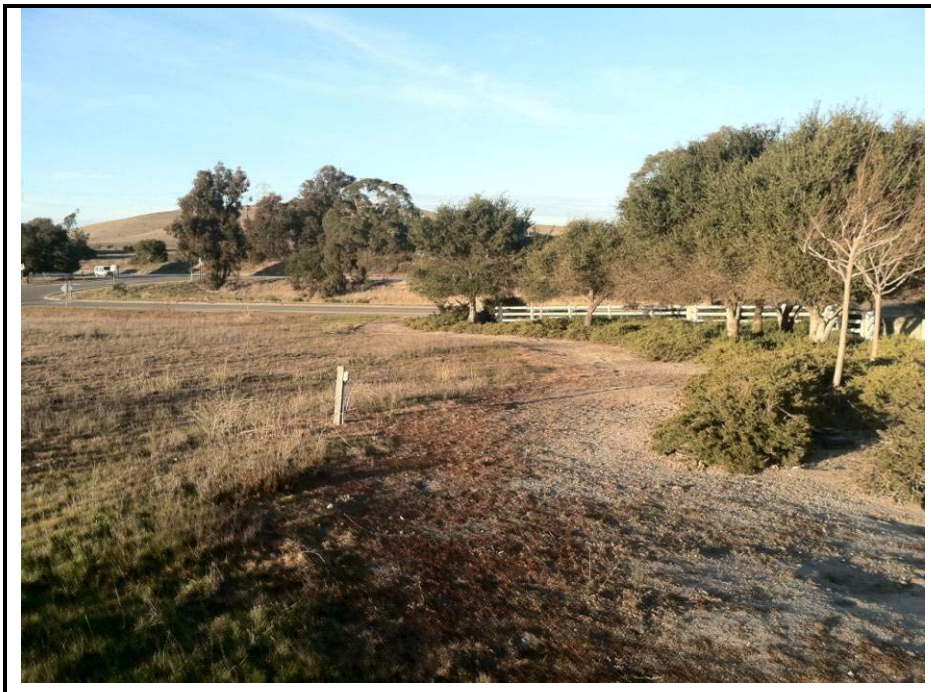
Photograph 1:
View of the existing road portion of the new access road, TLZ-4, and Avenida Del Piero from Rocks Road facing south



Photograph 2:
View of the existing road portion of the new access road and Rocks Road facing north



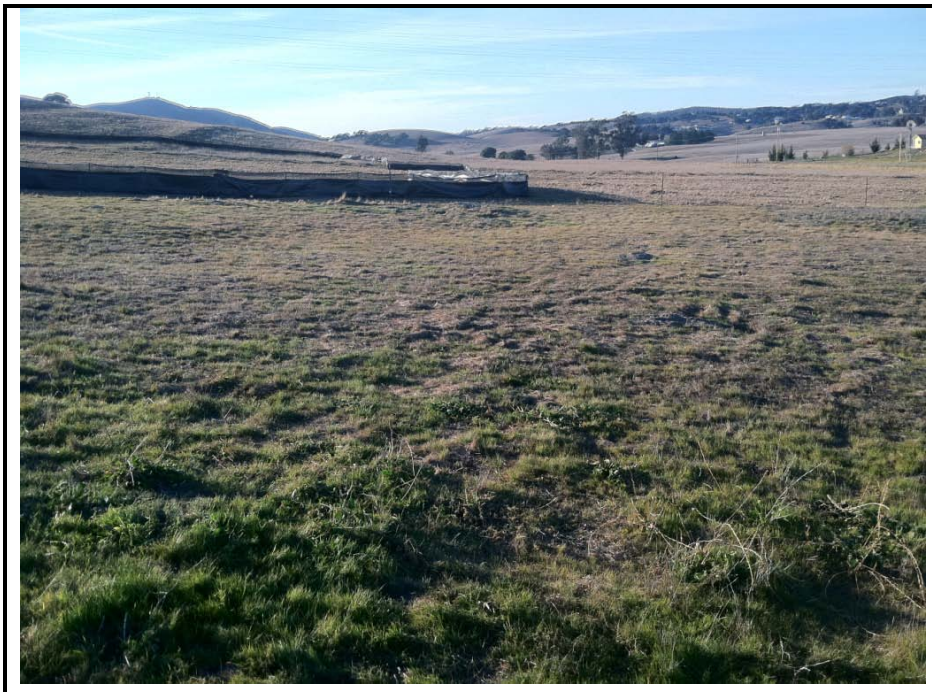
Photograph 3:
View of the existing road portion of the new access road facing east



Photograph 4:
View of the existing road portion of the new access road and Rocks Road facing north

Photograph 5:
TLZ-4 facing west

Photograph 6:
TLZ-4 facing south



Photograph 7: Looking north at existing cattle fence and eastern corner of TLZ-4