



Variance Request Form
PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 14

CONTRACTOR SECTION

Request Prepared By: Pacific Gas and Electric Company (PG&E) Photos? Yes No

Landowner: Janis L. Campbell & Pamco Investments, LLC Attachments? Yes No
 – APN: 199-011-001-000 • Attachment A: Variance 14 Location Map

Current Land Use: Cattle Ranching

Permit Measure or Specification:

- California Public Utilities Commission (CPUC) Mitigated Negative Declaration (MND) Project Description
 - Deviation from the project description and project drawings to allow the use of the fenced enclosure that encompasses the Lagunitas Shoofly and Tower Pull site (TP)-1 area (the entire fenced enclosure is hereafter referred to as TP-1) as a helicopter landing zone/lay down area (landing zone).

Detailed Description of Variance:

As part of the CPUC MND, PG&E requested use of tower landing zone (TLZ)-1 during construction near the Lagunitas Switches. Permits for the Hollister 115 kilovolt Reconductoring Project (project), including the MND, require PG&E to fence all landing zones with wildlife exclusion fencing by December 3 for work to continue during the wet season (typically November through April). Since TLZ-1 is unavailable due to the required December 3 fencing date, PG&E is requesting authorization from the CPUC to allow the use of TP-1 as a landing zone so construction can continue on the tower segment. PG&E believes that TP-1 can be used as a landing zone because wildlife exclusion fencing was installed at this location on October 14, 2011, which was before the required December 3 fencing date. In addition, TP-1 is currently being used for construction activities and is of suitable size for helicopter use.

The location of TP-1 and TLZ-1 are provided in Attachment A: Variance 14 Location Map.

Variance Justification:

PG&E is requesting this variance because a landing zone is necessary in this area to perform construction on the tower segment. TLZ-1 is not available since PG&E was unable to install wildlife exclusion fencing at this location due to permit conditions, which require wildlife exclusion fencing be installed at all landing zones by December 3 to allow construction to continue during the wet season. Since TP-1 is currently being used for construction, of suitable size for helicopter use, and wildlife exclusion fencing was installed by December 3, PG&E needs to utilize this location as a landing zone to continue construction on the tower segment.

Potential impacts associated with this variance request are consistent with those evaluated during the California Environmental Quality Act (CEQA) review of 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 plans and permits. The following table provides more detail regarding the impacts to each resource area that was analyzed MND to verify that the project change would not introduce new significant impacts.



Variance Request Form
PG&E Hollister 115 kV Power Line Reconductoring Project

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 that analysis for 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	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>TP-1 is an existing work area that is currently being used for construction activities. There are no existing scenic vistas or scenic highways in the vicinity of the TP-1. In addition, no additional sources of light or glare will be introduced to the area from the use of TP-1 as a landing zone. TP-1 is within view of proposed scenic routes and areas designated by the Monterey County General Plan as visual sensitive. However, the MND considered impacts to visually sensitive areas from construction activities, including helicopter operation, to be less than significant because construction is relatively short-term and disturbed areas will be reseeded upon completion of construction. In addition, use of TP-1 as a landing zone will not increase the number of helicopters travelling to this area, since helicopter use at this site will be similar to use at TLZ-1, which is approximately 2,000 feet north of TP-1 and was analyzed in the MND. Taking into account the moderate number of viewers near TP-1, the short duration of views, and the relatively short duration of construction, potential visual impacts during construction activities at TP-1 will be less than significant. 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 TP-1 as a landing zone will not create significant additional impacts to aesthetics.</p>
Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>TP-1 is an existing construction area and is not located in Important Farmland, forest land, timberland, timberland zoned Timber Production, or a forest legacy project. TP-1 is located in land under Williamson Act contract and land zoned as Grazing; however, use of TP-1 for construction was analyzed in the MND and use of TP-1 as a landing zone will not conflict with Williamson Act contracts or existing zoning because construction is relatively short term and use of helicopters will not change existing land uses. Furthermore, since TP-1 is currently being used for construction, use of TP-1 as a landing zone will not increase impacts to agriculture because no new construction areas will be required. 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 TP-1 as a landing zone will not create significant additional impacts to agriculture and forestry resources.</p>



Variance Request Form
PG&E Hollister 115 kV Power Line Reconductoring Project

Air Quality and Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>The MND analyzed 200 construction-related vehicle trips per day within the project area, as well as construction-related equipment and helicopters. TP-1 is currently being used for construction; therefore, the use of TP-1 as a landing zone will not increase the amount of vehicle traffic in the area. In addition, the use of TP-1 as a landing zone will not increase the amount or use of heavy equipment; therefore, will not increase emissions, including fugitive dust, beyond what was analyzed in the MND. The use of TP-1 will not increase helicopter use beyond the two helicopters operating up to 10 hours per day analyzed in the MND. In addition, helicopter use associated with TLZ-1, which is 2,000 feet north of TP-1, was evaluated in the MND and helicopter use at TP-1 will be the same as helicopter use evaluated at TLZ-1. Therefore, pollutant concentrations and objectionable odors will not increase beyond those described in the MND. Environmental protection measures will be implemented as described in the MND and project plans. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of TP-1 as a landing zone will not create significant additional impacts to air quality and greenhouse gas emissions.</p>
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Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

Biological Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>TP-1 is an existing construction area that is currently being used for construction activities and was; therefore, evaluated in the MND. Use of TP-1 as a landing zone, in addition to current construction activities at the site, will not result in any new construction areas; therefore no new significant impacts to habitats or special status species will result. The use of helicopters will be similar to that at TLZ-1, which is located approximately 2,000 feet north of TP-1, and other landing zones analyzed in the MND. The MND evaluated the project areas and a 500-foot buffer for listed special-status species including Pajaro Manzanita (<i>Arctostaphylos pajaroensis</i>), California tiger salamander (<i>Ambystoma californiense</i>) (CTS), California red legged frog (<i>Rana draytonii</i>) (CRLF), western spadefoot (<i>Spea hammondi</i>), western pond turtle (<i>Actinemys marmorata</i>), Coast horned lizard (<i>Phrynosoma coronatum</i>), San Joaquin coachwhip (<i>Masticophis flagellum ruddockii</i>), western burrowing owl (<i>Athene cunicularia</i>) (BUOW), American badger (<i>Taxidea taxus</i>) (AMBA), San Joaquin kit fox (<i>Vulpes macrotis mutica</i>) (SJKF), special-status bats, and nesting birds. TP-1 is located within suitable habitat for CTS, CRLF, and BUOW. TP-1 was included in a pre-construction survey for AMBA, SJKF, and BUOW on September 7, 2011. During this survey, no burrows of suitable size for SJKF, BUOW, or AMBA were observed and 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 October 7, 2011. Surveys for CRLF, CTS and other special status species are conducted daily at the site prior to construction activity.</p> <p>In accordance with Applicant Proposed Measures (APMs) and mitigation measures in the MND and other project permits, wildlife exclusion fencing was installed at TP-1 on October 14, 2011 to minimize impacts to CTS and CRLF. 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 will be implemented as described in the MND and project plans and permits and a monitor may be required if the use of helicopters has the potential to adversely impact the nest. However, as stated in the MND, use of helicopters could still have potential adverse effects on nesting birds, but impacts from the use of TP-1 as a landing zone will be the similar to those identified in the MND for the helicopter use at TLZ-1. TP-1 does not contain trees, and nearby trees will not require tree trimming or removal and; therefore, 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 plans and permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of TP-1 as a landing zone will not create significant additional impacts to biological resources.</p>
Cultural Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>TP-1 is an existing construction area that is currently being used for construction activities and was considered in the project's Historic Properties Inventory Report, which included an evaluation of cultural resources in the project areas and a 500-foot buffer. No archeological or cultural resources were found at TP-1. Applicant Proposed Measure CR-APM-1 requires cultural monitoring for excavation in areas of high potential archaeological sensitivity. TP-1 was not considered a high archeologically sensitive area; therefore, archeological monitoring will not be required. Potential impacts are consistent with those evaluated in the MND and will not result in a new impact.</p>



Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

Geology, Soils, and Seismicity	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>TP-1 is an existing construction area that is currently being used for construction activities and was; therefore, included in the evaluation of geology, soils, and seismicity in the project area for 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 TP-1 as a landing zone will not create significant additional geology, soils, or seismicity impacts.</p>
Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>TP-1 is currently being used for construction activities. The use of TP-1 as a landing zone will not create new significant hazards or require new hazardous materials beyond those already considered in the MND. In addition, helicopter operation at TP-1 will not be different from that described for other landing zones 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 TP-1 as a landing zone will not create significant additional impacts from hazards and hazardous materials.</p>
Hydrology and Water Quality	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>TP-1 is an existing construction area that is currently being used for construction activities. TP-1 does not contain any hydrologic features; therefore, no direct impacts to hydrology or water quality will occur. In addition, silt fencing has already been installed around the site to prevent sediment from being transported off-site to nearby waterways and other Stormwater Pollution Prevention Plan measures are currently being implemented to prevent impacts to hydrology and water quality. Furthermore, the proposed use of TP-1 as a landing zone will not be different from those described for other landing zones and will not create significant new impacts to hydrology or water quality. 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 TP-1 as a landing zone will not create significant additional impacts to hydrology and water quality.</p>
Land Use and Planning	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>TP-1 is currently being used for construction; therefore, TP-1 was evaluated in the MND. The additional use of TP-1 as a landing zone will be temporary and will not convert the current land use. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of TP-1 as a landing zone will not create significant additional impacts to land use and planning.</p>
Mineral Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>TP-1 is not located within any known mineral resource areas. Therefore, the use of TP-1 as a landing zone will not result in any impacts to mineral resources.</p>
Noise	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>TP-1 is located along the tower segment of the project, approximately 1,000 feet from the nearest sensitive noise receptor, where construction activity will include helicopters and other noise generating equipment as described and analyzed in the MND.</p> <p>MND Mitigation Measure 3.11-3 states that in the event that nighttime (i.e., between seven p.m. and seven a.m.) construction activity is determined to be necessary within 500 feet of an occupied residential dwelling unit, a nighttime noise reduction plan shall be developed by PG&E and submitted to the CPUC for review and approval. TP-1 is located more than 500 feet from the nearest residence, school, or other sensitive noise receptor. Additionally, all helicopter landing activities within TP-1 are anticipated to occur during daylight hours. Therefore; a nighttime noise reduction plan would not be required for work at TP-1.</p>



Variance Request Form

PG&E Hollister 115 kV Power Line Reconducting Project

		<p>To address noise related impacts from helicopters, PG&E provided APM NOI-2, which includes notification to nearby residents regarding construction schedules and project contact information to facilitate noise complaints. PG&E has conducted notification to all property owners (for properties affected by the project) of planned construction activity, including helicopter work. As noted previously, there are no residents within 500 feet of TP-1 to notify; however, PG&E is in regular communication with the landowner of TP-1 (who is the nearest resident) regarding scheduled construction activities, including the use of the area as a landing zone. For noise complaints (and other concerns), all property owners have been given the contact information for the PG&E Right-of Way Agent during the notification process.</p> <p>Implementation of APM NOI-1 and NOI-2, as well as Mitigation Measures 3.11-1, 3.11-2 and 3.11-3 would ensure that potential noise impacts would be less than significant, and consistent with the MND.</p>
<p>Population and Housing</p>	<p><input type="checkbox"/> Y <input checked="" type="checkbox"/> N</p>	<p>The use of TP-1 as a landing zone 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 TP-1 as a landing zone will not create additional significant impacts to population and housing.</p>
<p>Public Services</p>	<p><input type="checkbox"/> Y <input checked="" type="checkbox"/> N</p>	<p>TP-1 is currently being used for construction. Use of TP-1 as a landing zone will not result in a substantial increase on the demand for public services because TP-1 will only be used temporarily during construction. 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. 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 TP-1 as a landing zone will not create additional significant impacts to public services.</p>
<p>Recreation</p>	<p><input type="checkbox"/> Y <input checked="" type="checkbox"/> N</p>	<p>TP-1 is an existing construction area that is currently being used for construction activities; therefore, recreational impacts from using this site were analyzed in the MND. In addition, helicopter use at TLZ-1, which is located approximately 2,000 feet north of TP-1, was also analyzed in the MND and, since TP-1 is located in the vicinity of TLZ-1, impacts to recreation are anticipated to be the same for helicopter use at TP-1. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of TP-1 as a landing zone will not create additional significant impacts to recreation.</p>
<p>Transportation and Traffic</p>	<p><input checked="" type="checkbox"/> Y <input type="checkbox"/> N</p>	<p>TP-1 is an existing construction area and is currently being used for construction. The use of TP-1 as a construction area was; therefore, evaluated in the MND. Use of TP-1 as a landing zone will not increase the amount of vehicle traffic to the area beyond what was analyzed for construction activities in the MND. In addition, use of TP-1 as a landing zone will not impact public transit, bicycle and pedestrian transportation, airports, or rail service because construction will occur within privately owned agricultural land. TP-1 is located more than seven miles north of the nearest airport, the Salinas Municipal Airport. The use of TP-1 as a landing zone will have similar impacts to other landing zones that were analyzed in the MND and will not increase helicopter use beyond the two helicopters operating up to 10 hours per day analyzed in the MND. Therefore, impacts to air traffic patterns from the use of TP-1 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,</p>



Variance Request Form
PG&E Hollister 115 kV Power Line Reconductoring Project

		and the use of TP-1 as a landing zone will not create additional significant impacts to transportation and traffic.
Utilities and Service Systems	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The use of the TP-1 as a landing zone will not result in any impacts to existing utilities or service systems.
Other Variance Conditions Attached: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Henkels & McCoy Field Foreman (if applicable)	James Panter			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Henkels & McCoy Env. Field Lead (if applicable)	Duke Sonderegger			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Environmental Compliance Supervisor	Kevin Kilpatrick			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Lead Environmental Inspector	Nick Fisher			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Biologist (if applicable)	Andrea Henke			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Archaeologist (if applicable)	Wendy Nettles			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Storm Water Program Manager (if applicable)	Hugo Jurado			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Environmental Compliance Lead	Andy Smith			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Manager (if applicable)	Rod Parame			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Landowner Approval (if needed)					
Landowner Name	Approval Signature	Date			
Janis L. Campbell & Pamco Investments, LLC	[PG&E: OBTAIN SIGNATURE FROM LANDOWNER]	[PG&E: PROVIDE DATE OF SIGNATURE]			
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		Not Applicable (N/A)		<input type="checkbox"/> Yes	<input type="checkbox"/> No
CDFG		N/A		<input type="checkbox"/> Yes	<input type="checkbox"/> No
USACE		N/A		<input type="checkbox"/> Yes	<input type="checkbox"/> No
RWQCB		N/A		<input type="checkbox"/> Yes	<input type="checkbox"/> No



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CPUC and CPUC CONSULTANT SECTION		
Variance Approved: <input type="checkbox"/> Yes <input type="checkbox"/> No		
AFFECTED RESOURCE(s) and APPLICABLE MITIGATION MEASURES		
<input type="checkbox"/> Air Quality:	<input type="checkbox"/> Soils:	<input type="checkbox"/> Noise:
<input type="checkbox"/> Hazards and Hazardous Materials:	<input type="checkbox"/> Transportation and Traffic:	
Other Variance Conditions Attached: <input type="checkbox"/> Yes <input type="checkbox"/> No		
REQUIRED APPROVAL SIGNATURES		
Consultant Environmental Monitor:		(Note: signature signifies review only)
Consultant Project Manager: _____		<input type="checkbox"/> Level 1 Verbal Approval
CPUC Project Manager:		<input type="checkbox"/> Level 1 Verbal Approval
<i>Level 1 variances require only verbal approval from CPUC Project Manager and Consultant Project Manager. Level 2 variances require signatures.</i>		

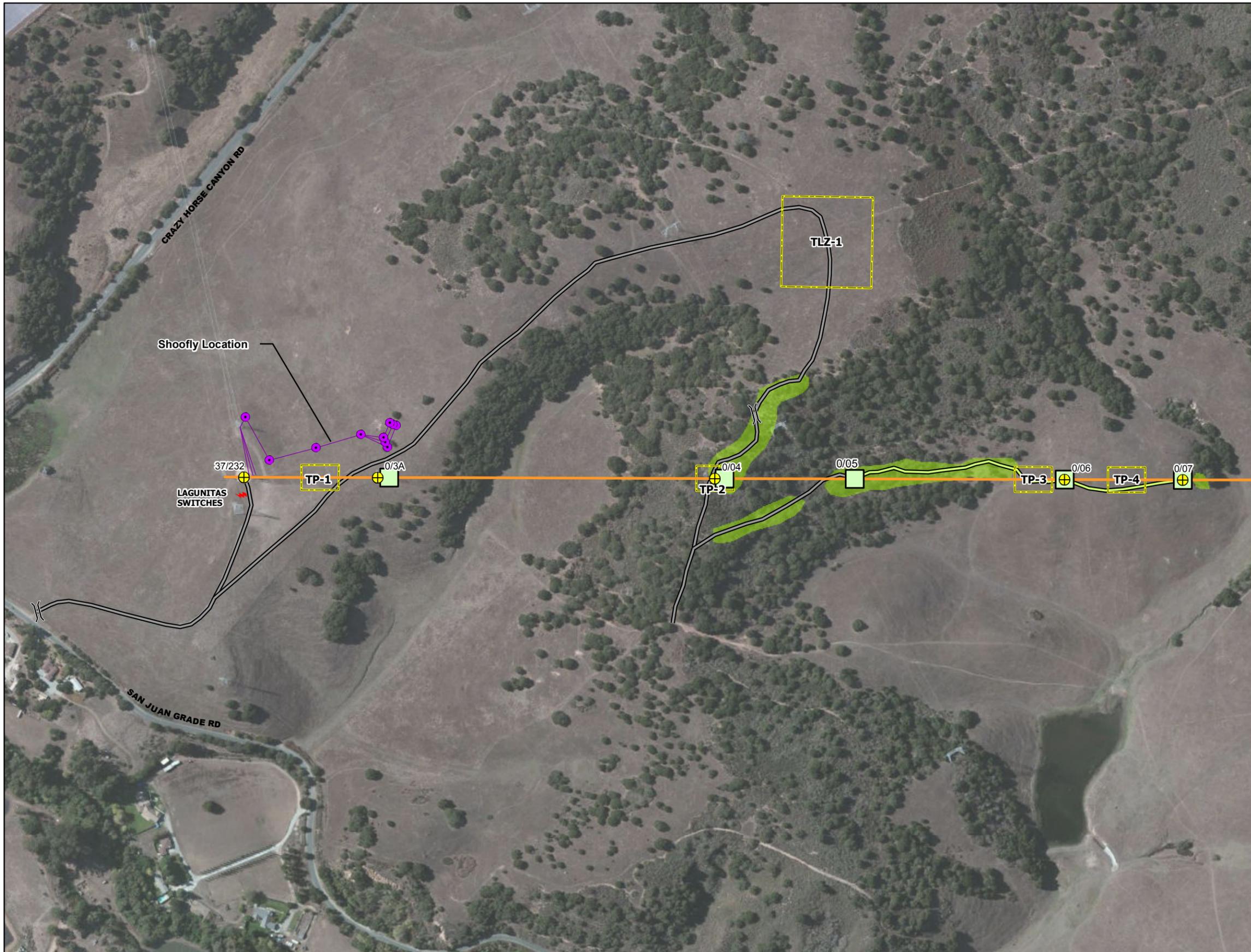


Variance Request Form
PG&E Hollister 115 kV Power Line Reconductoring Project

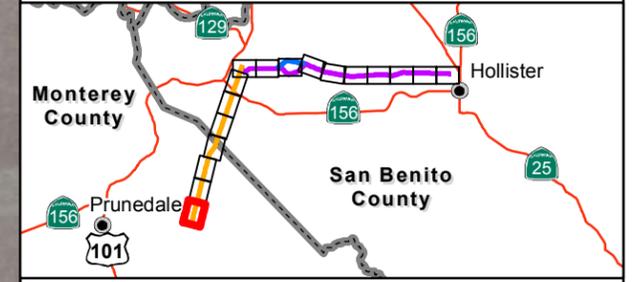
VARIANCE CONDITIONS

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

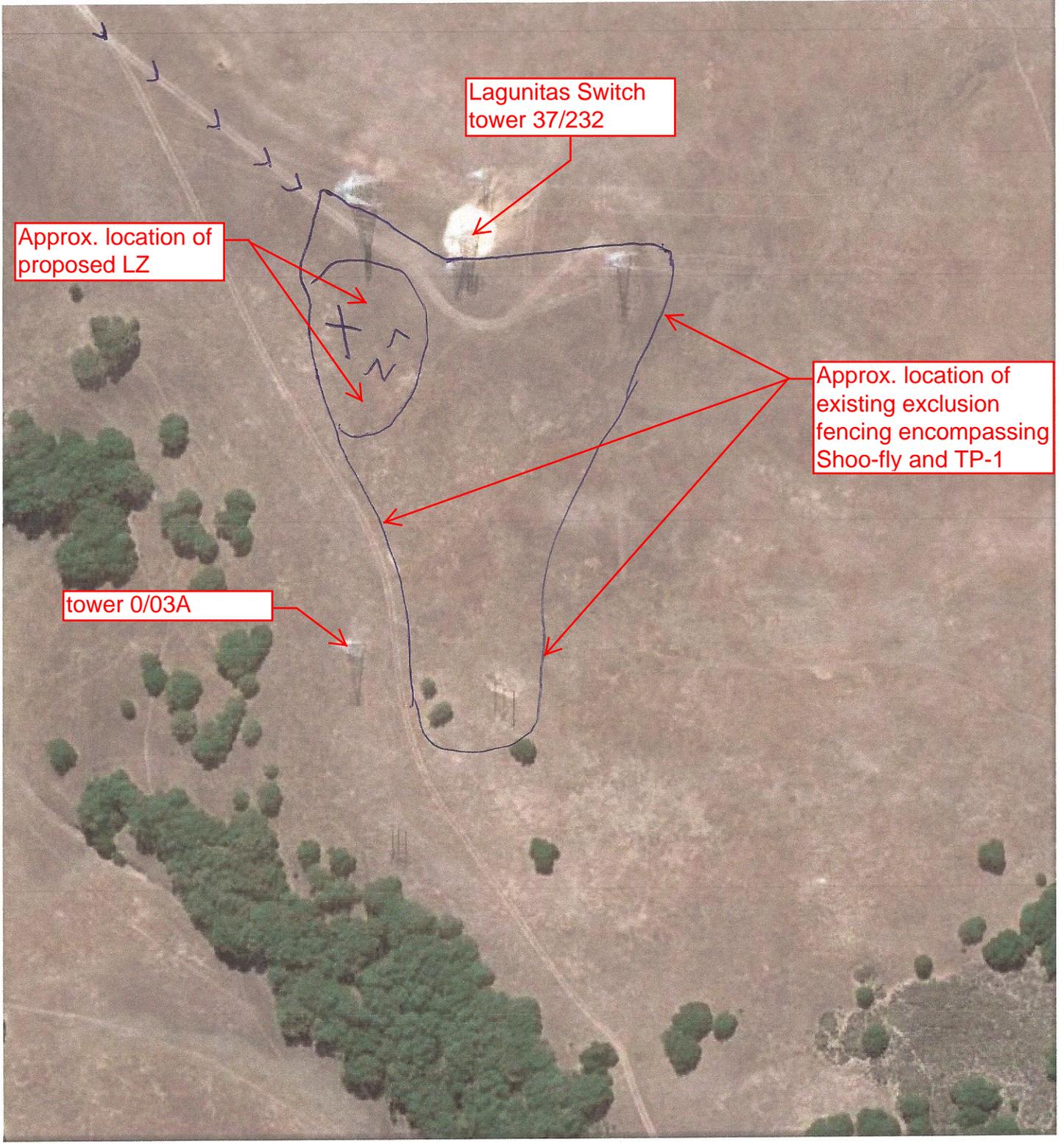
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- Hollister Tower Segment
 - Shoofly
 - ⊕ Existing Tower Location
 - New Tower Location
 - ⚡ Switch
 - Existing Road
 - Overland Travel Route
 - Construction Areas
 - Tree Removal and Trimming
- TP - Tower Pull Site
TLZ - Tower Landing Zone and Lay Down



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.



James Panter

From: Smith, Andy [AJS4@pge.com]
Sent: Wednesday, January 18, 2012 2:46 PM
To: Craig Smith; James Panter
Cc: Paramo, Rod D.; Kevin Kilpatrick; 'NFisher@insignaenv.com'; Lauren Brudney; Henke, Andrea L.; Walls, Bobby
Subject: Hollister - Landing Zone at Lagunitas Area