



## Variance Request Form

### PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 21

#### CONTRACTOR SECTION

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

Photos?  Yes  No

Landowners:

Breen Ranch, LLC & Others (APNs: 013-120-006-0 and 018-060-006-0), Breen Elizabeth H and Patrick T (APN: 018-060-006-0), and Brookhollow Ranch L.P. (APNs: 018-050-003, 018-050-004-0, 018-050-005-0, and 018-060-007-0) currently encumbered by easements to access, maintain, and operate the power line.

Attachments?  Yes  No

- Attachment A: Variance 21 Maps

Current Land Use: Agriculture Rangeland; Dry-farmed grain

#### Permit Measure or Specification:

- California Public Utilities Commission (CPUC) Mitigated Negative Declaration (MND) Project Description
  - Deviation from the project description to allow use of additional overland access roads not included in the MND and to combine pole pull site (PP)-7, PP-8, pole landing zone (PLZ)-3, and two pole work areas into one work area, to be known as PP-7A.

#### Detailed Description of Variance:

As construction has progressed, it has become apparent to PG&E and its contractors that the overland travel routes originally identified in the MND do not adequately illustrate all of the routes that are necessary to construct the project. PG&E is requesting authorization from the CPUC to allow use of additional overland access roads.

Table 1: Access Roads, provides a summary of the miles of access roads from the MND and previously approved variances, the net increase in miles of access roads from this variance, and the total if this variance request is approved. Attachment A: Variance 21 Maps depicts the locations of these routes.

**Table 1: Access Roads**

Type of Access	MND and Previously Approved Variances (miles)	Variance Request #21 (miles)	Total (miles)
Existing Road	18.19	0.07	18.26
Existing Road – Needs Improvement	1.79	0.00	1.79
New Road	0.32	0.00	0.32
Overland Travel Route	7.36	0.10	7.46
All-Terrain Vehicles (ATV) Overland Access Route	0.00	1.20	1.20
<b>Total</b>	<b>27.66</b>	<b>1.37</b>	<b>29.03</b>

PG&E has combined PP-7, PP-8, and PLZ-3 into one work area centered around Pole 16/01 to reduce the amount of exclusion fencing required, reduce the total amount of disturbance, and avoid the need for additional overland access routes. Table 2: Proposed PP-7A Area of Disturbance indicates that this modification *reduces* the area of disturbance by approximately 3.8 acres and allows construction crews to access Pole 16/02 and the former PLZ-3 without creating additional overland travel routes. Approval of this variance would formalize this modification.



## Variance Request Form

### PG&E Hollister 115 kV Power Line Reconductoring Project

**Table 2: Proposed PP-7A Area of Disturbance**

Work Area	Approved Area (acres)	Variance 21 Proposed Area (acres)
PP-7	0.33	0.0
PP-8	0.33	0.0
PLZ-3	4.98 <sup>1</sup>	0.0
Pole 16/01	0.18	0.0
Pole 16/02	0.18	0.0
PP-7A	Not applicable	2.21
<b>Total</b>	<b>6.0</b>	<b>2.21</b>

1. The project MND evaluated an approximately 4.98 acre PLZ-3. During the CDFG Incidental Take Permit process, PLZ-3 was reduced to approximately 2.0 acres. A PLZ-3 of approximately 2.0 acres is shown on the project maps.

#### Variance Justification:

PG&E is requesting this variance for three reasons:

- 1) Additional overland travel routes not included in the MND or previous variances, but that are necessary to access project work areas have been added to the maps.
- 2) Additional ATV overland travel routes not included in the MND or previous variances, but that are necessary for ATV access beneath the power line to keep the sock line off the ground during stringing, have been added to the maps.
- 3) Combining the two pole work areas, two pull sites and a landing zone reduces the total area of disturbance, the length of exclusion fencing and associated maintenance required, and the amount of overland travel required for the project.

It is infeasible to construct the project using only the existing roads and overland travel routes shown in the MND and included in previous variances; therefore, the additional routes have been identified in Attachment A: Variance 21 Maps. Combining the five work areas into one reduces the project's area of disturbance and makes construction more feasible because the approved project does not include access roads to PLZ-3 or Pole 16/02.

As described in the resource evaluation section below, potential impacts associated with this variance are consistent with those evaluated during the CEQA review and will not result in any new significant impacts that were not previously identified. Environmental protection measures will be implemented as described in the MND and other project permits.



## Variance Request Form

### PG&E Hollister 115 kV Power Line Reconductoring Project

<b>PG&amp;E ENVIRONMENTAL SECTION</b>		
<b>RESOURCE EVALUATION</b>		
<p>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.</p>		
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><i>No Change.</i> No new sources of light or glare will be introduced to the area from use of additional routes. Use of these routes and PP-7A will not increase traffic beyond the 200 construction-related vehicle trips per day analyzed in the MND. The use of these routes will not substantially degrade the quality of the site and its surroundings because views of the construction vehicles will be of short duration and construction is relatively short term. 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 additional routes and PP-7A will not create significant additional impacts to aesthetics.</p>
Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The additional routes and PP-7A will not be located in Important Farmland, but will be located in grazing land. PP-7A will result in less temporary conversion of grazing land than what was evaluated in the MND. The routes will not significantly impact agricultural activities because their use is relatively short term and will not convert agricultural land to non-agricultural use. Use of these routes will not result in impacts to forestry resources because it will not require additional tree trimming or removal. Use of these roads will not conflict with Williamson Act contracts or existing zoning because it will not result in any changes to existing land uses. 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 additional routes and PP-7A will not create significant additional impacts to agriculture or forestry resources.</p>
Air Quality and Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The use of additional routes and PP-7A will not increase traffic beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, the use of these routes and PP-7A will not substantially increase the amount or use of heavy equipment on the project and, therefore, will not increase emissions or fugitive dust, beyond what was analyzed in the MND. Neither the additional routes nor PP-7A will be closer to residences or sensitive receptors; 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. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional routes and PP-7A will not create significant additional impacts to air quality or greenhouse gas emissions.</p>



## Variance Request Form

### PG&E Hollister 115 kV Power Line Reconducting Project

Biological Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The MND evaluated the project areas and a 500-foot buffer for special status wildlife species. The additional routes and PP-7A are located within the 500-foot survey buffer and were, therefore, evaluated in the MND. Further, PP-7A is approximately 3.8 acres smaller than the total area of disturbance evaluated in the MND for the five work areas to be replaced. Applicant-Proposed Measures (APMs) and mitigation measures in the MND require pre-construction wildlife surveys for burrowing owl, American badger, and San Joaquin kit fox to be conducted within 30 days prior to use of these access roads and PP-7A. Pre-construction surveys were conducted in these areas in May 2012. A report describing the survey results has been submitted to the CPUC. If any special-status species or nesting birds are observed, the appropriate and required measures, including construction buffers will be implemented as described in the MND and project permits. The use of additional routes and PP-7A will not require any additional tree trimming or removal. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts to biological resources associated with this variance are consistent with those evaluated in the MND, and the use of additional routes will not create significant additional impacts to biological resources.</p>
Cultural Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> PG&amp;E prepared a Historic Properties Inventory Report, which included an evaluation of cultural resources in the project area and a 500-foot buffer. The additional routes and PP-7A are located within the 500-foot survey buffer and were, therefore, included in the evaluation. A portion of the access roads and PP-7A are in an area of high archaeological sensitivity. The proposed new routes do not require ground disturbance. A cultural resource monitor was onsite during excavation of an exclusion fence at PP-7A. Other environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts to cultural resources associated with this variance are consistent with those evaluated in the MND, and the use of additional routes and PP-7A will not create significant additional impacts to cultural resources.</p>
Geology, Soils, and Seismicity	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The additional routes and PP-7A were included in the evaluation of geology, soils, and seismicity in the project area, and will not result in new geology, soils, or seismicity impacts. 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 additional routes and PP-7A 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><i>No Change.</i> The use of additional routes and PP-7A will not create new significant hazards or require new hazardous materials because construction activities will not change. 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 additional routes will not create significant additional impacts from hazards or hazardous materials.</p>
Hydrology and Water Quality	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The use of additional routes and PP-7A will not result in new significant impacts to hydrology and water quality. The additional routes will not require improvements. Potential impacts are consistent with those evaluated in the MND, and the use of additional routes and PP-7A will not create significant additional impacts to hydrology or water quality.</p>
Land Use and Planning	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The use of additional routes and PP-7A will not result in new significant impacts to land use because the current land use will not be converted and the use of these areas will be temporary. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of</p>



## Variance Request Form

### PG&E Hollister 115 kV Power Line Reconducting Project

		additional routes and PP-7A will not create significant additional impacts to land use or planning.
Mineral Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The additional routes and PP-7A are not located on any known mineral resources. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional routes and PP-7A will not create additional significant impacts to mineral resources.
Noise	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of additional routes and PP-7A will not result in new significant impacts from noise because these routes will not be located closer to residences or sensitive receptors. The use of these routes will not increase traffic beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, impacts to noise as a result of construction vehicles and equipment were analyzed in the MND, and use of additional routes will have the same impacts. 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 additional routes and PP-7A will not create additional significant impacts from noise.
Population and Housing	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The additional routes and PP-7A will not be closer to residences than those described in the MND and use of these routes 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 additional routes and PP-7A will not create additional significant impacts to population or housing.
Public Services	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The use of additional routes and PP-7A will not result in any impacts on public services because use of these routes will be of relatively short duration. 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 additional routes and the PP-7A will not create additional significant impacts to public services.
Recreation	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> Impacts to recreational resources will not increase substantially beyond those identified in the MND because use of the additional routes and PP-7A will be of relatively short duration. The use of these routes will not increase local population or housing and, therefore, will not increase demand for recreational 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 additional routes and PP-7A will not create additional significant impacts to recreation.
Transportation and Traffic	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of additional routes and PP-7A will not result in new significant impacts to transportation or traffic because use of these routes will be of relatively short duration and the routes are not public thoroughfares. In the MND, it was estimated that construction will generate over 200 vehicle trips per day within the project area. The use of additional routes will not increase traffic beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, these routes are not public thoroughfares and, therefore, will not impact public transit, bicycle and pedestrian transportation, airports, or rail service. 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



## Variance Request Form

### PG&E Hollister 115 kV Power Line Reconductoring Project

		additional routes and PP-7A will not create additional significant impacts to transportation or traffic.
Utilities and Service Systems	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of additional routes and PP-7A will not result in new significant impacts to existing utilities or service systems because use of these routes will be of relatively short duration and construction activities will not change. 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 additional routes and PP-7A will not create additional significant impacts to utility 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)	
Project Manager	Keith Miller	KM	6/18	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Lead Environmental Inspector	Nick Fisher	NF	6/18	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Biologist (if applicable)	Andrea Henke	AH	6/18	<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)	Lavender Lee			<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Environmental Compliance Lead	Andy Smith	AS	6/18	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Manager (if applicable)	Art de la Rocha	AR	6/18	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Landowner Approval (if needed)					
Landowner Name	Approval Signature	Date			
NA	NA	NA			
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		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
CDFG		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
USACE		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
RWQCB		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> 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**

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Aesthetics:                      | <input type="checkbox"/> Agriculture and Forestry Resources: | <input type="checkbox"/> Air Quality and Greenhouse Gas Emissions: |
| <input type="checkbox"/> Biological Resources:            | <input type="checkbox"/> Cultural Resources:                 | <input type="checkbox"/> Geology, Soils, and Seismicity:           |
| <input type="checkbox"/> Hazards and Hazardous Materials: | <input type="checkbox"/> Hydrology and Water Quality:        | <input type="checkbox"/> Land Use and Planning:                    |
| <input type="checkbox"/> Mineral Resources:               | <input type="checkbox"/> Noise:                              | <input type="checkbox"/> Population and Housing:                   |
| <input type="checkbox"/> Public Services:                 | <input type="checkbox"/> Recreation:                         | <input type="checkbox"/> Transportation and Traffic:               |
| <input type="checkbox"/> Utilities and Service Systems:   |  |  |

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:**

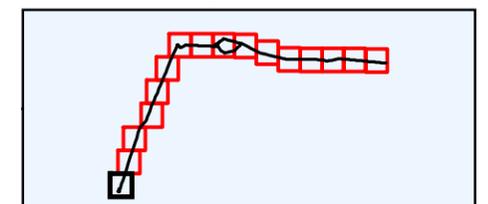
**Conditions:**

**ATTACHMENT A**

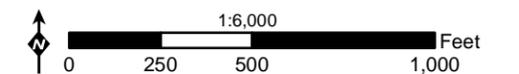
**Hollister 115 kV Power Line Reconducting Project**

-  LDS Location
  -  TSP Location
  -  Proposed Realignment, Install LDS Pole
  -  Proposed Realignment, Install TSP Pole
  -  New Tower
  -  Existing Tower
  -  Existing Pole
  -  Existing Pole to be Removed
  -  Existing Pole to be Topped
  -  Existing Crane Pad
  -  Existing Substation
  -  Existing Switch
  -  Construction Area
  -  Culvert Installation
  -  Proposed Gate
  -  Tree Removal and Trimming
  -  Proposed Construction Area (Variance 21)
- Approved Road**
-  Overland Travel Route
  -  New Road
  -  Existing Road
  -  Existing Road - Needs Improvement
- Variance 21 Proposed Road**
-  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route

**Map 1 of 16**



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

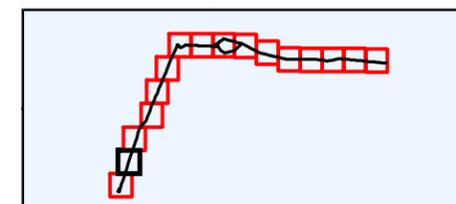


# ATTACHMENT A

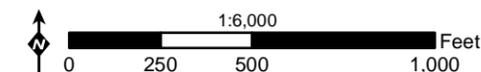
## Hollister 115 kV Power Line Reconducting Project

-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Existing Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Tree Removal and Trimming
-  Proposed Construction Area (Variance 21)
- Approved Road**
  -  Overland Travel Route
  -  New Road
  -  Existing Road
  -  Existing Road - Needs Improvement
- Variance 21 Proposed Road**
  -  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route

Map 2 of 16



Privileged and Confidential  
Attorney Work Product



Source: Insignia 2012; PG&E 2012

Z:\Project\PG&E\_Hollister\MXD\Attachment\_A\_Variations\_21\_Access\_Road.mxd 6/20/2012

Z:\Projects\PG&E\_Hollister\MXD\Attachments\A\_Variations\_21\_Access\_Roads.mxd 6/20/2012

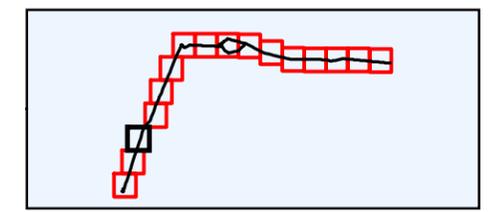
# ATTACHMENT A

## Hollister 115 kV Power Line Reconducting Project

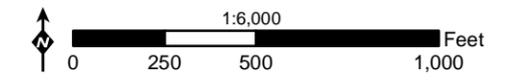
- LDS Location
  - TSP Location
  - Proposed Realignment, Install LDS Pole
  - Proposed Realignment, Install TSP Pole
  - New Tower
  - Existing Tower
  - Existing Pole
  - Existing Pole to be Removed
  - Existing Pole to be Topped
  - Existing Crane Pad
  - Existing Substation
  - Existing Switch
  - Construction Area
  - Culvert Installation
  - Proposed Gate
  - Tree Removal and Trimming
  - Proposed Construction Area (Variance 21)
- Approved Road**
- Overland Travel Route
  - New Road
  - Existing Road
  - Existing Road - Needs Improvement
- Variance 21 Proposed Road**
- ATV Overland Access Route
  - Existing Road
  - Overland Travel Route



Map 3 of 16



Privileged and Confidential  
Attorney Work Product



Source: Insignia 2012; PG&E 2012

Z:\Project\PG&E\_Hollister\MXD\Attachment\_A\_Variations\_21\_Access\_Road.mxd 6/20/2012

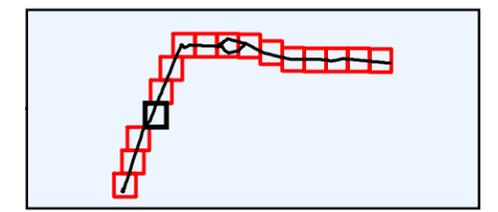
# ATTACHMENT A

## Hollister 115 kV Power Line Reconductoring Project

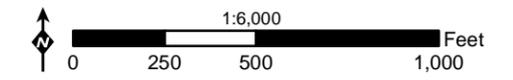
- LDS Location
  - TSP Location
  - Proposed Realignment, Install LDS Pole
  - Proposed Realignment, Install TSP Pole
  - New Tower
  - Existing Tower
  - Existing Pole
  - Existing Pole to be Removed
  - Existing Pole to be Topped
  - Existing Crane Pad
  - Existing Substation
  - Existing Switch
  - Construction Area
  - Culvert Installation
  - Proposed Gate
  - Tree Removal and Trimming
  - Proposed Construction Area (Variance 21)
- Approved Road**
- Overland Travel Route
  - New Road
  - Existing Road
  - Existing Road - Needs Improvement
- Variance 21 Proposed Road**
- ATV Overland Access Route
  - Existing Road
  - Overland Travel Route



Map 4 of 16



Privileged and Confidential  
Attorney Work Product



Source: Insignia 2012; PG&E 2012

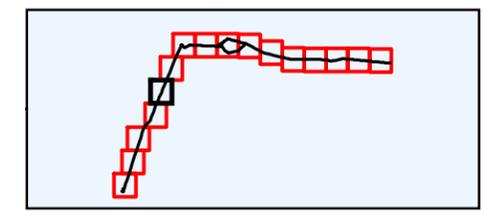


**ATTACHMENT A**

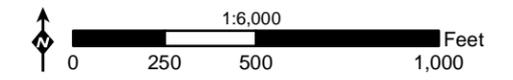
**Hollister 115 kV Power Line Reconducting Project**

- LDS Location
  - TSP Location
  - Proposed Realignment, Install LDS Pole
  - Proposed Realignment, Install TSP Pole
  - New Tower
  - + Existing Tower
  - ⊕ Existing Pole
  - ⊗ Existing Pole to be Removed
  - Existing Pole to be Topped
  - Existing Crane Pad
  - Existing Substation
  - Existing Switch
  - Construction Area
  - Culvert Installation
  - Proposed Gate
  - Tree Removal and Trimming
  - Proposed Construction Area (Variance 21)
- Approved Road**
- Overland Travel Route
  - New Road
  - Existing Road
  - Existing Road - Needs Improvement
- Variance 21 Proposed Road**
- ATV Overland Access Route
  - Existing Road
  - Overland Travel Route

**Map 5 of 16**

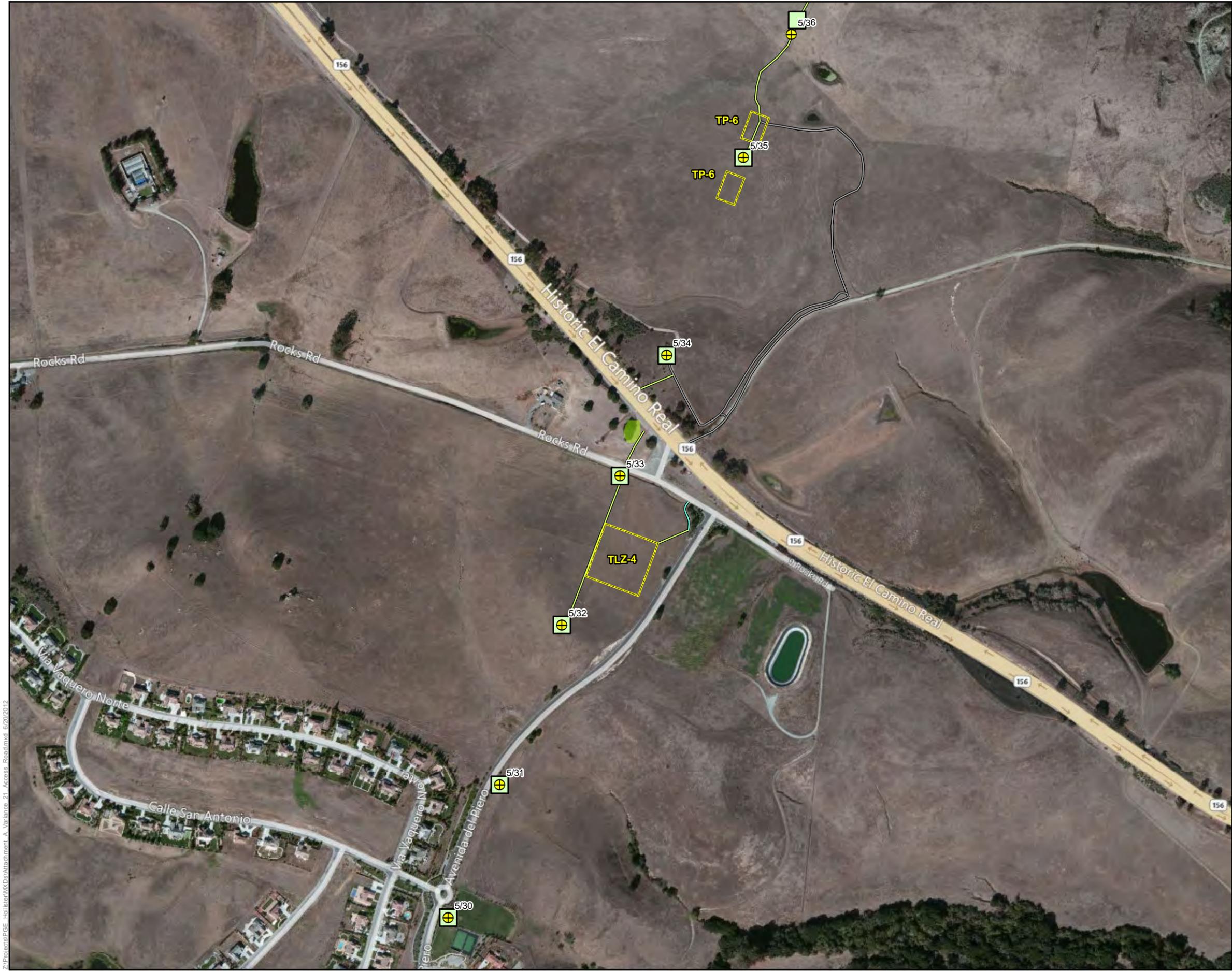


**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

Z:\Project\PG&E\_Hollister\KX\Docs\Attachment\_A\_Variations\_21\_Access\_Road.mxd 6/20/2012

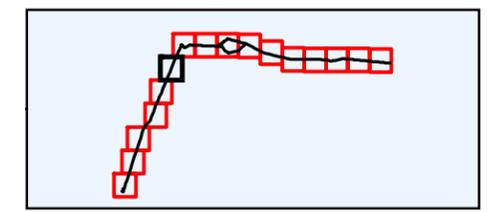


**ATTACHMENT A**

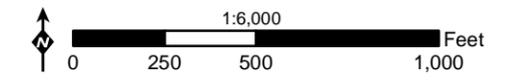
**Hollister 115 kV Power Line Reconducting Project**

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Existing Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming
- Proposed Construction Area (Variance 21)
- Approved Road**
- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement
- Variance 21 Proposed Road**
- ATV Overland Access Route
- Existing Road
- Overland Travel Route

**Map 6 of 16**

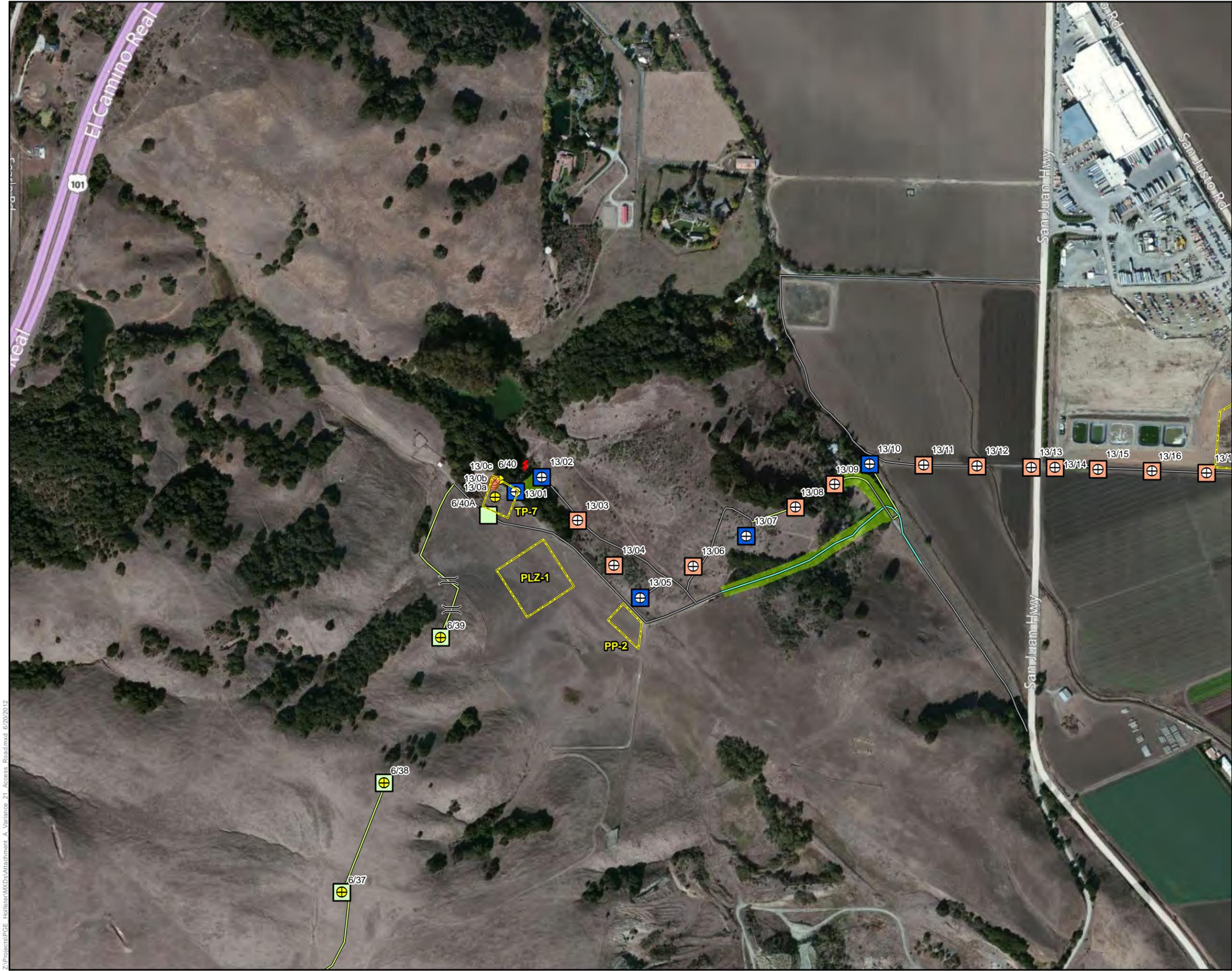


**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

Z:\Project\PG&E\_Hollister\MXDs\Attachment A Variance 21 - Access Road.mxd 6/20/2012

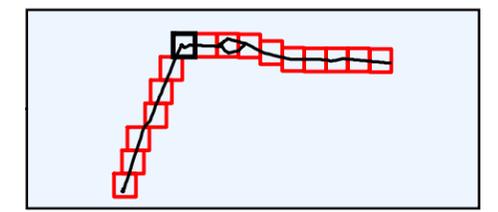


**ATTACHMENT A**

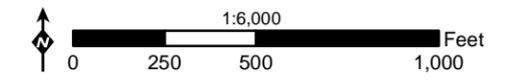
**Hollister 115 kV Power Line Reconducting Project**

- LDS Location
  - TSP Location
  - Proposed Realignment, Install LDS Pole
  - Proposed Realignment, Install TSP Pole
  - New Tower
  - Existing Tower
  - Existing Pole
  - Existing Pole to be Removed
  - Existing Pole to be Topped
  - Existing Crane Pad
  - Existing Substation
  - Existing Switch
  - Construction Area
  - Culvert Installation
  - Proposed Gate
  - Tree Removal and Trimming
  - Proposed Construction Area (Variance 21)
- Approved Road**
- Overland Travel Route
  - New Road
  - Existing Road
  - Existing Road - Needs Improvement
- Variance 21 Proposed Road**
- ATV Overland Access Route
  - Existing Road
  - Overland Travel Route

Map 7 of 16



Privileged and Confidential  
Attorney Work Product



Source: Insignia 2012; PG&E 2012

Z:\Project\PG&E\_Hollister\MXD\Attachment\_A\_Variations\_21\_Access\_Road.mxd 6/20/2012

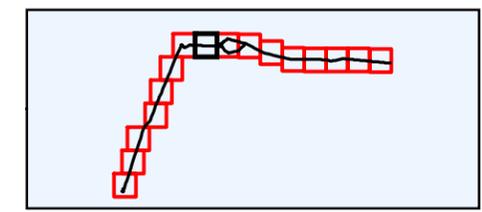
# ATTACHMENT A

## Hollister 115 kV Power Line Reconducting Project

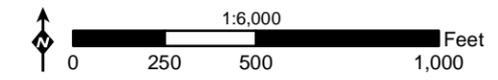
- LDS Location
  - TSP Location
  - Proposed Realignment, Install LDS Pole
  - Proposed Realignment, Install TSP Pole
  - New Tower
  - Existing Tower
  - Existing Pole
  - Existing Pole to be Removed
  - Existing Pole to be Topped
  - Existing Crane Pad
  - Existing Substation
  - Existing Switch
  - Construction Area
  - Culvert Installation
  - Proposed Gate
  - Tree Removal and Trimming
  - Proposed Construction Area (Variance 21)
- 
- Approved Road**
- Overland Travel Route
  - New Road
  - Existing Road
  - Existing Road - Needs Improvement
- Variance 21 Proposed Road**
- ATV Overland Access Route
  - Existing Road
  - Overland Travel Route



Map 8 of 16



Privileged and Confidential  
Attorney Work Product



Source: Insignia 2012; PG&E 2012

Z:\Project\PG&E\_Hollister\MXD\Attachment\_A\_Variations\_21\_Access\_Road.mxd 6/20/2012

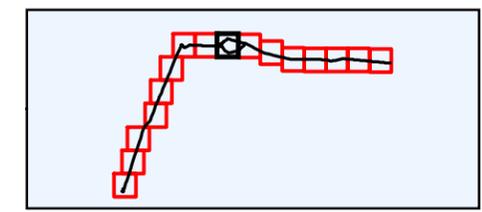
**ATTACHMENT A**

**Hollister 115 kV Power Line Reconducting Project**

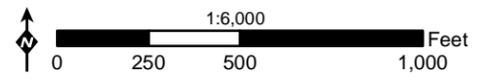


- LDS Location
  - TSP Location
  - Proposed Realignment, Install LDS Pole
  - Proposed Realignment, Install TSP Pole
  - New Tower
  - Existing Tower
  - Existing Pole
  - Existing Pole to be Removed
  - Existing Pole to be Topped
  - Existing Crane Pad
  - Existing Substation
  - Existing Switch
  - Construction Area
  - Culvert Installation
  - Proposed Gate
  - Tree Removal and Trimming
  - Proposed Construction Area (Variance 21)
- Approved Road**
- Overland Travel Route
  - New Road
  - Existing Road
  - Existing Road - Needs Improvement
- Variance 21 Proposed Road**
- ATV Overland Access Route
  - Existing Road
  - Overland Travel Route

**Map 9 of 16**



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

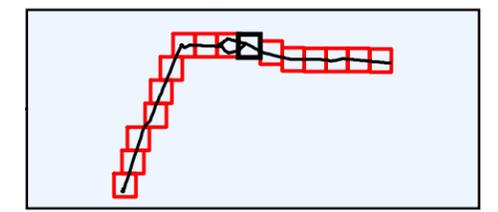
Z:\Project\PG&E\_Hollister\GIS\Attachments\A\_Variations\_21\_Access\_Roads.mxd 6/20/2012

**ATTACHMENT A**

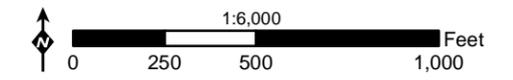
**Hollister 115 kV Power Line  
Reconducting Project**



**Map 10 of 16**



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

Z:\Project\PG&E\_Hollister\MXD\Attachment\_A\_Variations\_21\_Access\_Road.mxd 6/20/2012

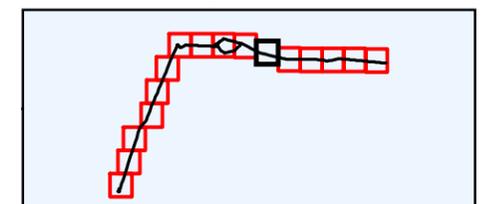
**ATTACHMENT A**

**Hollister 115 kV Power Line  
Reconducting Project**

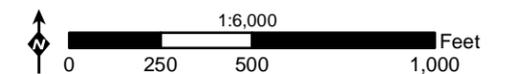
-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Existing Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Tree Removal and Trimming
-  Proposed Construction Area (Variance 21)
- Approved Road**
  -  Overland Travel Route
  -  New Road
  -  Existing Road
  -  Existing Road - Needs Improvement
- Variance 21 Proposed Road**
  -  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route



**Map 11 of 16**



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

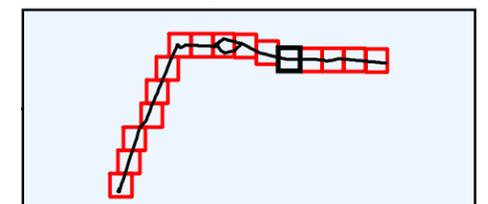
**ATTACHMENT A**

**Hollister 115 kV Power Line Reconducting Project**

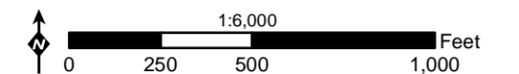
-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Existing Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Tree Removal and Trimming
-  Proposed Construction Area (Variance 21)
- Approved Road**
  -  Overland Travel Route
  -  New Road
  -  Existing Road
  -  Existing Road - Needs Improvement
- Variance 21 Proposed Road**
  -  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route



**Map 12 of 16**



**Privileged and Confidential  
Attorney Work Product**



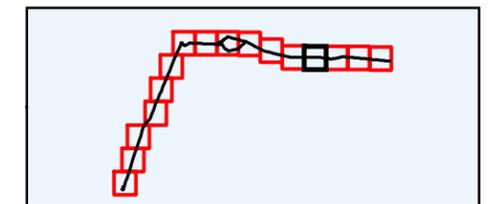
Source: Insignia 2012; PG&E 2012

**ATTACHMENT A**

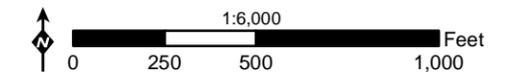
**Hollister 115 kV Power Line  
Reconducting Project**



**Map 13 of 16**



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

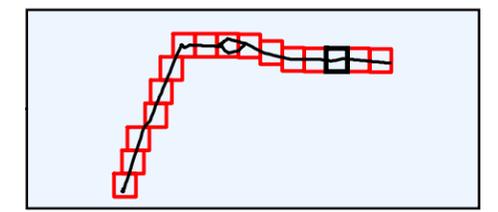
**ATTACHMENT A**

**Hollister 115 kV Power Line Reconducting Project**

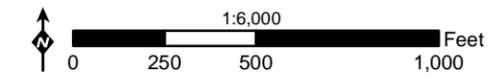


- LDS Location
  - TSP Location
  - Proposed Realignment, Install LDS Pole
  - Proposed Realignment, Install TSP Pole
  - New Tower
  - Existing Tower
  - Existing Pole
  - Existing Pole to be Removed
  - Existing Pole to be Topped
  - Existing Crane Pad
  - Existing Substation
  - Existing Switch
  - Construction Area
  - Culvert Installation
  - Proposed Gate
  - Tree Removal and Trimming
  - Proposed Construction Area (Variance 21)
- Approved Road**
- Overland Travel Route
  - New Road
  - Existing Road
  - Existing Road - Needs Improvement
- Variance 21 Proposed Road**
- ATV Overland Access Route
  - Existing Road
  - Overland Travel Route

**Map 14 of 16**



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

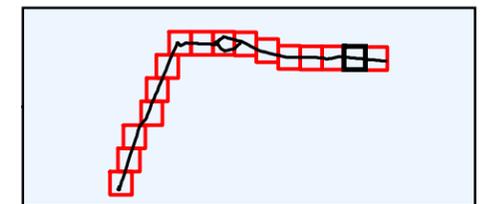
Z:\Project\PG&E\_Hollister\GIS\Attachments\_A\_Variations\_21\_Access\_Roads.mxd 6/20/2012

**ATTACHMENT A**

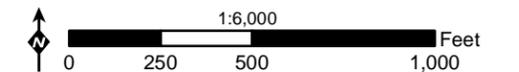
**Hollister 115 kV Power Line  
Reconducting Project**

-  LDS Location
  -  TSP Location
  -  Proposed Realignment, Install LDS Pole
  -  Proposed Realignment, Install TSP Pole
  -  New Tower
  -  Existing Tower
  -  Existing Pole
  -  Existing Pole to be Removed
  -  Existing Pole to be Topped
  -  Existing Crane Pad
  -  Existing Substation
  -  Existing Switch
  -  Construction Area
  -  Culvert Installation
  -  Proposed Gate
  -  Tree Removal and Trimming
  -  Proposed Construction Area (Variance 21)
- Approved Road**
-  Overland Travel Route
  -  New Road
  -  Existing Road
  -  Existing Road - Needs Improvement
- Variance 21 Proposed Road**
-  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route

**Map 15 of 16**



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012



Z:\Projects\PG&E\_Hollister\MXDs\Attachment\_A\_Variations\_21\_Access\_Road.mxd 6/20/2012

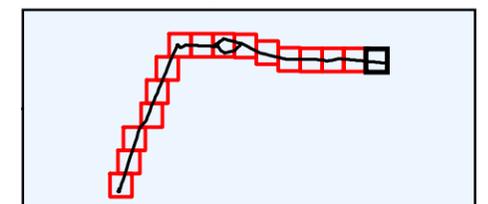
# ATTACHMENT A

## Hollister 115 kV Power Line Reconducting Project

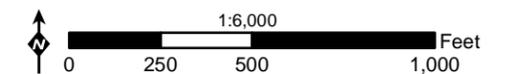
-  LDS Location
  -  TSP Location
  -  Proposed Realignment, Install LDS Pole
  -  Proposed Realignment, Install TSP Pole
  -  New Tower
  -  Existing Tower
  -  Existing Pole
  -  Existing Pole to be Removed
  -  Existing Pole to be Topped
  -  Existing Crane Pad
  -  Existing Substation
  -  Existing Switch
  -  Construction Area
  -  Culvert Installation
  -  Proposed Gate
  -  Tree Removal and Trimming
  -  Proposed Construction Area (Variance 21)
- Approved Road**
-  Overland Travel Route
  -  New Road
  -  Existing Road
  -  Existing Road - Needs Improvement
- Variance 21 Proposed Road**
-  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route



Map 16 of 16



Privileged and Confidential  
Attorney Work Product



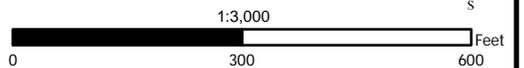
Source: Insignia 2012; PG&E 2012



**PP-7A Detail Map**

**Hollister 115 kV Power Line Reconductoring Project**

-  Existing Pole
-  Existing Pole to be Removed
-  LDS Location
-  TSP Location
-  Proposed Gate
-  Construction Area
-  Proposed Construction Area (Variance 21)
-  Existing Road
-  Overland Travel Route
-  Proposed ATV Overland Access Route (Variance 21)
-  Proposed Existing Road (Variance 21)
-  Proposed Overland Travel Route (Variance 21)



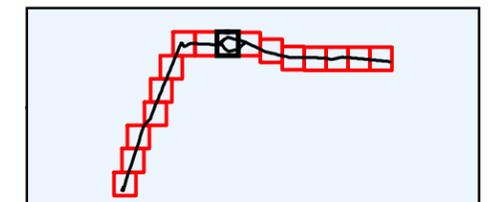
# VARIANCE 21: PROPOSED ROADS MAP

## Hollister 115 kV Power Line Reconducting Project

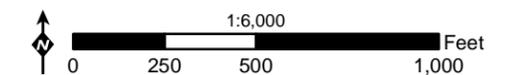
-  LDS Location
  -  TSP Location
  -  Proposed Realignment, Install LDS Pole
  -  Proposed Realignment, Install TSP Pole
  -  New Tower
  -  Existing Tower
  -  Existing Pole
  -  Existing Pole to be Removed
  -  Existing Pole to be Topped
  -  Existing Crane Pad
  -  Existing Substation
  -  Existing Switch
  -  Construction Area
  -  Culvert Installation
  -  Proposed Gate
  -  Tree Removal and Trimming
  -  Proposed Construction Area (Variance 21)
- Variance 21 Proposed Road**
-  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route



Map 9 of 16



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

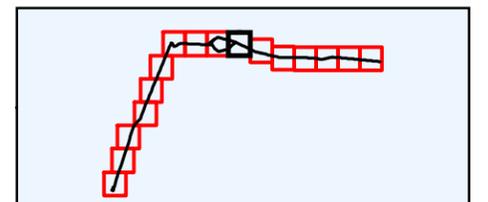
# VARIANCE 21: PROPOSED ROADS MAP

## Hollister 115 kV Power Line Reconducting Project

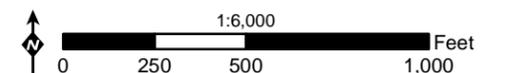
-  LDS Location
  -  TSP Location
  -  Proposed Realignment, Install LDS Pole
  -  Proposed Realignment, Install TSP Pole
  -  New Tower
  -  Existing Tower
  -  Existing Pole
  -  Existing Pole to be Removed
  -  Existing Pole to be Topped
  -  Existing Crane Pad
  -  Existing Substation
  -  Existing Switch
  -  Construction Area
  -  Culvert Installation
  -  Proposed Gate
  -  Tree Removal and Trimming
  -  Proposed Construction Area (Variance 21)
- Variance 21 Proposed Road**
-  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route



Map 10 of 16



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

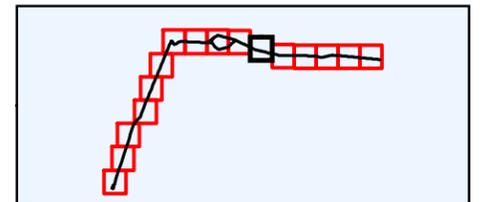
**VARIANCE 21:  
PROPOSED ROADS MAP**

**Hollister 115 kV Power Line  
Reconducting Project**

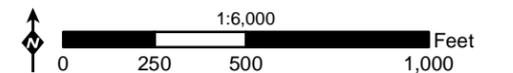
-  LDS Location
  -  TSP Location
  -  Proposed Realignment, Install LDS Pole
  -  Proposed Realignment, Install TSP Pole
  -  New Tower
  -  Existing Tower
  -  Existing Pole
  -  Existing Pole to be Removed
  -  Existing Pole to be Topped
  -  Existing Crane Pad
  -  Existing Substation
  -  Existing Switch
  -  Construction Area
  -  Culvert Installation
  -  Proposed Gate
  -  Tree Removal and Trimming
  -  Proposed Construction Area (Variance 21)
- Variance 21 Proposed Road**
-  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route



Map 11 of 16



**Privileged and Confidential  
Attorney Work Product**



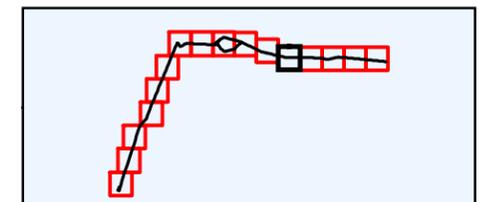
**VARIANCE 21:  
PROPOSED ROADS MAP**

**Hollister 115 kV Power Line  
Reconducting Project**

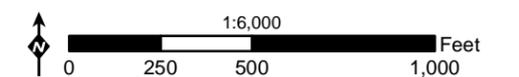
-  LDS Location
  -  TSP Location
  -  Proposed Realignment, Install LDS Pole
  -  Proposed Realignment, Install TSP Pole
  -  New Tower
  -  Existing Tower
  -  Existing Pole
  -  Existing Pole to be Removed
  -  Existing Pole to be Topped
  -  Existing Crane Pad
  -  Existing Substation
  -  Existing Switch
  -  Construction Area
  -  Culvert Installation
  -  Proposed Gate
  -  Tree Removal and Trimming
  -  Proposed Construction Area (Variance 21)
- Variance 21 Proposed Road**
-  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route



Map 12 of 16



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

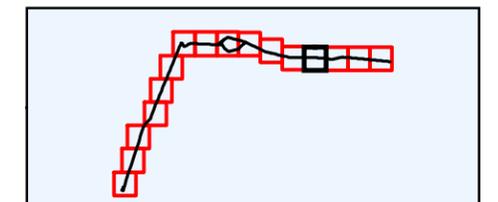
# VARIANCE 21: PROPOSED ROADS MAP

## Hollister 115 kV Power Line Reconducting Project

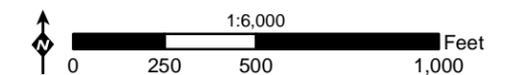
-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Existing Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Tree Removal and Trimming
-  Proposed Construction Area (Variance 21)
- Variance 21 Proposed Road**
-  ATV Overland Access Route
-  Existing Road
-  Overland Travel Route



Map 13 of 16



**Privileged and Confidential  
Attorney Work Product**



Source: Insignia 2012; PG&E 2012

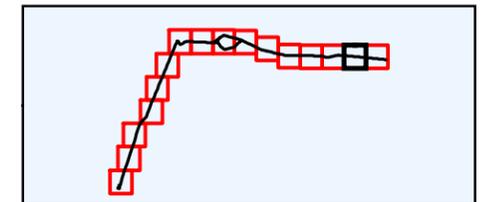
## VARIANCE 21: PROPOSED ROADS MAP

### Hollister 115 kV Power Line Reconducting Project

-  LDS Location
  -  TSP Location
  -  Proposed Realignment, Install LDS Pole
  -  Proposed Realignment, Install TSP Pole
  -  New Tower
  -  Existing Tower
  -  Existing Pole
  -  Existing Pole to be Removed
  -  Existing Pole to be Topped
  -  Existing Crane Pad
  -  Existing Substation
  -  Existing Switch
  -  Construction Area
  -  Culvert Installation
  -  Proposed Gate
  -  Tree Removal and Trimming
  -  Proposed Construction Area (Variance 21)
- Variance 21 Proposed Road**
-  ATV Overland Access Route
  -  Existing Road
  -  Overland Travel Route



Map 15 of 16



**Privileged and Confidential  
Attorney Work Product**

