



Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 7

CONTRACTOR SECTION

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

Landowner: Not Applicable

Attachments? Yes No

- Attachment A: Variance 7 Proposed Shoo-fly Location Map

Current Land Use: Not Applicable

- Attachment B: Photographs

Permit Measure or Specification:

- California Public Utilities Commission (CPUC) Mitigated Negative Declaration (MND) Project Description
 - Variance from the project description to relocate the shoo-fly line and eliminate three temporary wood poles at the Anzar Switch site
 - Variance from the project drawings to relocate the shoo-fly line connection

Detailed Description of Variance:

PG&E is requesting a variance for the Hollister 115 kilovolt (kV) Reconductoring Project (project) to slightly relocate the power pole shoo-fly line to the Anzar Switch Tower from the location it was described in the MND.

During the California Environmental Quality Act (CEQA) review of the project, the power pole shoo-fly line was described to have originated from the existing wood pole power line that runs parallel to the project tower segment. Near the Anzar Junction Switch, the shoo-fly line would have connected to three new temporary wood poles located near the alignment of the shoo-fly power line, and near Pole 13/01. The shoo-fly line would have then connected to Pole 13/01 and continued to follow the project pole segment. Construction activities would have consisted of excavating holes for three temporary wood poles, installing the wood poles using a line truck, backfilling the holes, and transferring the wire and equipment.

The new proposed shoo-fly line route will also originate from the power line that runs parallel to the project tower segment. However, the shoo-fly line would connect directly from the Anzar Switch Tower, which is located approximately 100 feet west of Pole 13/02, and then connect to Pole 13/02. The existing conductors between poles 13/01 and 13/02 would be disconnected at Pole 13/01 and moved to connect to the Anzar Switch Tower. Rerouting the shoo-fly line will eliminate the need for the three new temporary wood poles and provide a safer configuration for the construction of the new Tubular Steel Pole 13/01. Proposed construction activities will consist of two bucket trucks traveling to the vicinity of the Anzar Switch Tower to support above ground power line work on the tower. One truck would travel, via an overland access route, to a location just northwest of the Anzar Switch Tower, while the other truck would travel, via an overland access route, to a location northeast of the Anzar Switch Tower. Both trucks would be located approximately 30 feet from the shoo-fly line. The trucks would remain within these locations for approximately two hours to transfer power lines for the shoo-fly. The work area northeast of the Anzar Switch Tower would consist of an approximately 15-foot diameter area which will be temporarily covered with plastic or geotechnical fabric sheeting and gravel to provide a stable pad for the bucket truck. An area that measures approximately 15 feet by 15 feet would require brush removal at the work area northwest of the Anzar Switch Tower to allow vehicle access to the tower site. There will be no excavation associated with the construction activity because no temporary wood poles will be installed. No further activity will occur at the site until the shoo-fly is disassembled, which will occur in approximately September 2012. At that time, two trucks will travel to the site again for approximately two hours to remove the shoo-fly line and the gravel and underlying plastic or geotechnical fabric sheeting. The configuration of the shoo-fly line and the associated work areas are represented in Attachment A: Variance 7 Proposed Shoo-fly Location Map. Photographs of the proposed work area are provided in Attachment B: Photographs.

Variance Justification:

This alternative shoo-fly configuration will eliminate the need to install the three new temporary wood poles and provide a safer configuration for the construction of the new Tubular Steel Pole 13/01. Potential impacts associated with this variance are consistent with those evaluated during the CEQA review for the project and; therefore, will not result in any additional impacts. Potential impacts to special-status species and archeological resources are anticipated to be less when compared to the previous shoo-fly line configuration, as a result of eliminating ground-disturbing activities associated with the installation of three new temporary poles. Environmental protection measures will be implemented as described in the MND and other project permits.



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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 Mitigated Negative Declaration (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	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	The visual impacts associated with this project change will be consistent with what was analyzed in the MND. There are no residential properties, scenic vistas, or scenic highways within view of the shoo-fly. Furthermore, no new sources of light or glare will be introduced to the area. No new visual impacts will occur and there will be slight decrease in aboveground structures that typically contribute to aesthetic impacts.
Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	No trees will be removed due to the project change. The land use in the area will not change as a result of the modification to the shoo-fly alignment, therefore potential impacts are consistent with those evaluated in the MND and do not represent a significant additional impact.
Air Quality and Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	The MND analyzed 200 construction-related vehicle trips per day within the project area, as well as construction related equipment. The use of the proposed new shoo-fly location will not increase the amount of traffic beyond the estimated 200 construction-related vehicle trips per day that was analyzed in the MND. In addition, the use of the proposed new shoo-fly location will not increase the amount or use of heavy equipment on the project and; therefore, will not increase emissions beyond what was analyzed in the MND. Therefore, potential impacts are consistent with those evaluated in the MND and do not represent a significant additional impact.
Biological Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	During the CEQA review for the project, ICF International prepared a Biological Assessment which evaluated the project areas and a 500-foot buffer for special-status species including American badger (AMBA), San Joaquin kit fox (SJKF), burrowing owl (BUOW), California Tiger Salamander (CTS), and California Red-legged Frog (CRLF). The area where the proposed shoo-fly is located is within this 500-foot survey buffer and was; therefore, included in the evaluation. The Biological Assessment concluded that the site is within suitable habitat for BUOW, CRLF, CTS and SJKF. Focused preconstruction wildlife surveys for SJKF, American badger, and BUOW will be conducted at this location within 30 days prior to construction. The surveys will encompass the entire proposed shoo-fly work areas, access roads, and a 200-foot survey buffer. A report describing the survey results will be submitted to the CPUC following completion of the surveys. The United States Fish and Wildlife Service and California Department of Fish and Game approved CTS biologists determined that the work areas associated with shoo-fly line activities would not require the installation of wildlife exclusion fencing due to the short-term duration of activity and the absence of any ground disturbing activity. Instead, surveys for CRLF, CTS, and Western pond turtle will be conducted immediately prior to construction activity. Any small mammal burrows suitable for CTS observed at the project locations will be avoided, if possible, and/or excavated by a CTS biologist prior to construction activity. Therefore, potential impacts are consistent with those evaluated in the MND and do not represent a significant additional impact.



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Cultural Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>During the course of the CEQA review, PG&E prepared a Historic Properties Inventory Report, which included an evaluation for cultural resources of the project and a 500-foot buffer. The area where the proposed shoo-fly is located is within the 500-foot survey buffer and was; therefore, included in the evaluation. No archeological or cultural resources were found in the proposed shoo-fly area; however, the area was identified in the report as an area of high potential archeological sensitivity. The MND for the project contained an Applicant Proposed Measure (APM) CR APM-1 which only requires cultural monitoring for ground-disturbing activities in areas of high potential archeological sensitivity. No excavation or ground-disturbing activities are anticipated to be required for the new shoo-fly alignment. However, if ground-disturbing activities become necessary, cultural monitoring will be implemented in accordance with CR APM-1 of the MND. As a result, no additional impacts to cultural resources are anticipated.</p>
Geology, Soils and Seismicity	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>The proposed work areas and access route are located near the existing ROW. Therefore, potential impacts from geological hazards are consistent with those evaluated in the MND and do not represent an additional impact.</p>
Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>Hazardous material best management practices will be implemented, including the implementation of the contractor's Stormwater Pollution Prevention Plan. Potential impacts are consistent with those evaluated in the MND and will not result in any new impacts.</p>
Hydrology and Water Quality	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>There are no water resources within the proposed work areas. However, there is a pond within 500 feet. Because the new shoo-fly alignment will eliminate the need for excavation, of the potential for impacts to water quality will be reduced.</p>
Land Use and Planning	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>The new shoo-fly alignment will not conflict with the current land use and will not vary from what was presented in the MND.</p>
Mineral Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>No known mineral resources are located within the proposed work area.</p>
Noise	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>There are no residential properties within 1,000 feet of the proposed shoo-fly location. However, to minimize any impacts due to construction activities, PG&E will implement the noise abatement measures presented in the MND. Potential impacts are consistent with those evaluated in the MND and will not introduce a new impact.</p>
Population and Housing	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>There are no residential properties within 1,000 feet of the proposed shoo-fly work areas. In addition, no new roads or homes will be constructed as a result of the proposed shoo-fly location. There will be no impact to population or housing.</p>
Public Services	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The realignment of the shoo-fly will not result in any impacts to public services.</p>
Recreation	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>This proposed work area is located approximately 0.6 mile west of the Juan Bautista de Anza National Historic Trail Corridor and approximately 2.5 miles northwest of San Juan Bautista State Park. As the proposed shoo-fly location does not span and is not located within the immediate vicinity of any existing recreational facilities, the realignment of the shoo-fly will not result in any impacts to recreation.</p>



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Transportation and Traffic	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>Construction will occur within privately owned ranch land. The site will be accessed via an established dirt road off of San Juan Highway Road. The dirt access route is not a public thoroughfare and therefore will not affect traffic and circulation. Construction related traffic at the proposed shoo-fly location will be similar to what was previously anticipated with the slightly different alignment. In the MND, PG&E estimated that construction along the proposed Hollister Pole and Tower Segments would generate over 200 construction-related vehicle trips per day within the project area. The proposed new shoo-fly location will not add any additional traffic on the project beyond what was originally identified in the MND. In addition, construction activity at the proposed new shoo-fly location will be short in duration. Therefore, potential impacts are consistent with those evaluated in the MND and will not result in a new impact.</p>
Utilities and Service Systems	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The realignment of the shoo-fly will not result in any impacts to existing utilities or service systems.</p>
Other Variance Conditions Attached: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

PG&E Approval					
Title	Name	Approval Initials	Date	Conditions (see attached)	
Henkels & McCoy Project Manager (if applicable)	Craig Smithey	CS	12/08/11	<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	KK	12/08/11	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Lead Environmental Inspector	Nick Fisher	NF	12/08/11	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Biologist (if applicable)	Andrea Henke	AH	12/08/11	<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Project Archaeologist (if applicable)	Wendy Nettles			<input type="checkbox"/> Yes	<input 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	AS	12/08/11	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Manager (if applicable)	Rod Parame	RP	12/08/11	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Landowner Approval (if needed)					
Landowner Name	Approval Signature	Date			
PG&E	Not applicable				
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				



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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		<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>		



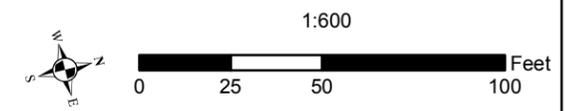
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VARIANCE CONDITIONS

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

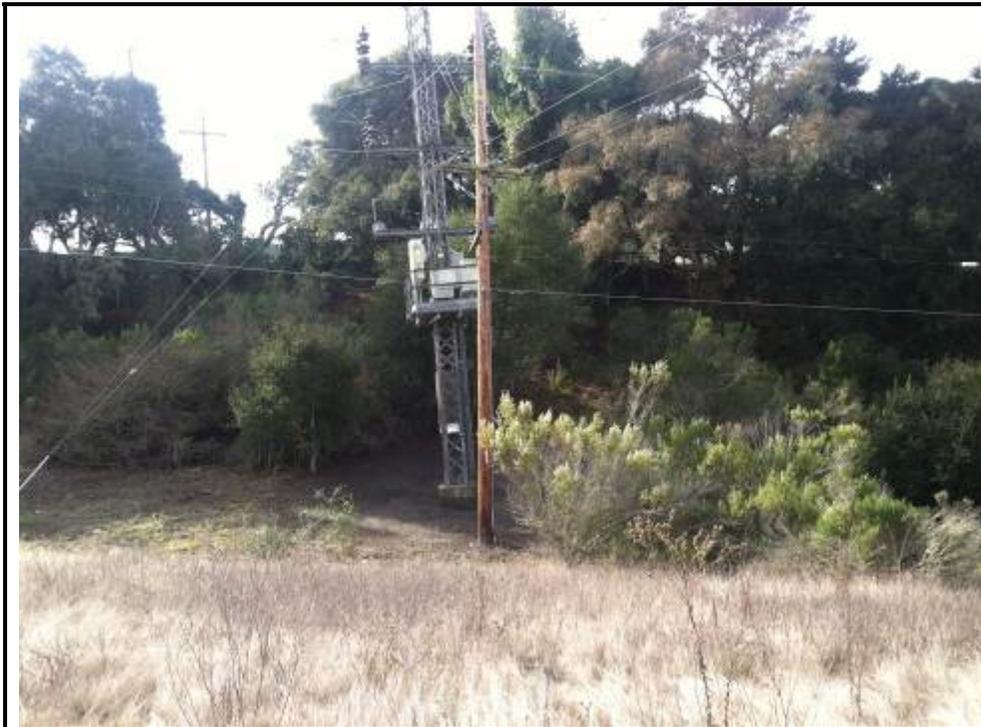


- Hollister Pole Segment
- Hollister Tower Segment
- Originally proposed temporary wood poles
- ⊕ Existing Tower Location
- New Tower Location
- ⊕ Existing Pole Location
- ⊗ Existing Pole to be Removed
- Proposed LDS Location
- ⊕ Proposed TSP Location
- Construction Areas
- TP - Tower Pull Site
- TLZ - Tower Landing Zone and Lay Down
- PP - Pole Pull Site
- PLZ - Pole Landing Zone and Lay Down
- Existing Road
- Overland Travel Route
- Proposed Brush Clearing
- Proposed Gravel Pad
- ⚡ Switch



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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Photograph 1:
View of the work area at the Anzar Switch tower



Photograph 2:
View of the overland access route to the Anzar Switch tower