



Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 8

CONTRACTOR SECTION

Request Prepared By: Kevin Kilpatrick, Environmental Compliance Supervisor

Photos? Yes No

Landowner: APNs: 012-040-010-0 (Michael S Coyle & Victoria Coyle Hansen), 012-040-021-0 (Althea Slibsager), 012-090-003-0 (Mary Dorothy Avilla, Robert Avilla, & Kathleen Manning)

Attachments? Yes No

- Attachment A: Variance 8 Location Map
- Attachment B: Photographs

Current Land Use: Rural Residential, and Agricultural

Permit Measure or Specification:

- California Public Utilities Commission (CPUC) Mitigated Negative Declaration (MND) Project Description
 - Variance from project drawings to add temporary overland access roads to Poles 13/09 and 13/10
 - Variance from project description to add 150 feet of overland travel in grassland and wooded vegetation to access Pole 13/09 and 300 feet of overland travel in a disked agricultural field to access Pole 13/10

Detailed Description of Variance:

Pacific Gas and Electric Company (PG&E) has prepared this Variance Request Form to request a change in access routes to provide vehicle access to Poles 13/09 and 13/10 along the Hollister 115 kilovolt (kV) Power Line Reconductoring Project (project).

Access to Poles 13/09 and 13/10 from the existing right-of-way (ROW) would require significant tree removal and trimming of mature coast live oak trees. As an alternative, PG&E proposes to access these poles from an existing road off of San Juan Highway. PG&E has entered into an agreement with the affected landowners for temporary use of an existing gravel driveway and an overland route to Pole 13/09 and temporary use of an overland route across a disked and furrowed agricultural field to Pole 13/10. The proposed access routes are represented in Attachment A: Variance 8 Location Map. Photographs are provided in Attachment B: Photographs.

Approximately 250 feet of existing gravel driveway and 150 feet of overland travel would be utilized to access Pole 13/09. The existing gravel driveway is approximately 12 feet wide, while the overland routes would disturb an approximately 12-foot-wide area. An approximately 300-foot-long by 12-foot-wide overland access route across a disked agricultural field would be utilized to access Pole 13/10. PG&E selected the proposed routes because they avoid impacts to mature oak trees and provide the most direct routes to the poles. The overland access to Pole 13/09 would include some brush clearing, tree trimming, and tree removal. The trees that would be removed include an 18-inch diameter non-native acacia tree and four closely spaced 6- to 8-inch diameter tree saplings (which appear to be sprouting from the root of an adjacent non-native black walnut tree). The overland access route to Pole 13/10 would not require any brush clearing, tree trimming, or tree removal. If work is conducted in wet weather, the overland access to Pole 13/10 may be covered in geotechnical fabric and gravel. The fabric and gravel will be removed after the completion of construction.

Prior to any overland travel the access routes will be surveyed for special-status species by a qualified biologist. The biologist will also monitor construction activities at the poles.

Variance Justification:

The proposed access routes will eliminate the use of a portion of the ROW that contains mature oak trees, which would have to be removed and/or significantly trimmed to access Poles 13/09 and 13/10. The proposed route to Pole 13/09 will utilize an existing gravel driveway and an overland route which will require the clearing of some shrubs and young tree sprouts. The proposed overland route to Pole 13/10 is located in an area that has been previously disked and furrowed for farming and no brush clearing or tree trimming will be required along this route. For these reasons, PG&E determined that utilizing the proposed routes to access Poles 13/09 and 13/10 would result in fewer impacts.



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PG&E ENVIRONMENTAL SECTION		
RESOURCE EVALUATION		
<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 Mitigated Negative Declaration (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 isn't Applicable
Aesthetics	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>There are no scenic vistas or scenic highways within view of the proposed overland access routes. There are some residential properties within the vicinity of the proposed access routes; however, use of access routes similar to the proposed access routes were determined to be less than significant in the MND due to the short duration of construction (i.e., approximately 13 months). Use of the access routes will not introduce any new sources of light or glare. Potential impacts are consistent with those evaluated in the MND and will not result in a new significant impact.</p>
Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>Access to Pole 13/10 will require temporary overland travel across an agricultural field which is designated as Prime Farmland. This impact is consistent with the access route that was previously anticipated along the ROW from pole 13/11 and does not create a new impact to Prime Farmland. Pole 13/09 is not located in an area considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; therefore, no impacts to agriculture are anticipated. Neither Pole 13/09 nor 13/10 is located within forest land, as defined in public resource code 12220 (g); therefore, no impacts to forest lands will occur. Therefore, potential impacts associated with accessing poles 13/09 and 13/10 are consistent with those evaluated in the MND and do not represent significant additional impact.</p>
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. The use of the proposed access routes 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 access routes 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 will not result in a new impact.</p>
Biological Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>No special-status species, riparian habitat, sensitive natural communities, or wetlands will be impacted as a result of utilizing the proposed access routes. Prior to any overland travel the access routes will be surveyed for special-status species by a qualified biologist. Access to Pole 13/09 will require the removal of an acacia tree and walnut saplings, as well as minor trimming of coast live oak, black walnut, and acacia trees; however, the amount of vegetation that will be removed is less than what was originally anticipated for accessing pole 13/09 along the ROW from pole 13/10. In order to minimize impacts to wildlife species, PG&E will implement MND Applicant Proposed Measure (APM) BIO-20, which states that tree trimming will be conducted during the non-breeding season. Potential impacts are consistent with those evaluated in the MND and do not represent significant additional impact.</p>



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Cultural Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>As identified in the project's MND and the Historic Properties Inventory Report (report), no archeological resources were observed in the project area. In this report the proposed access routes were identified as an area of moderate potential archaeological sensitivity within the report, which is consistent with the existing access along the ROW. CR-APM-1 requires cultural monitoring for excavation in areas of high potential archaeological sensitivity; however, since the proposed access routes are considered an area of moderate potential archeological sensitivity, archeological monitoring will not be required. Therefore, potential impacts are consistent with those evaluated in the MND and will not result in a new impact.</p>
Geology, Soils and Seismicity	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>The proposed access routes 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 Stormwater Pollution Prevention Plan in the same manner that would be for the approved access roads. Potential impacts are consistent with those evaluated in the MND and do not represent an additional impact.</p>
Hydrology and Water Quality	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>The proposed access routes do not cross any hydrologic features; therefore, no direct impacts will occur. Potential impacts are consistent with those evaluated in the MND and will not result in any new impacts.</p>
Land Use and Planning	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The proposed access routes are temporary and will not have any affect to land use planning and policies.</p>
Mineral Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The proposed access routes do not cross any known mineral resource, and therefore, will have no impacts to known mineral resources.</p>
Noise	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>Tree trimming activities may cause temporary noise disturbance to residences adjacent to the proposed access route to Poles 13/09 and 13/10; however, these impacts do not deviate from the noise that was anticipated during the CEQA review and will not result in additional noise impacts. In addition, tree trimming activities will be short in duration. Therefore, potential impacts are consistent with those evaluated in the MND and do not represent an additional impact.</p>
Population and Housing	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>No new roads or homes will be constructed as a result of the proposed access routes. The access routes will not have any affect to population and housing.</p>
Public Services	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The location of the roads will not require the use or need for any public services or hinder access by public service providers.</p>
Recreation	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The proposed access routes are located on private property, and will not affect public recreation resources.</p>
Transportation and Traffic	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The proposed access routes are located on private property and do not affect traffic planning, circulation, congestion, or emergency access. Therefore, there will be no impact to transportation or traffic.</p>



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Utilities and Service Systems	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	There will be no impact to existing utilities or service systems.
Other Variance Conditions Attached: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		



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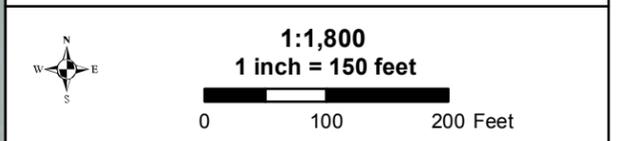
PG&E Hollister 115 kV Power Line Reconductoring Project

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 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			<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			
Resource Agency Approvals					
Determine required agency approvals based on the following:					
Will biological resources/habitats be affected? NO	If yes, obtain CDFG and USFWS approval				
Is this a variance from a permit? NO	If yes, obtain permitting agency approval				
Will wetlands or waters of the U.S. be affected? NO	If yes, obtain U.S. Army Corps of Engineers approval				
Will riparian areas or drainages be affected? NO	If yes, obtain CDFG approval – may require a permit				
Will surface or groundwater be affected? NO	If yes, obtain RWQCB approval				
Resource Agency	Name	Approval Initials	Date	Conditions (see attached)	
USFWS		N/A		<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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- Hollister Pole Segment
- Existing Pole Location
- LDS Location
- TSP Location
- Existing Road
- Existing Road - Needs Improvement
- Overland Travel Route
- Tree Removal and Trimming



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.

PHOTOGRAPHS



Photograph 1: View of the proposed gravel access route to Pole 13/9, facing northwest. The trees overhanging the road will require trimming to facilitate vehicle access.



Photograph 2: View of the entrance to the access route to Pole 13/10 from the approved gravel access road, facing north.

