

MINOR PROJECT REFINEMENT REQUEST FORM



Part A: Request Description

MPR Request

Request Number: 01
Date Requested: August 18, 2022
**Proposed Duration/
Timing of Use:** Upon approval through October 15, 2022
Daytime hours
Location: Access Route to Pole 57
APN: 018-194-042-000
Attached Map? Yes No

Proposed Action(s)

PG&E proposes to establish a new access route to access Pole 57 from the private residential driveway at 20 Silvertip Lane in Eureka, California (APN: 018-194-042-000). The proposed access route is located within the study area of the Final ISMND.

This minor project refinement would require limited grading along approximately 80 feet of the access route (totaling approximately 450 square feet) to level the surface and allow for the safe passage of equipment. The new access route would extend approximately 240 feet from the end of the paved residential driveway. PG&E's construction contractor completed approximately 3,000 square feet of vegetation clearing from the power line right-of-way including along the proposed new access route. Existing paved roads through a residential neighborhood would provide ground access to the new access route. The new access route will be restored consistent with the project Habitat Restoration Plan and SWPPP.

Purpose(s)

Preliminary engineering identified Pole 57 as a potential helicopter set pole. However, due to the size class of the structure to be installed, a heavy-lift (Blackhawk) helicopter would be required to safely transport this pole from the landing zone. Given the proximity of the landowner's house to the flight path and pole location, there are concerns that property damage could occur from helicopter rotor wash. The proposed access method to Pole 57 is a safer alternative to the method originally anticipated in the ISMND.

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Part B: Existing Conditions

Existing Land Uses: Low density residential

Surrounding Land Uses: Low density residential

Sensitive Receptors within 500 feet: Private residence

Environmental Resources within 500 feet: No special status species, critical habitat, rare plants, or wetlands were identified within the proposed access route.
Mitigation considerations are discussed below in Part E.

Has landowner approval been granted? Yes No N/A

Landowner: APN: 018-194-042-000

Surveys

List any new survey reports under Part D, attach a copy, and describe relevant survey details under the applicable resource category listed in the Part E.

Biological Resources. Were all sites associated with the proposed action(s) surveyed for biological resources with the potential to occur in the area? If so, were survey results positive or negative? Were surveys completed during the appropriate timing and season to detect resources? If not, describe under the applicable resource category in Part E.

The access route is located within the biological resources study area included in the Final ISMND. No special status species, critical habitat, rare plants, or wetlands were identified within the proposed access route. As depicted in MPR Figure 1, approximately 3,000 square feet of vegetation (primarily Himalayan blackberry) has recently been cleared by the project construction contractor within the right-of-way and within the new access route footprint. No additional vegetation clearing would be required.

Cultural Resources. Were all sites associated with the proposed action(s) surveyed for cultural resources (records search and pedestrian survey)? If so, were survey results positive or negative?

The access route is located within the previously surveyed project area for the ISMND and no cultural resources were identified within the access route boundary.

Jurisdictional Waters. Were all sites associated with the proposed action(s) surveyed for hydrologic resources? If so, were survey results positive or negative?

The proposed access route does not cross water features.

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Part C: Permits, Agency Approvals, and Environmental Protection Measures

List any new permits or agency approvals under Part D, attach a copy, and describe relevant details under the applicable resource category listed in Part E.

Have all required permits, permit amendments/authorizations, or agency approvals been issued by resource agencies with applicable jurisdiction? Describe if necessary.

Yes

Would the proposed action(s) conflict with permit conditions or agency approvals? Describe if necessary.

No

Would the proposed action(s) conflict with project applicant proposed measures or mitigation measures listed in Final Initial Study/Mitigated Negative Declaration (IS/MND)? Describe if necessary.

No

Part D: Attached Materials

List any attached materials (e.g. surveys, maps, photos, memos, agency authorizations, etc.) below. Materials should be attached to the end of this form.

Attached:

MPR Figure 1 – Pole 57 Access Route

Part E: Final IS/MND Consistency Summary

Complete the Final IS/MND Consistency Summary below and answer the consistency questions for each resource category. Include a description and justification below each resource category as necessary. The consistency questions were developed using the CEQA Checklist provided in the Final IS/MND. Refer to the Final IS/MND for the details on the project impact evaluation.

Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact on:	No Change	Potentially Significant Change	N/A
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Aesthetics (e.g., damage scenic resources or vistas, degrade the existing visual character of the site and its surroundings, or create sources of light or glare)?

Final IS/MND evaluation: Less than Significant

Approved work is already occurring in the area; therefore, the access route would not result in any impacts to aesthetics that have not already been discussed in the ISMND. The proposed access route would result in approximately 450 sq. ft. of ground disturbance and 3,000 sq. ft. of vegetation removal; however, as described in the ISMND, temporary work areas and staging areas will be restored in coordination with landowners, and in compliance with applicable resource agency permits, to re-establish pre-project conditions. The new temporary access route will be restored consistent with the Habitat Restoration Plan and SWPPP. With the implementation of APM AE-2 and APM AE-4, the site will be designed to minimize visual impacts and will be allowed to return to its natural state after use; therefore, the refinement would not result in a new impact or increase the severity of a previously analyzed impact on aesthetics.

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Agriculture and Forestry Resources (e.g., convert Farmland to nonagricultural use, or create a conflict with existing agricultural zoning or a Williamson Act)?

Final IS/MND evaluation: No Impact

There are no agricultural or forestry lands in the project area.

Air Quality (e.g. produce additional emissions, or expose sensitive receptors to additional pollutants)?

Final IS/MND evaluation: Less than Significant

Use of the proposed access route and ground disturbance could result in the creation of fugitive dust during construction. APM AQ-1 would ensure that impacts from fugitive dust would be minimized and impacts to air quality would remain less than significant. The proposed refinement would not result in a new impact or increase the severity of a previously analyzed impact on air quality.

Biological Resources (e.g., cause an adverse effect to sensitive or special-status species, or impact riparian, wetland, or any other sensitive habitat, or conflict with local policies or ordinances protecting biological resources)?

Final IS/MND evaluation: Less than Significant

The proposed access route is located in a disturbed, residential neighborhood. As depicted in MPR Figure 1, approximately 3,000 square feet of vegetation within 150 feet of the right-of-way centerline has been cleared by the project contractor including the area proposed for the new access road. The cleared vegetation consisted primarily of Himalayan blackberry, California huckleberry, twinberry, and red alder.

No special status species, critical habitat, or rare plants were identified within the proposed access route. No further impacts to vegetation from use of the new access route are expected.

The proposed access route is located within the study area analyzed in the ISMND. APMs from the Final ISMND would apply to work at this location and would ensure that impacts on biological resources are less than significant. The following APMs would apply to the refinement: APM BIO-1 requires implementation of the Worker Environmental Awareness Program; APM BIO-2 requires general resource protection measures, including all refueling and maintenance of vehicles will be restricted to designated staging areas located at least 100 feet from any down-gradient aquatic habitat, unless otherwise isolated from habitat by secondary containment; APM BIO-3 requires preconstruction survey(s) for special-status species and sensitive biological resources areas; APM BIO-4 requires the identification and marking of sensitive biological resource areas; APM BIO-5 requires a biological monitor on-site during construction activities in sensitive biological resource areas; APM BIO-6 requires nesting bird avoidance and protection; APM BIO-7 requires special-status plant avoidance and protection; and APM BIO-8 requires special-status amphibian and reptile avoidance and protection. Further, graded areas along the access route will be restored consistent with the Habitat Restoration Plan and Project SWPPP after use. With implementation of APMs from the Final ISMND and BMPs contained in the Project SWPPP, the proposed access route would not result in a new impact or increase the severity of a previously analyzed impact on biological resources.

Cultural and Tribal Cultural Resources (e.g., cause adverse change to a historical, archeological, or tribal cultural resource)?

Final IS/MND evaluation: Less than Significant

The proposed access route would require approximately 450 sq. ft. of minor grading to level the access route. No known cultural or paleontological resources are located at the site. While there is a possibility of inadvertent discovery of buried remains during implementation of the project, implementation of APM CUL-1, APM CUL-3, APM CUL-4, APM PALO-1, and APM PALEO-2, would reduce the potential for damage or destruction to archaeological and paleontological resources, and the proposed access route would not result in a new impact or increase the severity of a previously analyzed impact on cultural or tribal resources.

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Geology and Soils (e.g., cause or expose people or structures to geologic or soil hazards, including erosion or loss of topsoil)?

Final IS/MND evaluation: Less than Significant

The proposed access route would require approximately 450 sq. ft. of minor grading and could result in the loss of topsoil or increase erosion. With implementation of APM GEO-1 and APM GEO-2, construction in soft or loose soils will be minimized and slope instability will be reduced. Additionally, APM WQ-1 would require development and implementation of the Project SWPPP to minimize construction impacts on surface water and groundwater quality. The access route would be restored consistent with the Habitat Restoration Plan and Project SWPPP and would not result in a new impact or increase the severity of a previously analyzed impact on geology and soils.

Greenhouse Gas Emissions (e.g., generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment)?

Final IS/MND evaluation: Less than Significant

The proposed access route would not result in an increase in the level of equipment use and run time of equipment and would be consistent with the estimates provided in the ISMND. Use of ground-based equipment instead of a heavy-lift helicopter would likely reduce the level of greenhouse gas emissions for this construction activity. APM GHG-1 would ensure that any impacts from emissions would remain less than significant. The access route would not result in a new impact or increase the severity of a previously analyzed impact on greenhouse gas emissions.

Hazards and Hazardous Materials (e.g., create or increase the exposure of people or structures to hazardous materials or wildland fires, involve the use of additional hazardous materials or equipment, or interfere with an adopted emergency plan)?

Final IS/MND evaluation: Less than Significant

Hazardous materials (such as fuels and oils) may be stored, handled, or used in the access route, and would be consistent with the types of materials analyzed in the ISMND. The proposed access route does not contain any known hazardous material sites. The routine use of hazardous materials could result in an accidental spill, which could pose a significant impact to the public; however, APM HAZ-1 and APM HAZ-2 and APM HAZ-3 would ensure that impacts from hazards and hazardous materials are less than significant. The proposed access route would not result in a new impact or increase the severity of a previously analyzed impact on hazards and hazardous materials.

Hydrology and Water Quality (e.g., degrade water quality, discharge waste or sediment, deplete groundwater, alter the existing drainage pattern, create additional runoff water or polluted runoff, place structures in a 100-year flood hazard area, or expose people or structures to a significant risk involving flooding)?

Final IS/MND evaluation: Less than Significant

No wetlands or water features are located along or adjacent to the access route. Implementation of APM WQ-1 and APM WQ-2 would ensure that any impacts to water quality would remain less than significant. The Project SWPPP will be updated to include the new access route and updated SWPPP drawings will be provided to the CPUC prior to construction. The proposed access route would not result in a new impact or increase the severity of a previously analyzed impact on hydrology and water quality.

Land Use (e.g., conflict with a land use plan, policy, or regulation of an agency with jurisdiction over the project, or conflict with a habitat conservation plan)?

Final IS/MND evaluation: No Impact

The proposed access route would be temporary and would not result in a new impact or increase the severity of a previously analyzed impact on land use and planning.

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Mineral Resources (e.g., result in the loss of availability of a known mineral resources that would be of value to the region and the residents of the State or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan)?

Final IS/MND evaluation: No Impact

The proposed access route is not located in a mineral resource area, no significant mineral deposits are present, and would not result in a new impact or increase the severity of a previously analyzed impact on mineral resources.

Noise (e.g., expose sensitive receptors to additional noise or vibration)?

Final IS/MND evaluation: Less than Significant

Activities associated with the proposed access route are consistent with those discussed in the Final ISMND. As the access route is adjacent to a residence in a low-density residential area, noise-reducing construction practices specified in APM NOI-1 would be implemented during construction activities. APM NOI-2 would notify residents of nighttime construction if required. Both APMs will be implemented to reduce impacts to noise sensitive receptors. Use of ground-based equipment instead of a helicopter would reduce the level of construction-related noise in the vicinity of sensitive receptors, specifically residences. The proposed access route would not result in a new impact or increase the severity of a previously analyzed impact on noise.

Population and Housing (e.g., induce substantial population growth in an area, or displace substantial numbers of people or housing)?

Final IS/MND evaluation: No Impact

The proposed access route would not result in any impacts to population and housing, and would be consistent with the analysis of the ISMND. The proposed access route would not result in a new impact or increase the severity of a previously analyzed impact on population and housing.

Public Services (e.g., result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities)?

Final IS/MND evaluation: No Impact

The proposed access route would not require closures of any roadway, or additional construction workers, or permanent relocation of construction workers. The proposed access route would not result in a new impact or increase the severity of a previously analyzed impact on public services.

Recreation (e.g., increases the use of, or cause adverse effects to, parks or other recreational facilities)?

Final IS/MND evaluation: Less Than Significant

The proposed access route is located on private land and no parks or recreational facilities are located adjacent to the property; therefore, use of the access route would have no impact on recreational facilities or parks. The proposed access route would not result in a new impact or increase the severity of a previously analyzed impact on recreation.

Transportation and Traffic (e.g., increase traffic congestion or degrade performance of the circulation system, taking into account all modes of transportation, or increase hazards due to a design feature)?

Final IS/MND evaluation: Less than Significant

The proposed access route would not result in a new impact or increase the severity of a previously analyzed impact on transportation and traffic.

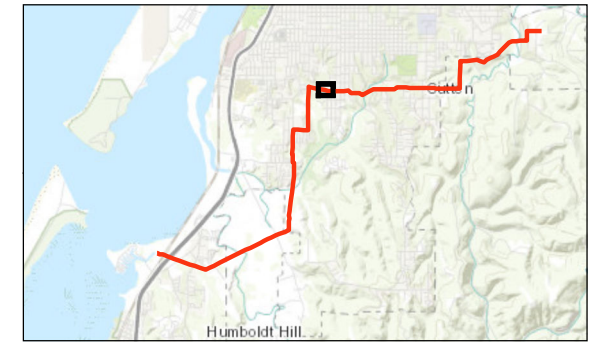
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Utilities and Service Systems (e.g., exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board)?



Final IS/MND evaluation: No Impact

The proposed access route would not include the construction of new, or expand existing, water facilities, stormwater drainage facilities, require additional water entitlements, or creation of new solid waste disposal needs.



- Pole
- Humboldt Bay-Humboldt #1 60kv Power Line
- Proposed Access Road
- ▨ Cleared vegetation

Notes
 1. Coordinate System: NAD 1983 UTM Zone 10N
 2. Data Sources: Stantec, PGandE
 3. Background: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
 Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



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 (At original document size of 11x17)
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Project Location
 Humboldt County, CA

Client/Project 185705825
 PG&E Humboldt Bay-Humboldt #1 60kV
 Minor Project Refinement No. 1

Figure
 1

Title
 Pole 57 Access Route

