

MINOR PROJECT REFINEMENT REQUEST FORM



Part A: Request Description

MPR Request

Request Number: 02

Date Requested: **August 23, 2022**

**Proposed Duration/
Timing of Use:** Upon approval, through October 15, 2022
Daytime hours

Location: Staging area at 3660 O Street, Eureka, CA 95503 (APN: 018-381-001),
approximately 0.67 acre

Attached Map? Yes No

Proposed Action(s)

PG&E proposes to use a Temporary Construction Easement (TCE) at 3660 O Street, Eureka, CA (APN: 018-381-001) as a helicopter landing zone (LZ) to support helicopter operations (e.g., transport materials to and from construction sites), as well as facilitate other Project activities, including, but not limited to, staging and storing construction materials and equipment, refueling, and assembling construction materials. The proposed new landing zone is located approximately 200 feet east of the approved landing zone analyzed in the ISMND. Overland access routes or existing improved roads would provide ground access to the helicopter landing zone. The proposed site has previously been utilized as a helicopter landing zone for other PG&E projects, not related to the Humboldt Bay-Humboldt #1 60 kV project. The landing zone would be approximately 0.67 acre. No ground disturbance or vegetation removal would be required during the establishment or use of the landing zone.

Purpose(s)

This proposed landing zone is a safer alternative than the existing landing zone that was identified in the ISMND. The current landing zone is too close to an existing distribution line to allow for safe helicopter operations. The proposed landing zone is unimpeded by distribution lines and would safely accommodate the larger helicopter required to transport materials to and from the construction site.

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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: Approximately half of the proposed landing zone is assumed 3-parameter seasonal wetlands associated with the Martin Slough wetland complex. Wetlands within the landing zone footprint are seasonal and would be dry during the planned summer use of the site. Within the LZ footprint, approximately 40% of the site has recently graded down to bare soil by others (see photo in the attached Biological Survey Memo) including areas within the seasonal wetland boundary. Perennial wetlands exist immediately adjacent to the seasonal wetland outside of southern boundary of the proposed LZ. No sensitive vegetation communities exist within the proposed landing zone; however, small-fruited bulrush marsh (an S2 sensitive vegetation community) occurs adjacent to the proposed landing zone within the perennial wetlands described above.

No special status species, critical habitat, or rare plants were observed within the proposed landing zone area.

Mitigation considerations are discussed below in Part E.

Has landowner approval been granted? Yes No N/A

Landowner: Paul A. Bareilles

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.

A biological resources survey of the proposed landing zone was conducted in August 2022 to assess the vegetative communities, presence of nesting migratory birds, potential habitat for rare plants, and potential wetland features. Approximately half of the proposed landing zone is assumed 3-parameter wetlands associated with the Martin Slough wetland complex (Figure 1). These wetlands are seasonal with dry soils and limited vegetation that has already gone to seed. Approximately 40% of the proposed LZ area has been graded down to bare soil (see photo in the attached Biological Survey Memo) including areas within the seasonal wetland boundary. Perennial wetlands exist outside the proposed LZ boundary adjacent to the seasonal wetlands along the southern edge of the landing zone (see attached photo in Biological Resources Memo). No special status species, critical habitat, or rare plants were observed within the proposed landing zone boundary.

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?

A cultural resources inventory was conducted for the proposed landing zone in August 2022. This included a records search that includes current NWIC data, followed by an intensive pedestrian survey. No cultural resources were identified within the landing zone boundary.

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

A dry seasonal wetland is present within and adjacent to the landing zone boundary and a perennially saturated wetland is present outside of the landing zone boundary. Activities at the landing zone will not impact the seasonal or perennially saturated wetlands.

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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 – Project Area

MPR Figure 2 – Proposed New “O Street” Landing Zone

Biological Resources Survey Memo

Cultural Resources Survey Memo

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
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)? <i>Final IS/MND evaluation: Less than Significant</i> Approved work is already occurring in the area; therefore, the landing zone would not result in any impacts to aesthetics that have not already been discussed in the ISMND. The proposed landing zone would not result in a new impact or increase the severity of a previously analyzed impact on aesthetics.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Agriculture and Forestry Resources (e.g., convert Farmland to nonagricultural use, or create a conflict with existing agricultural zoning or a Williamson Act)? <i>Final IS/MND evaluation: No Impact</i> There are no agricultural or forestry lands in the project area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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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 landing zone 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. Landing zones and helicopter use was previously analyzed in the ISMND and this proposed new landing zone would be used instead of the previously evaluated landing zone. As such, 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 landing zone is located within fenced pastureland surrounded by sloping redwood forest and rural residential development. As shown in the attached MPR Figure 1, approximately half of the proposed landing zone is assumed 3-parameter wetlands associated with the Martin Slough wetland complex. These wetlands are seasonal with dry soils and vegetation that has already gone to seed. The project would avoid impacts to seasonal wetlands by confining equipment operations and material storage to upland areas and to the recently graded area within the proposed LZ. Due to the size of the helicopter, take-offs and landings would need to occur as far from the landowner residences as possible to avoid damaging the structure. This could require the helicopter to land in southeast corner of the LZ potentially within the seasonal wetland boundary. Because the wetland is dry, no impacts to the seasonal wetland are anticipated from helicopter take-offs and landings. Helicopter refueling would occur offsite at other approved LZ's or at commercial refueling facility.

Perennial wetlands occur outside of the proposed boundary adjacent to the seasonal wetlands along the southern edge of the proposed LZ (see attached photo in Biological Resources Memo). The southern boundary of the LZ would be fenced to prevent accidental encroachment into the perennial wetland, and sediment control BMPs would be installed along the southern boundary of the LZ in accordance with the project SWPPP. Therefore, activities at the landing zone would not impact the adjacent perennially saturated wetland. In accordance with APM BIO-7 and APM BIO-9, work will not occur within the perennially saturated wetland and per APM BIO-2 refueling will occur offsite or in a designated location at least 100 feet from the perennially saturated wetland. A 100-foot buffer from the perennially saturated wetland is shown in Figure 1.

No sensitive vegetation communities exist within the proposed landing zone; however, small-fruited bulrush marsh (an S2 sensitive vegetation community) occurs adjacent to the proposed landing zone within the perennial wetlands described above. Because the perennial wetland area will be fenced and excluded from use, no impacts would occur to the small-fruited bulrush marsh adjacent to the proposed landing zone. No critical habitat is mapped at this location, and none was observed within the proposed landing zone.

No special status species were observed within or adjacent to the proposed landing zone. Dominant species within the proposed landing zone were non-native grass species typical of lowland pasture including tall fescue (*Festuca arundinacea*), velvet grass (*Holcus lanatus*), sweet vernal grass (*Anthoxanthum odoratum*). Lesser dominants included coastal tarweed (*Madia sativa*) and creeping buttercup (*Ranunculus repens*) among others.

The proposed landing zone is located approximately 200 feet from the approved landing zone 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 wetland areas to be marked in the field and on project maps and will be avoided during

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construction to the extent practical; APM BIO-6 requires nesting bird avoidance and protection; APM BIO-7 requires special-status plant avoidance and protection; APM BIO-8 requires special-status amphibian and reptile avoidance and protection; APM BIO-9 requires general protection measures for wetlands and other waters, and the construction work area will be set back at least 50 feet from the perennially saturated wetland in the landing zone. With implementation of Final ISMND APMs and Project SWPPP BMPs, the proposed landing zone 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

No grading, new excavations, or digging would be performed at the proposed landing zone and no known cultural resources are located at the site. With implementation of APM CUL-1, APM CUL-3, APM CUL-4, APM PALO-1, and APM PALEO-2, use of the proposed landing zone would not result in a new impact or increase the severity of a previously analyzed impact on cultural or tribal resources.

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 landing zone would not require any earthmoving activities and would not result in the loss of topsoil or increase erosion. The landing zone would be restored following construction 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 landing zone 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. APM GHG-1 would ensure that any impacts from emissions would remain less than significant. The landing zone 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 landing zone, and would be consistent with the types of materials analyzed in the ISMND. The proposed landing zone 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 and APM BIO-2 requires 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. The proposed landing zone would not result in a new impact or increase the severity of a previously analyzed impact on hazards and hazardous materials.

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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

A dry wetland is present within and adjacent to the southern landing zone boundary and a perennially saturated wetland is present adjacent to the landing zone boundary. 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 landing zone prior to use and updated SWPPP drawings will be provided to the CPUC. The proposed landing zone 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 landing zone 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.

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 landing zone 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 landing zone are consistent with those discussed in the Final ISMND. Consistent with landing zone evaluated in the ISMND, the new proposed landing zone is adjacent to a residence in a low-density residential area, APM NOI-1, APM NOI-2, and APM NOI-3 will be implemented to reduce impacts to noise sensitive receptors. The proposed landing zone 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 landing zone would not result in any impacts to population and housing, and would be consistent with the analysis of the ISMND. The proposed landing zone would not result in a new impact or increase the severity of a previously analyzed impact on population and housing.

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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 landing zone would not require closures of any roadway, or additional construction workers, or permanent relocation of construction workers. The proposed landing zone 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 landing zone is located on private land and no parks or recreational facilities are located adjacent to the property; therefore, use of the landing zone would have no impact on recreational facilities or parks. The proposed landing zone 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)?

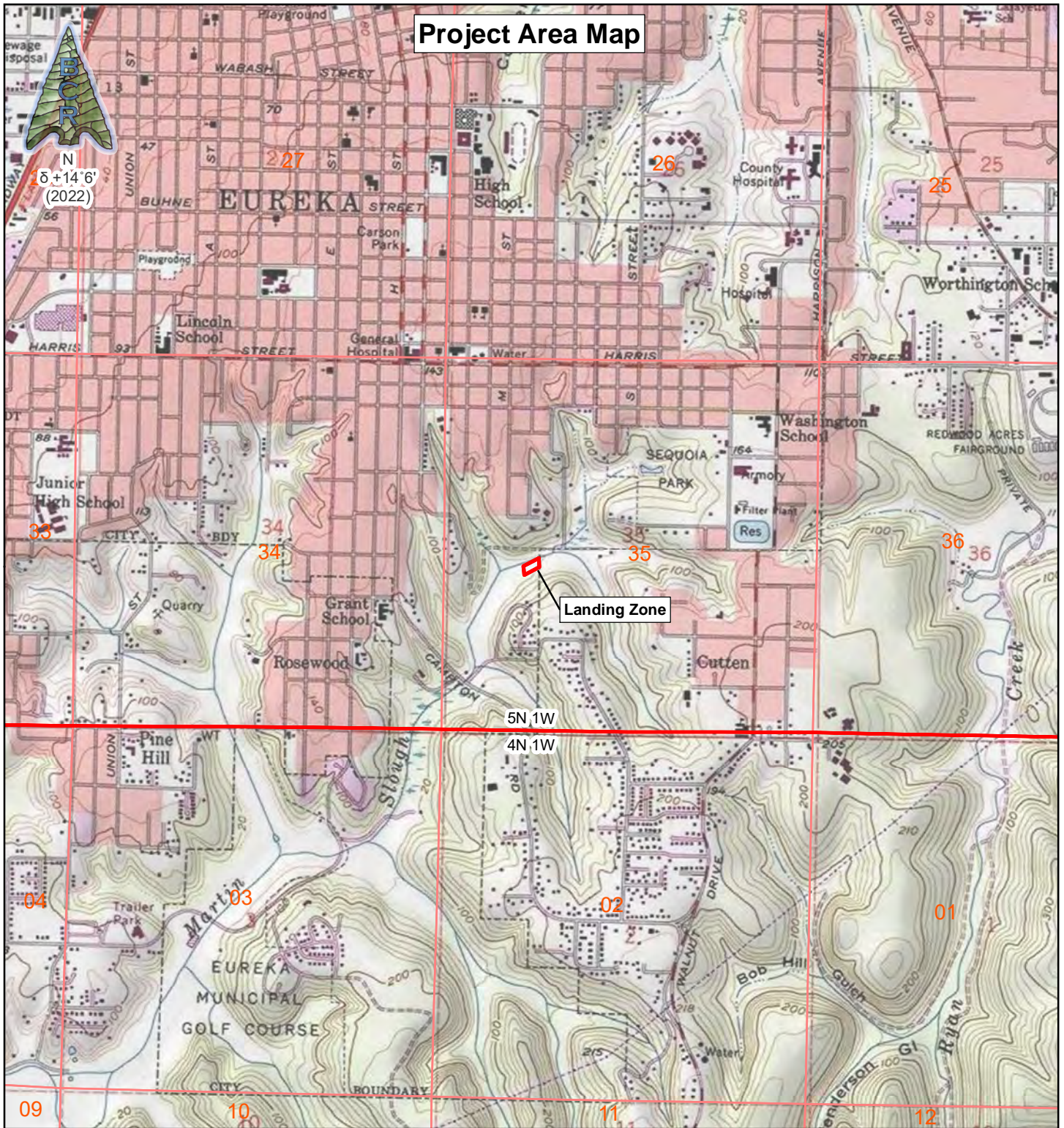
Final IS/MND evaluation: Less than Significant

The proposed landing zone would involve air traffic; however, as air traffic was analyzed in the ISMND, APM TT-2 would be implemented for helicopter use. The proposed landing zone would not result in a new impact or increase the severity of a previously analyzed impact on transportation and traffic.

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 landing zone 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.



Project Area Map




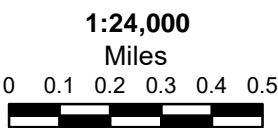
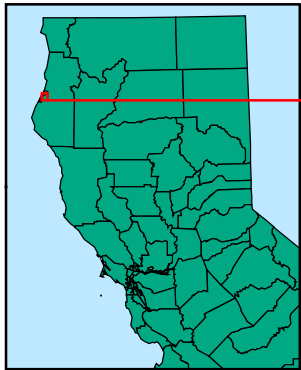
N
18+14'6"
(2022)

Landing Zone

**Humboldt 60kV Reconductor
74000709
Landing Zone
Eureka, CA 7.5'
T5N, R1W, NE/SE/NE,
Sec. 35; HBM
Humboldt County, California**

Legend

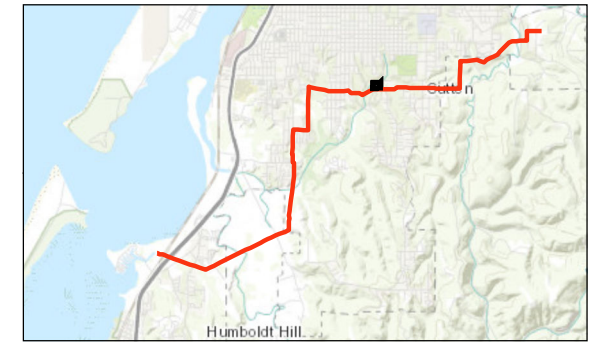
 Landing Zone








PG&E Humboldt Bay-Humboldt #1 60kV
Minor Project Refinement No. 2

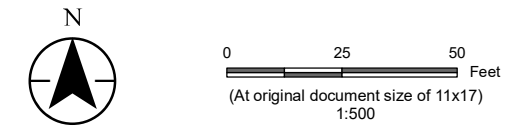
Figure 1 - Project Overview

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- Name**
-  Proposed Landing Zone
 -  Approximate Area Graded by City of Eureka
 -  3-parameter wetland, dry
 -  3 parameter wetland, perennially saturated
 -  100-ft Perennially Saturated Wetland Buffer

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



Project Location
 Humboldt County, CA

Client/Project 185705825
 PG&E Humboldt Bay-Humboldt #1 60kV
 Minor Project Refinement No. 2

Figure
2

Title
Proposed New "O Street" Landing Zone

