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memorandum

date August 31, 2015

to Connie Chen

from Mike Manka and Cory Barringhaus

subject Project Description Changes to the Final Initial Study/Mitigated Negative Declaration for the Missouri Flat to Gold Hill Reconductoring Project.

Introduction

This memorandum provides a description of revisions to the Project Description of the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the Missouri Flat to Gold Hill Reconductoring Project. These revisions were submitted to the CPUC by PG&E on July 23, 2015. Additional clarification of the proposed changes was provided by PG&E on July 31, 2015.

In finalizing design and constructability of the Project, PG&E identified three project changes since the publication of the Final IS/MND:

1) Relocated Helicopter Landing Zone and Associated Staging Area
2) Two Additional Pull Sites
3) Revised Access Route

This memorandum summarizes PG&E's proposed changes to the Project and provides environmental analysis of those proposed changes. The proposed changes and the analysis in this memorandum amend the Final IS/MND being considered by the CPUC. As discussed below, the Project changes proposed by PG&E do not result in any new, avoidable significant effects or new mitigation measures.

Relocated Helicopter Landing Zone and Associated Staging Area

PG&E is proposing to move the potential helicopter landing zone identified in the IS/MND (located approximately 560 feet southeast of the intersection of Montridge Way and Wilson Boulevard in an undeveloped area of El Dorado County) because it is now slated for residential development that likely will be under construction at the time that the landing zone would be needed for the Project. This landing zone was proposed in connection with modifications to one Project tower, located approximately 800 feet northwest of the intersection of Broadstone Parkway and Empire Ranch Road, in the City of Folsom. As a result, this landing zone location is no longer a viable option to support helicopter use associated with the Broadway/Empire Tower. The proposed relocated landing zone would be approximately 3,600 feet west of the landing zone analyzed in the IS/MND (see Figure 1). It would be located approximately 800 feet northwest of the intersection of Broadstone Parkway and Empire Ranch Road and approximately 400 feet south of the Broadway/Empire Tower, on a paved road that

dead-ends at a stormwater treatment pond. The landing zone would be used to support helicopter operations (e.g., transport materials to and from the tower). Ground access to the relocated helicopter landing zone would be along a paved pedestrian/bicycle path at the end of Stockman Circle that would be temporarily closed while helicopter activities are occurring.

As described in the IS/MND, the total hours of operation for the helicopter would be an estimated 20 hours (5 days of operation, 4 hours of operation per day, and 2 landings/take-offs per day), with a maximum of up to 30 hours (5 days of operation, 6 hours of operation per day, and 4 landings/take-offs per day).

Other activities, including but not limited to, staging and storing construction materials and equipment, refueling (of non-helicopter vehicles and equipment), and assembling construction materials are proposed at the dead-end of Iron Point Road, approximately 0.75 mile southeast of the proposed relocated helicopter landing zone. This refueling/staging location is necessary to ensure all fuel and construction equipment is located a safe distance away from wetland areas and to provide more space and safety for equipment and crews. Ground access to the staging/refueling area would be along Iron Point Road, which is currently fenced off from public access.

The proposed relocated helicopter landing zone and associated refueling/staging area are approximately 2,400 square feet (0.05 acre) and 7,200 square feet (0.17 acre) in size, respectively. The total size of the alternative helicopter landing zone and associated refueling/staging area (approximately 0.22 acre) would not exceed the area analyzed in the IS/MND (i.e., no more than 1 acre).

Neither the proposed relocated landing zone, staging area, or access routes would require any ground disturbance or vegetation removal, as these areas are currently paved. A water truck would be utilized for dust suppression at both locations.

The use of the relocated helicopter landing zone and associated refueling/staging area would not result in any new or different impacts to Aesthetics, Agriculture and Forestry Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Transportation and Traffic, or Utilities and Service Systems.

There are no Biological or Cultural Resources within the proposed landing zone, staging area, or access routes that would be affected by the Project. The closure of the pedestrian/bicycle path that provides access to the landing zone would be temporary; it could be closed up to 6 hours per day for 5 days during helicopter operations. Implementation of APM-REC-1: Coordination with Park and Open Space Management and Signage, would direct potential users of this path to alternative trails and/or bikeways in the area. Therefore, impacts to Recreation would be similar to those identified in the IS/MND and the conclusion would remain less than significant.

The proposed helicopter landing zone would be located in Sacramento County instead of El Dorado County. This change would result in the transfer of about 1.5 pounds of NOx per day and about 3.0 metric tons of CO_2e from the El Dorado County Air Quality Management District to the Sacramento Metro Air Quality Management District. This shift in the location of emissions resulting from the Project would not result in changes to the Air Quality or Greenhouse Gas Emissions impact conclusions in the IS/MND.

SOURCE: PG&E

Missouri Flat Project . D207584.16

Figure 1

Relocated Helicopter Landing Zone

As indicated in the IS/MND, the closest residential receptors to the original helicopter landing zone are approximately 200 feet away. Noise from helicopter operations at the landing zone would be substantial, as well as along the flight path to the Broadway/Empire Tower, and at the tower itself. Helicopter noise levels during takeoff, approach, and level flyover would be 85 dBA, 88 dBA, and 86 dBA L_{max}, respectively. Assuming these reference noise levels, the closest residences to the original helicopter landing site at 200 feet could be exposed to an L_{max} of up to 96.5 dBA, and an hourly L_{eq} of up to 86.5 dBA. The closest residences to the Broadway/Empire Tower (230 feet from the tower) could be exposed to an L_{max} of up to 93.2 dBA, and an hourly L_{eq} of up to 89.2 dBA.

The closest residential receptor to the proposed landing zone would be approximately 200 feet to the southeast, across Broadstone Parkway. Therefore, this receptor could be exposed to an hourly L_{eq} of up to approximately 87 dBA, which is the same level that the closest receptor would be exposed to at the original landing zone. The Federal Transit Administration has identified a daytime hourly L_{eq} level of 90 dBA as a noise level where adverse community reaction could occur associated with short-term construction activities. This level was used in the IS/MND to gauge whether short-term noise levels would represent a substantial increase in ambient noise levels that could cause a substantial nuisance to local sensitive receptors. Given that noise levels associated with helicopter activity would be up to 87 dBA L_{eq} at the closest residential receptor to the relocated landing zone, the associated increase in local noise levels would not be considered substantial; however, Project-related construction noise could be perceived by nearby residences as a substantial nuisance, potentially resulting in significant impacts.

Therefore, Mitigation Measure 3.12-5 also would be applicable to the revised Project. This measure requires that residences and other noise-sensitive receptors located within 500 feet of the landing zone, the Broadway/Empire Tower, and flight path be provided with written notification at least 30 days prior to the start of construction where helicopter-related activities would be expected to occur. Based upon aerial analysis in the areas of the original and proposed relocated landing zones, approximately 26 residences would be notified of the pending helicopter operations at the relocated landing zone, compared to 28 residences that would be notified if the landing zone were at its original location. While the impact conclusions for Noise would not change as a result of the relocated helicopter landing zone, and the number of residences requiring notification under Mitigation Measure 3.12-5 would be slightly less, there would be approximately 26 newly affected residences under the revised Project.

Two Additional Pull Sites

PG&E has determined that two additional pull sites may be necessary to safely reconductor the Gold Hill No. 1 Line. One additional pull site may be needed near the intersection of Tierra De Dios Drive and County Club Drive just west of Cameron Park, in El Dorado County. This pull site would be located in a mowed yard of the Faith Episcopal Church, adjacent to the paved access road and parking lot of the church. This pull site also may be used for reconductoring along the Missouri Flat-Gold Hill 115 kV Power Line. A second additional pull site may be needed southeast of the intersection of Rodeo Road and Strolling Hills Road in Cameron Park. This pull site would be located in a paved parking area behind a shopping center. No grading or vegetation removal would be necessary for either pull site, and the size of the pull sites will be consistent with the dimensions provided in the IS/MND (i.e., an average of 250 feet in length by 50 feet in width, or up to 0.8 acre). The potential environmental effects associated with use of the two additional pull sites would not be substantially different than those of pull sites analyzed in the IS/MND. The less than significant impacts, or impacts reduced to less than significant through implementation of Applicant Proposed Measures or Mitigation Measures identified in the IS/MND,

would also apply to these two pull locations. The impact conclusions regarding all environmental topics would be the same as those determined in the IS/MND.

Revised Access Route

PG&E has determined that one overland access route to a tubular steel pole (TSP) on the Missouri Flat-Gold Hill 115 kV Power Line should be realigned to further avoid impacts to oak trees, a cultural resource site, and a play field. The TSP is located approximately 100 feet north of Highway 50 and would be accessed from two directions via Merrychase Drive in Cameron Park. As proposed in the IS/MND, one route would proceed through the existing parking lot located west of Christa McAuliffe Park, and then proceed overland approximately 650 feet to the TSP. Another access point off Merrychase Drive would proceed overland approximately 325 feet and approach the pole from the northeast. As shown in Figure 2, the proposed realigned access route would avoid crossing the play field at Christa McAuliffe Park and further avoid impacts to oak trees near the TSP. No grading and only limited trimming of nonnative ornamental trees along the edge of the recreation field would be necessary. The total distance of overland access routes indicated in the IS/MND would not be exceeded. The less than significant impacts, or impacts reduced to less than significant through implementation of Applicant Proposed Measures or Mitigation Measures, to Biological Resources, Cultural Resources, and Recreation identified in the IS/MND, would be further reduced under this revised access route. The impact conclusions regarding all other environmental topics would be the same under this realigned route as those determined in the IS/MND.

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SOURCE: PG&E

Figure 2

Revised Access Route-Christa McAuliffe Park