Hello Leiloni….you have requested a summary email setting forth my position regarding Project file 14376. The reasons

for my opposition to the current location of Regulator 23653 are set forth in the prepared presentation which I will submit to the public record at the upcoming hearing before the Zoning Administrator: Statement of Jeff Guttero in Opposition and Statement of Jeffrey D. Cyphers. That presentation demonstrates that: 1. Regulator 23653 creates an aesthetic anomaly on the iconic coastal redwood roadway known as Patrick's Point Drive in Trinidad, California; 2: PG&E mischaracterized this piece of equipment as a "Replacement" facility in an attempt to claim an exemption from the requirement for a Coastal Development Permit; 3. This Regulator was built in violation of California Public Utilities Commission General Order 95 which dictates the proper location for utility facilities relative to a permitted access to the roadway; 4. Regulator 23653 obstructs my property's logging truck access to Patrick's Point Drive; and 5. The location of this Regulator creates a safety hazard for traffic on Patrick's Point Drive when my driveway is used by logging trucks.

Now, in light of these valid objections to the current location of this equipment, PG&E submits a "Construction Sketch" which proposes to relocate Regulator 23653 a few feet north of its current location on Patrick's Point Drive. In this manner, the utility seeks to: 1. circumvent the requirements for a Coastal Development Permit relating to the aesthetic sensitivity of this neighborhood and; 2. obfuscate it's sordid history relating to the current placement of this equipment. In the final analysis, the proposed relocation of this Regulator totally disregards the aesthetics of the area exactly as was the case when it was misplaced in the first instance. Given that PG&E's new proposal contemplates the disassembly of the existing facility for reconstruction at a different location, I submit that it should be removed to an altogether different area which is not as aesthetically sensitive as Patrick's Point Drive on the redwood coast.
Respectively submitted,
Jeff Guttero
2625 Patrick's Point Drive

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6/2020

DECLARATION OF JEFF GUTTERO IN OPPOSITION TO PG&E'S RETROACTIVE APPLICATION FOR A COASTAL DEVELOPMENT PERMIT FOR LINE REGULATOR #23653 @ 2876 PATRICK'S POINT DRIVE (NEXT TO LR33936).

1. My name is Jeff Guttero and I reside at 2625 Patrick's Point Drive, Trinidad, Humboldt County California.

2. In October 2013 my wife and I completed a several year process of merging our residential parcel with the surrounding commercial timber lands. As a result of a 2011 inventory the parcel contains 1,105 mbf of merchantable timber.

3. These land use proceedings included a Humboldt County requirement that we procure an encroachment permit for a driveway where a historical logging road on our property intersects Patrick's Point Drive. This access point has been used for logging purposes since before Highway 101 was constructed. In October 2013 we complied with the requirements for this permit which dictated the exact specifications for an asphalt apron at the intersection including its location, size, composition, thickness and dimensions.

4. On March 16, 2016 upon my return from out of town, I approached a PG&E work crew completing construction of a massive utility installation on the north side of the asphalt apron. I communicated my objections to the installation to 2 supervisors among the work crew together with my contact information. I was assured that they would report my concerns to higher authorities, and that I would receive a call to discuss the matter. I never heard from anyone at PG&E or otherwise regarding the matter.

5. Attached hereto as Exhibit 1 is a photograph of this installation adjacent to the permitted asphalt apron referred to above (with my wife shown in order to illustrate the magnitude and proportions of this facility).

6. This piece of equipment is far from the run-of-the-mill utility facility in a residential neighborhood but rather a huge platform suspended between two power poles. The platform holds 3 massive metal caissons with dimensions of approximately 3 feet x 5 feet each. This facility is clearly out of place in this scenic stretch of coastline with beautiful vistas of the sea and magnificent redwoods. Exhibit 2 attached hereto is a photograph depicting the utility installation

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6/2020

as it is situated on Patrick's Point Drive. Exhibit 3 shows the installation adjacent to the north side of the permitted asphalt apron providing logging access to Patrick's Point Drive. These photographs demonstrate that this utility installation is an aesthetic anomaly in this iconic stretch of coastal roadway in the mixed residential and commercial timber neighborhood. This installation was completed on March 16, 2016 without any notice to the adjacent community.

7. As is obvious, Humboldt County's land use designation for our parcel as timber commercial together with the permitted intersection with Patrick's Point Drive establishes our right to access to the logging markets.

8. Patrick's Point Drive to the south of our logging road access is in a substantially deteriorated condition due to the unstable bluffs along the coastline. To the north, the county road is in much better condition; more appropriate to accommodate heavy logging truck traffic. An approved timber harvest plan for our timberlands will certainly require such equipment to make a right-hand turn onto Patrick's Point Drive (northbound) for access to markets via Highway 101 in order to minimize wear and tear on this fragile coastal roadway to the south.

9. PG&E has placed this installation immediately adjacent to the right-hand side of the permitted asphalt apron (to the north) providing access to Patrick's Point Drive. Specifically, the southern-most pole of the two suspending the utility platform is located only 30 inches from the edge of the asphalt apron. Exhibit 4 hereto depicts the 30-inch distance between the utility pole and the asphalt apron. California Public Utilities Commission (CPUC) General Order 95 sets forth utility construction standards requiring at least 6 feet distance between such a driveway and a utility installation. Thus, this utility facility was built in violation of the CPUC construction standards.

10. Additionally, in the last several years PG&E has installed another power pole adjacent to the asphalt apron, this time on the south side of the asphalt apron. This facility was placed 8 feet from the asphalt apron. Exhibit 5 attached hereto is a photograph depicting the asphalt apron with the massive installation to the north (30 inches from the apron) and the other utility pole to the south (8 feet from the apron). Given the location of these two installations relative to the asphalt apron, it is literally impossible for this access to be relocated between them so as to conform with the CPUC construction standards set forth in General Order 95 which requires 6 feet clearance on each side of asphalt apron.

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11. Included herewith is the Declaration of Expert Witness Jeffrey D. Cyphers which confirms that either a northbound or a southbound turn onto Patrick's Point Drive by a loaded logging truck from our access apron would be an unsafe maneuver given the existing positions of the utility's facilities.

12. Subsequent to construction of the utility installation and PG&E's failure to respond to my complaints (as described above), on April 17, 2017 I wrote a letter of concern to Denise Young, PG&E's Senior Land Technician. Attached hereto as Exhibit 6 is a copy of that letter itemizing my complaints.

13. Thereafter, I received a response from PG&E Senior Counsel Charles R. Lewis Jr., dated May 10, 2017. Attorney Lewis dismissed and disagreed with the complaints included in my letter to Ms. Young. A copy of attorney Lewis' letter is attached as Exhibit 7. Attorney Lewis' response made several assertions. First, he stated that the subject utility installation:

> "... is consistent with General Order 95 (Rules for Overhead Electric (Line Construction) adopted by the California Public Utilities Commission (CPUC) and current PG&E standard construction for distribution regulators."

Attorney Lewis attached to his correspondence an interlineated photograph of the installation which is inconsistent with the facts at the site. A copy of Attorney Lewis' photograph is attached as Exhibit 8. Specifically, Attorney Lewis' photograph depicts the distance between the asphalt apron and the utility installation to the north at a "6-foot minimum." In fact, there is only 30 inches between the utility facility and the apron which is inconsistent with General Order 95.

14. Second, Attorney Lewis attached to his letter evidence that PG&E misinformed the County of Humboldt (and the California Coastal Commission) re: its qualification for an exemption from the requirement for a coastal development permit. Specifically, the Coastal Act regulations set forth certain circumstances where a public utility is exempt from the requirement for a coastal development permit. One such exemption exists where an electric utility is replacing an existing overhead facility. Attorney Lewis attached to his letter a job sketch of regulator #23653 which was submitted to the Humboldt County Department of Public Works "...to ensure that there were no issues..." regarding the construction and maintenance of this facility.
Attached hereto as Exhibit 9 is the "job sketch" forwarded by Attorney Lewis. The title of the document is "Replace Line Regulator #23653 at 2876 Patrick's Point Drive (next to LR 33936).

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6/2020

15. I have resided at this location continuously for 28 years and there has never been any such facility in the vicinity prior to the subject installation. In fact, this facility did not replace any such equipment. As a result of this "job sketch" PG&E was not required to conform with the Coastal Act. Accordingly, PG&E installed their aesthetic anomaly on Patrick's Point Drive without: 1) any application for the California Coastal Commission for a coastal development permit; and: 2) any notice to the adjoining community.

16. In the final analysis, PG&E's request for a retrospective coastal development permit should be denied because construction of regular #23653: 1) creates an aesthetic anomaly on this scenic and iconic roadway in Trinidad, California; 2) violates CPUC General Order 95 with the inappropriate placement of these facilities adjacent to a permitted access; 3) obstructs our legitimate access to the timber markets by placement of its facilities; and 4) creates a roadway safety hazard by placement of these facilities.

17. I declare under penalty of perjury, according to the laws of the State of California, that the foregoing is true and correct.

Dated _____

_____

Jeff Guttero
2625 Patrick's Point Drive
Trinidad, CA 95570
(707) 677-0403
Jguttero@aol.com

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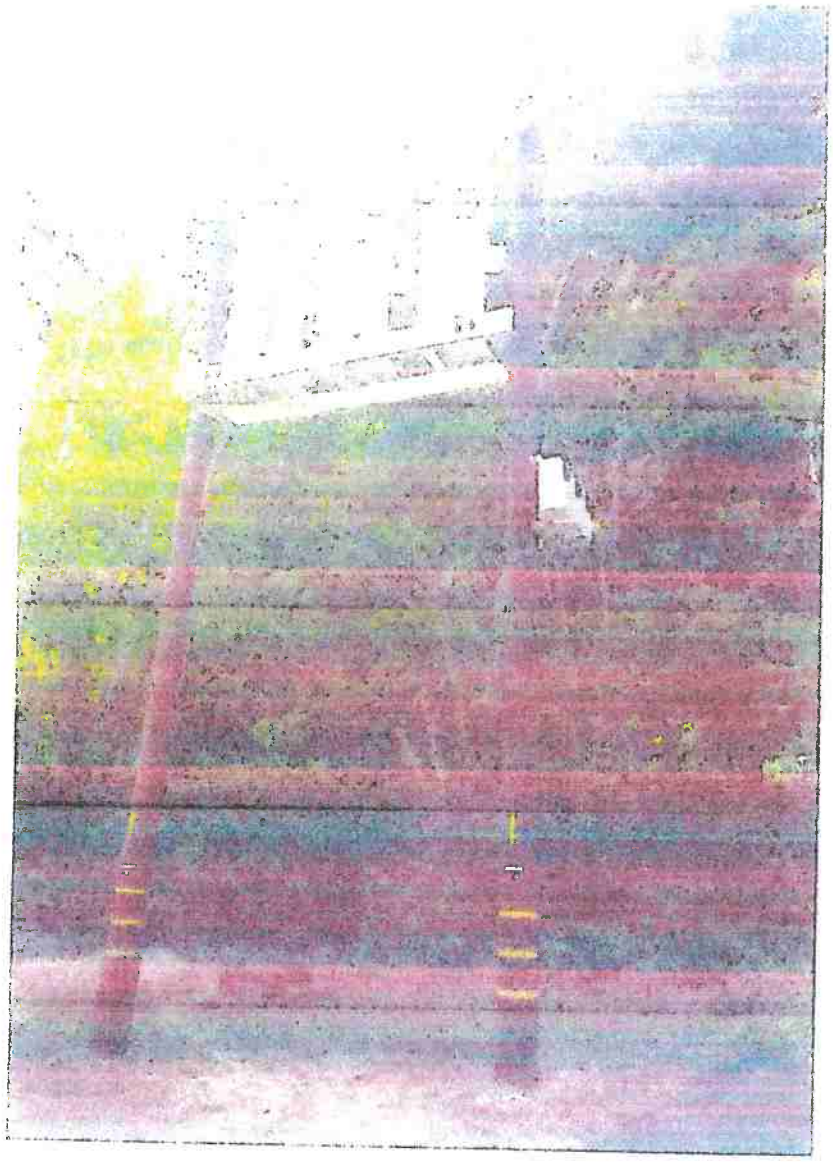
6/2020



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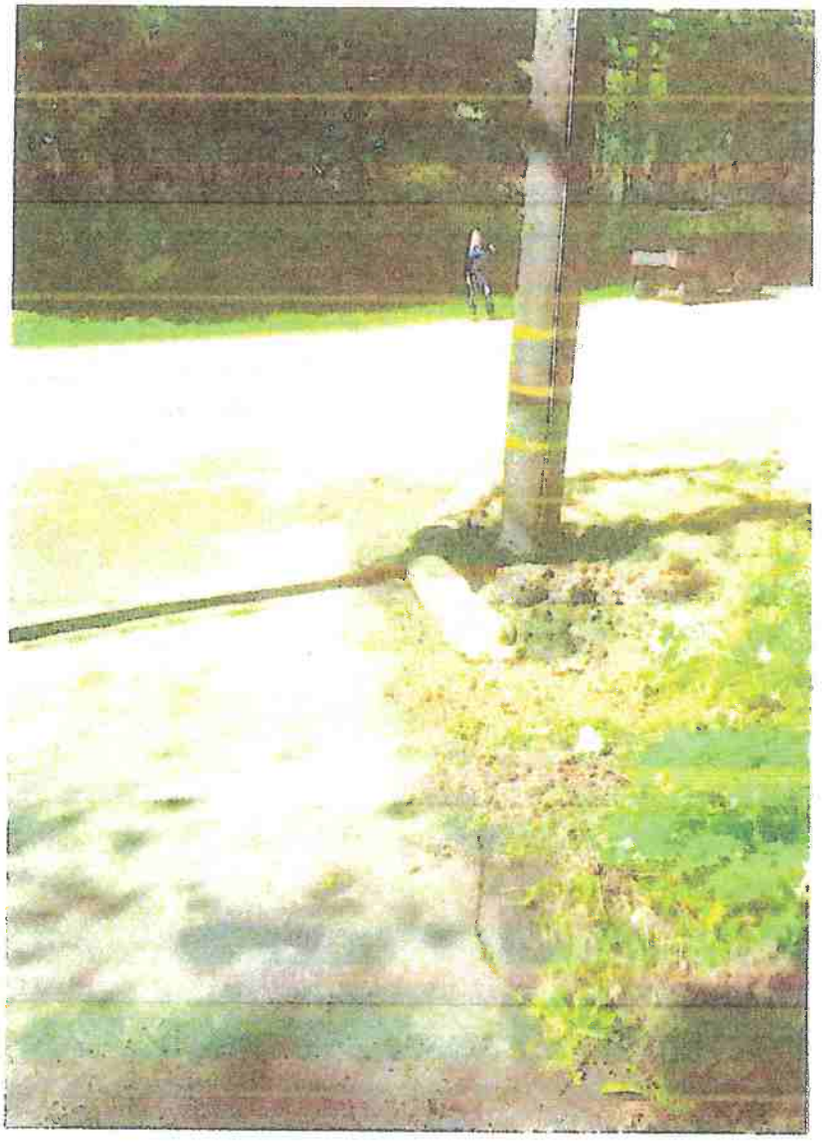
6/2020



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EX 4.

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6/2020

April 17, 2017

Denise Young
Senior Land Technician
Pacific Gas & Electric Co.
2555 Myrtle Avenue
Eureka, CA 95501

Dear Ms. Young,

Thank you for taking my call on 4/6/17 regarding PG&E's massive utility installation ("MUI") adjacent to our parcel in Trinidad, California. During the course of that conversation you asked me to provide a summary of my complaints for evaluation and hopefully, some resolution.

Background: In October 2013 my wife and I completed the 10-year process of consolidating our residential parcel with the surrounding commercial timberlands. As a result of the various land use proceedings we hold a 42-acre commercial timber zoned parcel which includes our residence. As the result of a 2011 inventory the parcel contains 1,105 mbf of merchantable timber.

These land use proceedings included a Humboldt County requirement that we procure an encroachment permit for a driveway where a historical logging road on our property intersects Patrick's Point Drive. In October 2013 we complied with the requirements for this permit which dictated the exact specifications for an asphalt apron at the intersection including its location, size, composition, thickness and dimensions.

On March 16, 2016 upon my return from out-of-town, I approached a PG&E work crew completing construction of the MUI on the northside of the asphalt apron. I communicated my objections to the installation to 2 supervisors among the work crew and was assured that they would report to higher authorities and I would receive a call to discuss the matter. I never heard from anyone from PG&E or otherwise regarding the matter.

The Installation: During our conversation on 4/6/17 you identified the MUI as a "regulator" but acknowledged that you have never visited the site. This piece of equipment is far from the run-of-the-mill utility facility but rather a huge platform suspended between two power poles. The platform holds 3 massive metal casons with dimensions of approximately 3' x

5' each. I have attached 2 photographs so you can appreciate the magnitude and proportions of this installation. I believe that it is an aesthetic anomaly in this mixed residential and commercial timber zoned neighborhood.

This installation was completed on October 16, 2016 without any notice to adjacent landowners. I have asked the California Coastal Commission whether this utility installation qualifies for an exception under Section 30610 of the Coastal Act. As far as I know, that question is still pending before the North Coast District Director.

Market Obstruction: Patrick's Point Drive to the south of our logging road access is in a substantially deteriorated condition due to the unstable bluffs along the coast line. To the north, the county road is in much better condition; more appropriate for heavy logging truck traffic. An approved timber harvest plan for our timberlands will certainly require such equipment to make a right-hand turn onto Patrick's Point Drive for access to markets via Hwy 101 in order to minimize wear and tear on this fragile coastal roadway.

PG&E's placement of the MUI immediately adjacent to the right side of the asphalt apron (the enclosed photo shows it is only inches from the paved surface) makes it impossible for a 40-foot tractor/trailer loaded with logs to negotiate a right-hand turn onto Patrick's Point Drive. This fact is exacerbated by the reality that our logging road approaches the intersection from the South (parallel to Patrick's Point Drive) thereby requiring a hard-left-hand maneuver before negotiating the required right-hand turn onto the county road.

During our conversation, we discussed relocation of the driveway access to our logging road. As is shown in the attached photo, this simplistic approach is complicated by the fact that PG&E has also recently (within the last 5 years) installed a new power pole adjacent to the paved apron, this time on the south side. I am at loss to see how or why my permitted access must "thread the needle" between PG&E facilities that could have been placed anywhere along Patrick's Point Drive, or elsewhere.

Location: I have enclosed the Record of Survey dated August 13, 2013 relating to our land use proceedings. As you see, the property line for our parcel along Patrick's Point Drive changes at the location of PG&E's MUI. Specifically, at that point, the line crosses from the centerline of Patrick's Point Drive to the western side of the roadway and follows the 2/3

Section line on the map. This change in our property line to the west side of Patrick's Point Drive raises questions as to whether the MUI was built within the utility franchise.

Conclusion: For the forgoing reasons, I believe that PG&E's installation of the MUI in this location under these circumstances preludes our use of the land and diminishes its value. As we discussed on the telephone, I am hopeful that we can reach an amendable resolution. I would greatly appreciate your presenting these thoughts of mine to "the powers that be" expressing my sincere hope that we can come to an amicable conclusion.

Thank you,

Jeff Guttero
2625 Patrick's Point Drive
Trinidad, CA 95570
jguttero@aol.com
(707) 677-0403

Pacific Gas and Electric Company™

Charles R. Lewis, IV
Senior Counsel
Law Department

Mailing Address
P.O. Box 7442
San Francisco, CA 94120

Street/Courier Address
77 Beale Street, B30A
San Francisco, CA 94105

(415) 973-6610
Fax: (415) 973-5520
Email: CRL2@pge.com

May 10, 2017

Mr. Jeffrey Guttero
2625 Patrick's Point Drive
Trinidad, CA 95570

Re: Pole Relocation

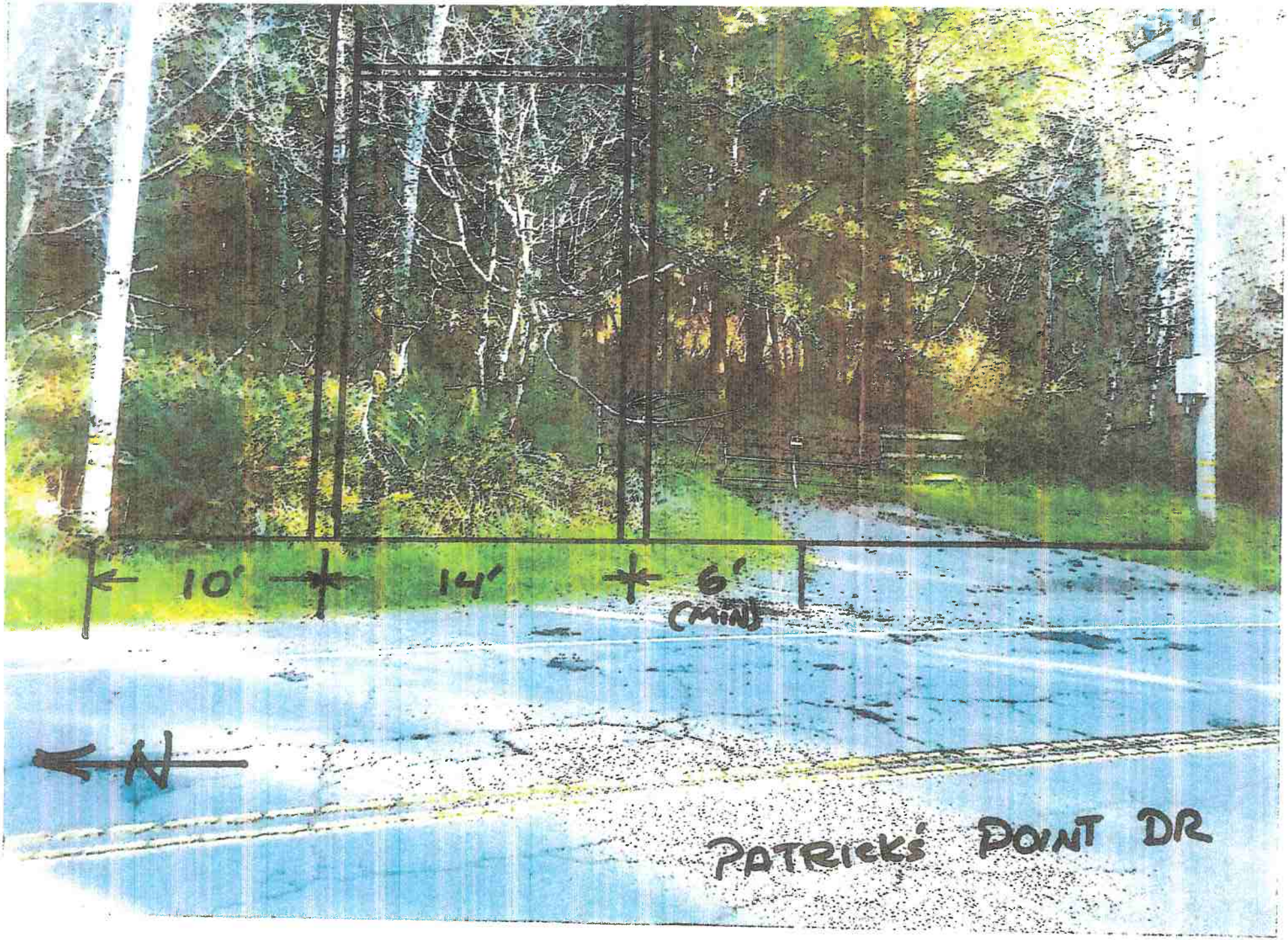
Dear Mr. Guttero:

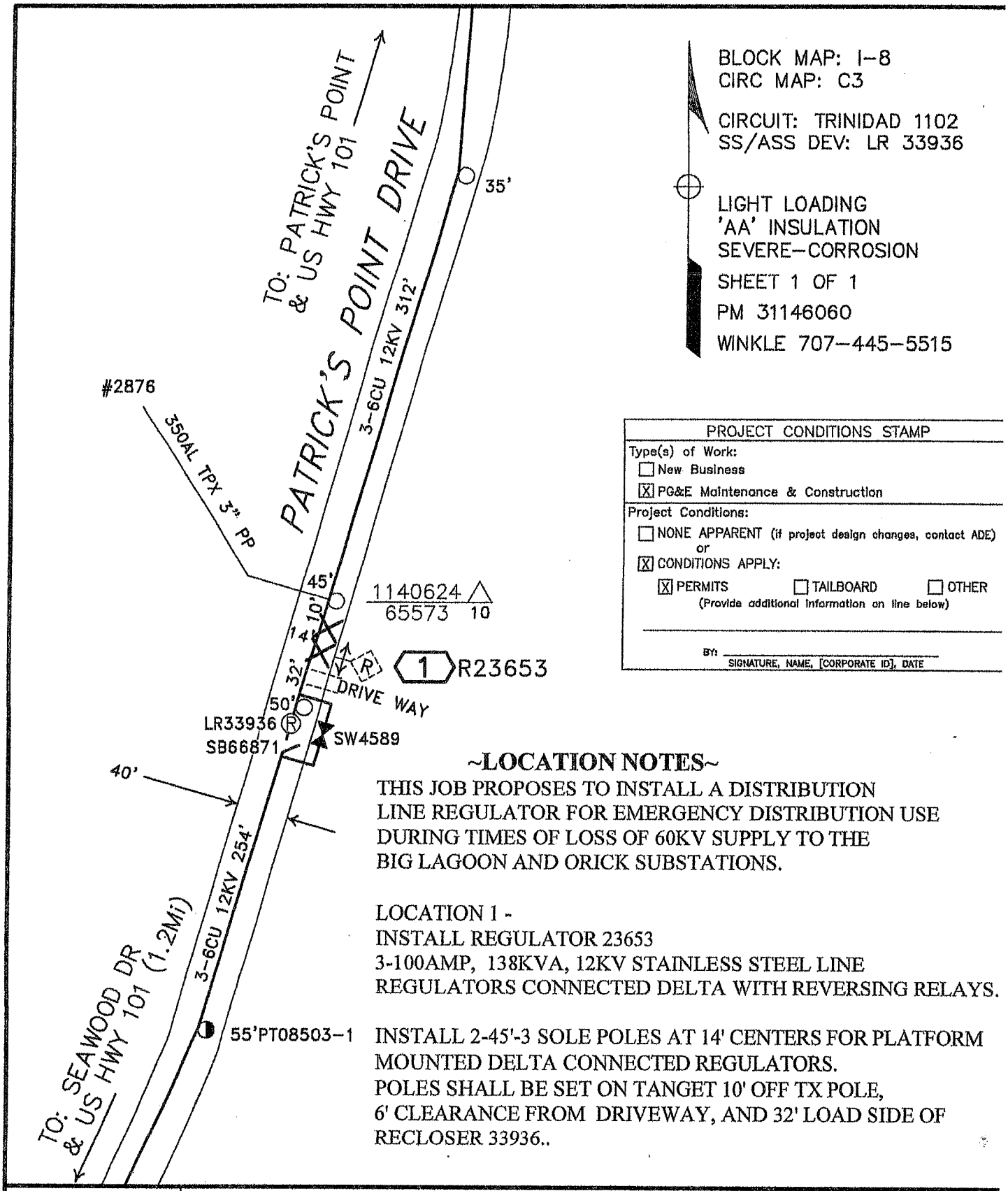
Your letter to Pacific Gas and Electric Company (PG&E) Senior Land Technician Denise Young has been referred to me for investigation and response. You write about the recent installation of electric distribution equipment consisting of a pair PG&E poles and platform which support, what you describe as, "3 massive metal casons" near your Patrick's Point Drive property. You claim that this equipment "precludes the use of your land and diminishes its value." As explained more fully below, I cannot agree with your assertions.

The three metal caissons in question comprise an Electric Distribution Voltage Regulator. The purpose of this equipment is to regulate and sustain the line voltage on the distribution circuit. Your property is served by the Trinidad 1102 12,000 Volt (12kV) circuit. In the event of a loss of transmission supply to the Big Lagoon and Orick Substations, this regulation equipment will maintain the distribution voltage to you and many of your neighbors who would otherwise sustain an outage.

This voltage regulator was installed within the limits of the public right of way of Patrick's Point Drive on a platform between two poles. This construction is consistent with General Order 95 (Rules for Overhead Electric Line Construction) adopted by the California Public Utilities Commission (CPUC) and current PG&E standard construction for distribution regulators.

Since the Trinidad 1102 circuit serves customer along Patrick's Point Drive, to be effective in serving customers along this section of the circuit, the distribution voltage regulator had to be installed along Patrick's Point Drive. The particular location for this regulator was


10'
14'
6'
(MIN)
N
PATRICKS POINT DR



BLOCK MAP: I-8
CIRC MAP: C3

CIRCUIT: TRINIDAD 1102
SS/ASS DEV: LR 33936

LIGHT LOADING
'AA' INSULATION
SEVERE-CORROSION

SHEET 1 OF 1

PM 31146060

WINKLE 707-445-5515

PROJECT CONDITIONS STAMP
Type(s) of Work:
☐ New Business
☒ PG&E Maintenance & Construction
Project Conditions:
☐ NONE APPARENT (if project design changes, contact ADE) or
☒ CONDITIONS APPLY:
☒ PERMITS ☐ TAILBOARD ☐ OTHER
(Provide additional information on line below)
BY: SIGNATURE, NAME, [CORPORATE ID], DATE

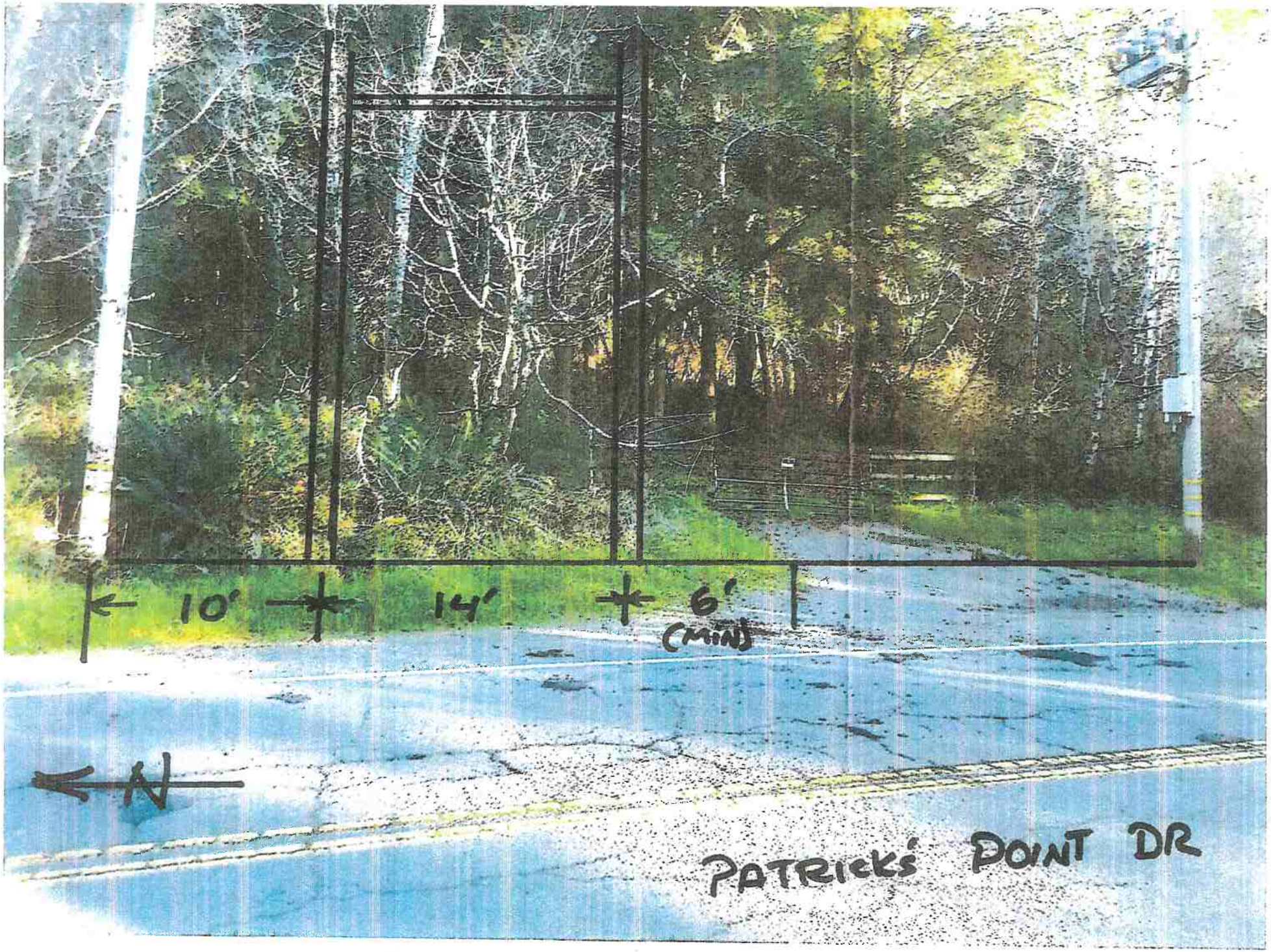
~LOCATION NOTES~

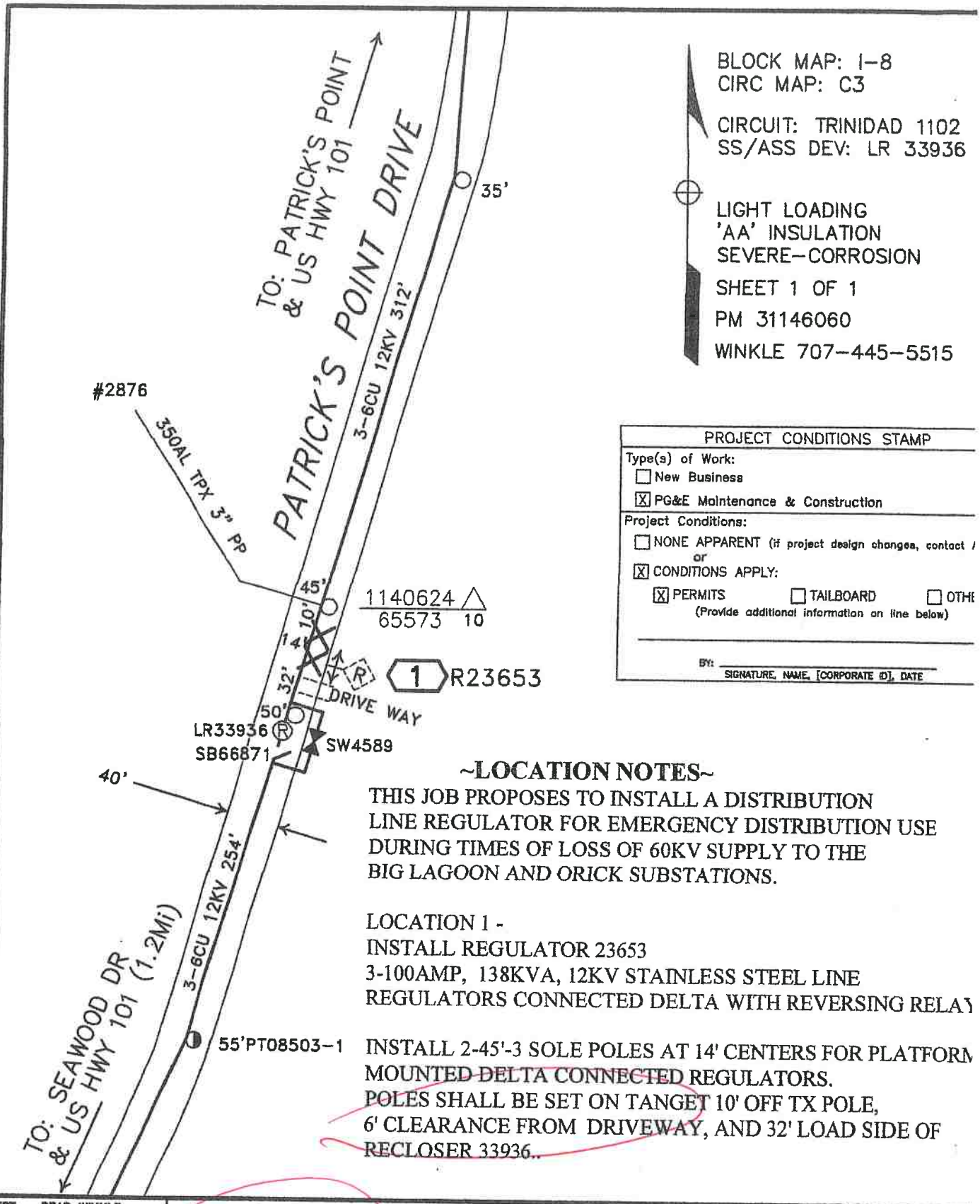
THIS JOB PROPOSES TO INSTALL A DISTRIBUTION LINE REGULATOR FOR EMERGENCY DISTRIBUTION USE DURING TIMES OF LOSS OF 60KV SUPPLY TO THE BIG LAGOON AND ORICK SUBSTATIONS.

LOCATION 1 -
INSTALL REGULATOR 23653
3-100AMP, 138KVA, 12KV STAINLESS STEEL LINE REGULATORS CONNECTED DELTA WITH REVERSING RELAYS.

INSTALL 2-45'-3 SOLE POLES AT 14' CENTERS FOR PLATFORM MOUNTED DELTA CONNECTED REGULATORS.
POLES SHALL BE SET ON TANGET 10' OFF TX POLE,
6' CLEARANCE FROM DRIVEWAY, AND 32' LOAD SIDE OF RECLOSER 33936..

EST: BEAR WINKLE		# REPLACE LINE REGULATOR # 23653	CO:
ADE: KRW3		2876 PATRICK'S POINT DR (NEXT TO LR 33936)	SD:
SUPV: AKLO		TRINIDAD	NOTIF: 109996740
REP: DAVID C. GONZALEZ			OTHER:
PLNR: SHAWN HOWARD			SHT: 1of 1 SHEETS
SCALE: 1"=100'	DATE: 2-29-2016	PACIFIC GAS AND ELECTRIC COMPANY	PM: 31146060 REV.


10'
14'
6'
(MIN)
N
PATRICKS POINT DR



PROJECT CONDITIONS STAMP
Type(s) of Work:
☐ New Business
☒ PG&E Maintenance & Construction
Project Conditions:
☐ NONE APPARENT (if project design changes, contact / or
☒ CONDITIONS APPLY:
☒ PERMITS ☐ TAILBOARD ☐ OTHE
(Provide additional information on line below)
BY: SIGNATURE, NAME, [CORPORATE ID], DATE

~LOCATION NOTES~

THIS JOB PROPOSES TO INSTALL A DISTRIBUTION LINE REGULATOR FOR EMERGENCY DISTRIBUTION USE DURING TIMES OF LOSS OF 60KV SUPPLY TO THE BIG LAGOON AND ORICK SUBSTATIONS.

LOCATION 1 -
INSTALL REGULATOR 23653
3-100AMP, 138KVA, 12KV STAINLESS STEEL LINE REGULATORS CONNECTED DELTA WITH REVERSING RELAY

INSTALL 2-45'-3 SOLE POLES AT 14' CENTERS FOR PLATFORM MOUNTED DELTA CONNECTED REGULATORS.
POLES SHALL BE SET ON TANGET 10' OFF TX POLE, 6' CLEARANCE FROM DRIVEWAY, AND 32' LOAD SIDE OF RECLOSER 33936..

EST: BEAR WINKLE	# REPLACE LINE REGULATOR # 23653		CO:
ADE: KRW3	2876 PATRICK'S POINT DR (NEXT TO LR 33936)		SD:
SUPV: AKLO	TRINIDAD		NOTIF: 109996740
REP: DAVID C. GONZALEZ			OTHER:
PLNR: SHAWN HOWARD			SHT: 1of 1 SHEE
SCALE: 1"=100' DATE: 2-29-2016	PG&E PACIFIC GAS AND ELECTRIC COMPANY		PM: 31146060 RE

From: Leiloni Shine leiloni@landlogistics.com
Subject: RE: Summary
Date: Apr 11, 2022 at 12:40:56 PM
To: Jeffrey Guttero jguttero@icloud.com

Good afternoon,
Thank you for providing an outline of your concerns regarding the current project proposal (14376). I have forwarded this email to staff for their review and to be entered into the record.

Please contact Cliff Johnson regarding any requests for mailing hard-copies of documents: CJohnson@co.humboldt.ca.us (707)268-3721.

Thank you,

Leiloni Shine
Land Logistics, Inc.
(707)671-6928

-----Original Message-----
From: Jeffrey Guttero <jguttero@icloud.com>
Sent: Monday, April 11, 2022 11:46 AM
To: Leiloni Shine <leiloni@landlogistics.com>
Subject: Summary

Hello Leiloni....you have requested a summary email setting forth my position regarding Project file 14376. The reasons for my opposition to the current location of Regulator 23653 are set forth in the prepared presentation which I will submit to the public record at the upcoming hearing before the Zoning Administrator: Statement of Jeff Guttero in Opposition and Statement of Jeffrey D. Cyphers. That presentation demonstrates that: 1. Regulator 23653 creates an aesthetic anomaly on the iconic coastal redwood roadway known as Patrick's Point Drive in Trinidad, California; 2: PG&E mischaracterized this

piece of equipment as a "Replacement" facility in an attempt to claim an exemption from the requirement for a Coastal Development Permit; 3. This Regulator was built in violation of California Public Utilities Commission General Order 95 which dictates the proper location for utility facilities relative to a permitted access to the roadway; 4. Regulator 23653 obstructs my property's logging truck access to Patrick's Point Drive; and 5. The location of this Regulator creates a safety hazard for traffic on Patrick's Point Drive when my driveway is used by logging trucks.

Now, in light of these valid objections to the current location of this equipment, PG&E submits a "Construction Sketch" which proposes to relocate Regulator 23653 a few feet north of its current location on Patrick's Point Drive. In this manner, the utility seeks to: 1. circumvent the requirements for a Coastal Development Permit relating to the aesthetic sensitivity of this neighborhood and; 2. obfuscate it's sordid history relating to the current placement of this equipment. In the final analysis, the proposed relocation of this Regulator totally disregards the aesthetics of the area exactly as was the case when it was misplaced in the first instance. Given that PG&E's new proposal contemplates the disassembly of the existing facility for reconstruction at a different location, I submit that it should be removed to an altogether different area which is not as aesthetically sensitive as Patrick's Point Drive on the redwood coast.

Respectively submitted,

Jeff Guttero
2625 Patrick's Point Drive
Trinidad, California 95570
(707) 677 0403
Jguttero@aol.com

Sent from my iPad

4/20/2022

Cliff Johnson

Please find enclosed my presentation in Project File 14376. I have also included a summary prepared at the request of Leslie Shine.

If you have any questions or if I can be of assistance please let me know

thank you

Jeff Gutteron
(707) 677-0403
jgutteron@aol.com
2625 Patrick Pt Dr
Trinidad Ca
95570

McClenagan, Laura

Subject: FW: Project file 14376

From: Jane Williams <janewilliams99@gmail.com>
Sent: Thursday, April 21, 2022 12:40 PM
To: Leiloni Shine <leiloni@landlogistics.com>
Subject: Project file 14376

Hi,

I live on Patrick's Point Drive, next door to Jeff Guttero, and have lived here for 20 years.

I concur, that relocating Regulator 23653, is a good idea. Such a massive, unsightly behemoth of a utility located right along our beautiful road should have never been put there in the first place.

Therefore, I am requesting, for aesthetic reasons, that it be moved, and not just moved into someone else's view.

Thank you.

Jane Williams
707-362-6772

McClenagan, Laura

Subject: Project File # 14376 P.G.&E. Patricks Point Drive

From: Tim Doran <timsourdough@aol.com>
Sent: Friday, April 22, 2022 9:19 PM
To: Leiloni Shine <leiloni@landlogistics.com>
Subject: Project File # 14376 P.G.&E. Patricks Point Drive

Dear Ms. Shine,
As a property owner "down the street" from P.G.&E.'s massive structure that was built six years ago on Patricks Point Drive, I'm writing to demand that Humboldt County Planning Dept. and the Calif. Coastal Commission insist that P.G.&E. relocate this awful eyesore off of Patricks Point Drive. It was unbelievable that P.G.&E. choose to erect this structure in it's present location. Patricks Point Drive is known for being one of the most scenic roads in Humboldt County. During the summer months, thousands of people travel on Patricks Point Drive to take in the beautiful views of the coastline and to visit Sue-Meg State Park (formally known as Patricks Point State Park). Why in the world should P.G.&E. be allowed to erect such a ugly structure in such a sensitive location, negatively impacting the area's natural beauty. It's my request that Humboldt County Planning direct P.G.&E. to relocate the structure somewhere else, where it can be hidden from public view.
Sincerely,
Tim Doran
3320 Patricks Point Drive
P.O. Box 1231
Trinidad, Ca. 95570
(707) 677-3831

Project File 14376
4/20/2022
Ex. 7

STATEMENT OF JEFFREY D. CYPHERS.

1. My name is Jeffrey D. Cyphers and I have been involved in the truck transportation industry for 38 years. In addition to possessing extensive truck-driving experience, I have successfully owned and managed multiple asset-based truck transportation related businesses and an international transportation logistics company.

   Specifically, I have 10 years log truck-driving experience in Humboldt County and throughout the State of California. Additionally, I worked for 12 years overseeing log truck route ratings, logging road inspections and log truck operational matters in the field.

   Since 2007 I have been President and CEO of TJS Leasing and Holding Company Inc., involved in truck transportation of perishable goods.

   My professional experience includes my duties as a Lieutenant in the Humboldt County Sheriff's Department (retired) and a California licensed Private Investigator.

2. I have inspected the area surrounding the intersection of the Guttero's permitted logging access road and Patrick's Point Drive in Trinidad, Humboldt County California. At his intersection is a 25-foot wide and 25-foot-long asphalt apron that widens to 30 feet where it meets the County road. This apron meets the roadway at a 90-degree angle. Patrick's Point Drive at this intersection is paved 21-feet-wide with a 3-foot-wide shoulder on the west side and a 7-foot-wide shoulder on the east side. The County road consists of two traffic lanes divided by a solid, double yellow line. Visibility from the mouth of the apron in each direction to the north and south is obscured by vegetation and the curvature of the County road. The posted speed limit is 45 miles per hour for the on-coming lane of traffic from the north.

3. The permitted logging access road on the Guttero's commercial timber zoned parcel approaches Patrick's Point Drive from the south, parallel to the county road. This approach to the intersection requires a loaded logging truck/trailer to first make a hard-left hand maneuver prior to negotiating the necessary right or left hand turn onto the county roadway.

4. Adjacent to both sides of the asphalt apron are utility facilities. To the north of the apron is a large platform suspended between two power poles. This platform holds 3 metal caissons each with dimensions of approximately 3 feet x 5 feet. The southern-most pole of this platform is buried in the ground 30 inches from the northern edge of the asphalt apron.

5. To the south of the apron is another utility power pole. This facility is located 8 feet from the southern edge of the asphalt apron.

6. Given the circumstances at this intersection, as described above, it is my opinion that a fully-loaded logging truck cannot safely make a right or left turn out the Guttero logging access road onto Patrick's Point Drive.

7. Exhibit 1 attached is a photograph depicting Patrick's Point Drive to the north from the mouth of the logging road apron. The roadside vegetation, the utility pole itself and the curvature of the road surface obscures visibility of oncoming traffic from this vantage point.

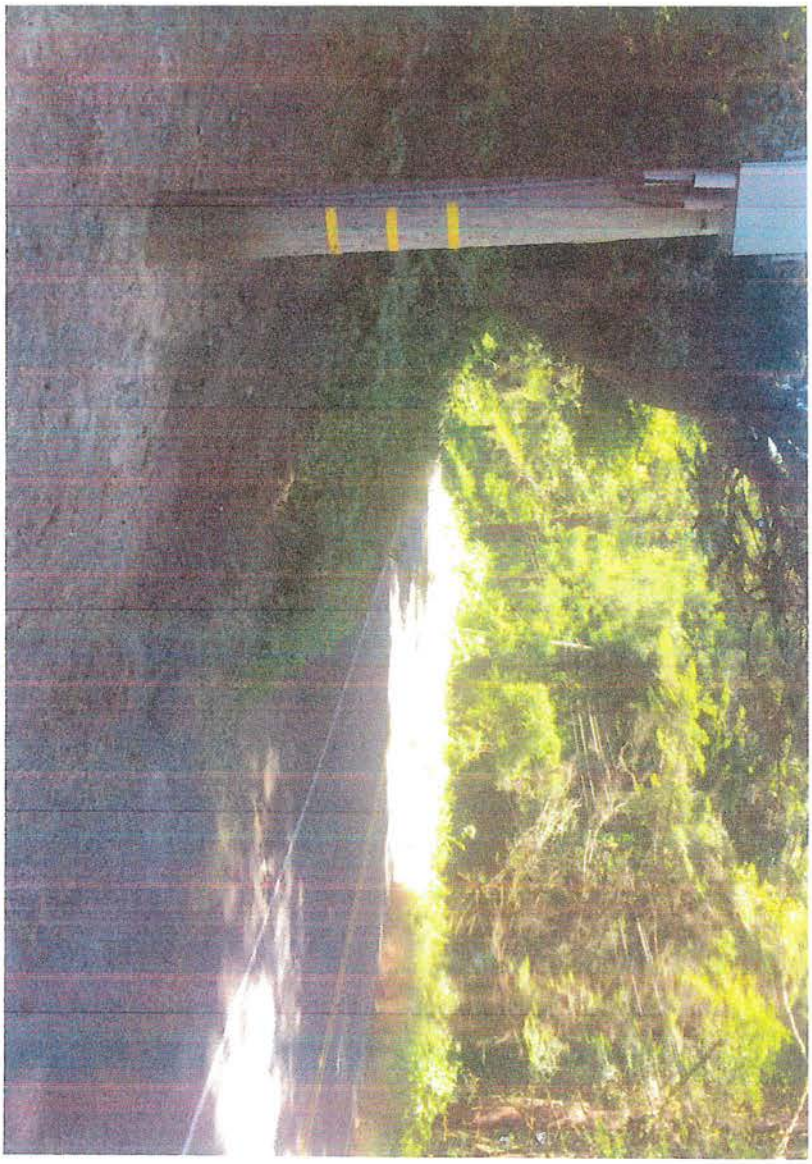
8. Likewise, to the north, the placement of the utility pole 30 inches from the edge of the apron makes it unlikely that a loaded truck/trailer can safely achieve the required 90 degree turning radius to the right without either coming into contact with the utility pole or crossing over the double yellow divider into oncoming traffic. In fact, this placement of the utility pole would likely necessitate such a wide right-hand turn that the truck would obstruct both lanes of traffic, utilizing the shoulder on the opposite side of Patrick's Point Drive in order for the rear right-hand side of the trailer to avoid coming into contact with the utility pole.

9. With respect to a left, south-bound turn onto Patrick's Point Drive, there are additional safety concerns. Exhibit 2 is a photograph showing that visibility to the south is obscured by vegetation and the topography of the road surface.

10. Given that the utility pole to the south is 8 feet from the edge of the apron, contact between that pole and the left-hand side of the trailer is of a little concern when making turns to the right. However, the trailer's contact with the pole on the right is problematic when the logging truck is turning left, southbound. Specifically, the width of the apron, due to the placement of the platform, itself dictated a wider turning radius onto Patrick's Point Drive than the placement of the poles/platform allows. While on the surface of the apron, this wider turning radius is necessary to avoid the rear-right side of the trailer swinging to the right and coming into contact with the utility pole on the right which is situated 30 inches from the north side of the apron.

Dated 4/20/2022 Jeffrey D. Cyphers /s/

EX. 1



EX. 2

Project File 14376
4/20/2022

STATEMENT OF JEFF GUTTERO IN OPPOSITION TO PG&E'S RETROACTIVE APPLICATION FOR A COASTAL DEVELOPMENT PERMIT FOR LINE REGULATOR #23653 @ 2876 PATRICK'S POINT DRIVE (NEXT TO LR33936).

1. My name is Jeff Guttero and I reside at 2625 Patrick's Point Drive, Trinidad, Humboldt County California.
2. In October 2013 my wife and I completed a several year process of merging our residential parcel with the surrounding commercial timber lands. As a result of a 2011 inventory the parcel contains 1,105 mbf of merchantable timber.
3. These land use proceedings included a Humboldt County requirement that we procure an encroachment permit for a driveway where a historical logging road on our property intersects Patrick's Point Drive. This access point has been used for logging purposes since before Highway 101 was constructed. In October 2013 we complied with the requirements for this permit which dictated the exact specifications for an asphalt apron at the intersection including its location, size, composition, thickness and dimensions.
4. On March 16, 2016 upon my return from out of town, I approached a PG&E work crew completing construction of a massive utility installation on the north side of the asphalt apron. I communicated my objections to the installation to 2 supervisors among the work crew together with my contact information. I was assured that they would report my concerns to higher authorities, and that I would receive a call to discuss the matter. I never heard from anyone at PG&E or otherwise regarding the matter.
5. Attached hereto as Exhibit 1 is a photograph of this installation adjacent to the permitted asphalt apron referred to above (with my wife shown in order to illustrate the magnitude and proportions of this facility).
6. This piece of equipment is far from the run-of-the-mill utility facility in a residential neighborhood but rather a huge platform suspended between two power poles. The platform holds 3 massive metal caissons with dimensions of approximately 3 feet x 5 feet each. This facility is clearly out of place in this scenic stretch of coastline with beautiful vistas of the sea and magnificent redwoods. Exhibit 2 attached hereto is a photograph depicting the utility installation

as it is situated on Patrick's Point Drive. Exhibit 3 shows the installation adjacent to the north side of the permitted asphalt apron providing logging access to Patrick's Point Drive. These photographs demonstrate that this utility installation is an aesthetic anomaly in this iconic stretch of coastal roadway in the mixed residential and commercial timber neighborhood. This installation was completed on March 16, 2016 without any notice to the adjacent community.

7. As is obvious, Humboldt County's land use designation for our parcel as timber commercial together with the permitted intersection with Patrick's Point Drive establishes our right to access to the logging markets.

8. Patrick's Point Drive to the south of our logging road access is in a substantially deteriorated condition due to the unstable bluffs along the coastline. To the north, the county road is in much better condition; more appropriate to accommodate heavy logging truck traffic. An approved timber harvest plan for our timberlands will certainly require such equipment to make a right-hand turn onto Patrick's Point Drive (northbound) for access to markets via Highway 101 in order to minimize wear and tear on this fragile coastal roadway to the south.

9. PG&E has placed this installation immediately adjacent to the right-hand side of the permitted asphalt apron (to the north) providing access to Patrick's Point Drive. Specifically, the southern-most pole of the two suspending the utility platform is located only 30 inches from the edge of the asphalt apron. Exhibit 4 hereto depicts the 30-inch distance between the utility pole and the asphalt apron. California Public Utilities Commission (CPUC) General Order 95 sets forth utility construction standards requiring at least 6 feet distance between such a driveway and a utility installation. Thus, this utility facility was built in violation of the CPUC construction standards.

10. Additionally, in the last several years PG&E has installed another power pole adjacent to the asphalt apron, this time on the south side of the asphalt apron. This facility was placed 8 feet from the asphalt apron. Exhibit 5 attached hereto is a photograph depicting the asphalt apron with the massive installation to the north (30 inches from the apron) and the other utility pole to the south (8 feet from the apron). Given the location of these two installations relative to the asphalt apron, it is literally impossible for this access to be relocated between them so as to conform with the CPUC construction standards set forth in General Order 95 which requires 6 feet clearance on each side of asphalt apron.

11. Included herewith is the Statement of Expert Witness Jeffrey D. Cyphers which confirms that either a northbound or a southbound turn onto Patrick's Point Drive by a loaded logging truck from our access apron would be an unsafe maneuver given the existing positions of the utility's facilities.

12. Subsequent to construction of the utility installation and PG&E's failure to respond to my complaints (as described above), on April 17, 2017 I wrote a letter of concern to Denise Young, PG&E's Senior Land Technician. Attached hereto as Exhibit 6 is a copy of that letter itemizing my complaints.

13. Thereafter, I received a response from PG&E Senior Counsel Charles R. Lewis Jr., dated May 10, 2017. Attorney Lewis dismissed and disagreed with the complaints included in my letter to Ms. Young. A copy of attorney Lewis' letter is attached as Exhibit 7. Attorney Lewis' response made several assertions. First, he stated that the subject utility installation:

> "... is consistent with General Order 95 (Rules for Overhead Electric (Line Construction) adopted by the California Public Utilities Commission (CPUC) and current PG&E standard construction for distribution regulators."

Attorney Lewis attached to his correspondence an interlineated photograph of the installation which is inconsistent with the facts at the site. A copy of Attorney Lewis' photograph is attached as Exhibit 8. Specifically, Attorney Lewis' photograph depicts the distance between the asphalt apron and the utility installation to the north at a "6-foot minimum." In fact, there is only 30 inches between the utility facility and the apron which is inconsistent with General Order 95.

14. Second, Attorney Lewis attached to his letter evidence that PG&E misinformed the County of Humboldt (and the California Coastal Commission) re: its qualification for an exemption from the requirement for a coastal development permit. Specifically, the Coastal Act regulations set forth certain circumstances where a public utility is exempt from the requirement for a coastal development permit. One such exemption exists where an electric utility is replacing an existing overhead facility. Attorney Lewis attached to his letter a job sketch of regulator #23653 which was submitted to the Humboldt County Department of Public Works "...to ensure that there were no issues..." regarding the construction and maintenance of this facility.
Attached hereto as Exhibit 9 is the "job sketch" forwarded by Attorney Lewis. The title of the document is "Replace Line Regulator #23653 at 2876 Patrick's Point Drive (next to LR 33936)".

15. I have resided at this location continuously for 28 years and there has never been any such facility in the vicinity prior to the subject installation. In fact, this facility did not replace any such equipment. As a result of this misleading "job sketch" PG&E was not required to conform with the Coastal Act. Accordingly, PG&E installed their aesthetic anomaly on Patrick's Point Drive without: 1) any application for the California Coastal Commission for a coastal development permit; and: 2) any notice to the adjoining community.

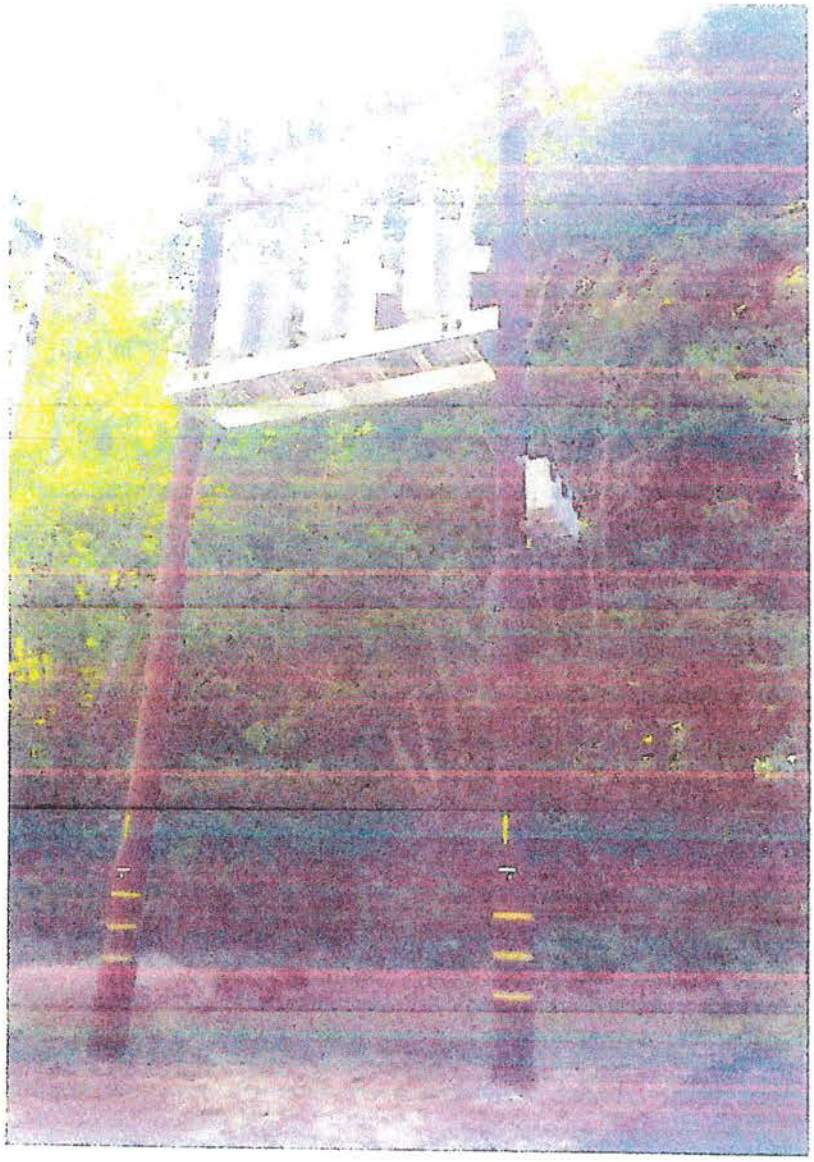
16. In the final analysis, PG&E's plan to relocate this facility in this area should be denied because construction of Regulator #23653: 1) creates an aesthetic anomaly on this scenic and iconic roadway in Trinidad, California; 2) violates CPUC General Order 95 with the inappropriate placement of these facilities adjacent to a permitted access; 3) obstructs our legitimate access to the timber markets by placement of its facilities; and 4) creates a roadway safety hazard by placement of these facilities.

Dated 4/20/2022

Jeff Guttero
2625 Patrick's Point Drive
Trinidad, CA 95570
(707) 677-0403
Jguttero@aol.com

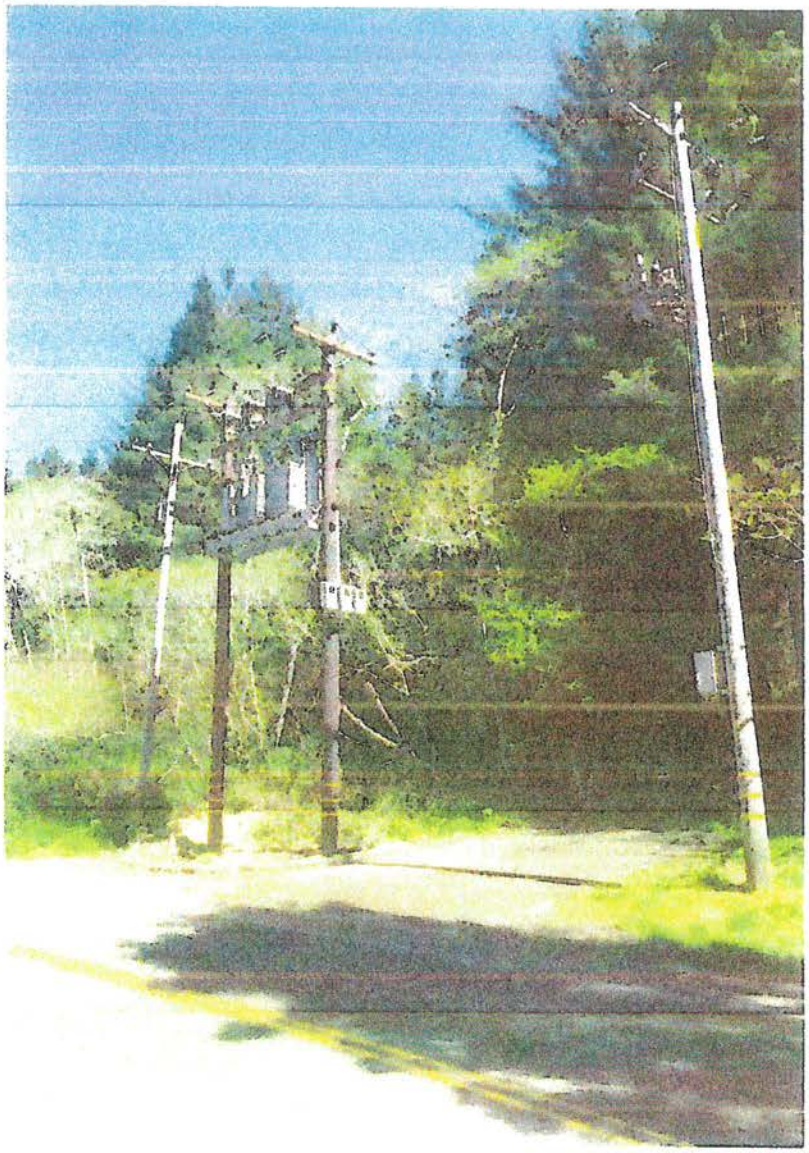
Ex 1.

EX. 2



Ex. 3

Ex.4



EX. 5

April 17, 2017

EX. 6

Denise Young
Senior Land Technician
Pacific Gas & Electric Co.
2555 Myrtle Avenue
Eureka, CA 95501

Dear Ms. Young,

Thank you for taking my call on 4/6/17 regarding PG&E's massive utility installation ("MUI") adjacent to our parcel in Trinidad, California. During the course of that conversation you asked me to provide a summary of my complaints for evaluation and hopefully, some resolution.

Background: In October 2013 my wife and I completed the 10-year process of consolidating our residential parcel with the surrounding commercial timberlands. As a result of the various land use proceedings we hold a 42-acre commercial timber zoned parcel which includes our residence. As the result of a 2011 inventory the parcel contains 1,105 mbf of merchantable timber.

These land use proceedings included a Humboldt County requirement that we procure an encroachment permit for a driveway where a historical logging road on our property intersects Patrick's Point Drive. In October 2013 we complied with the requirements for this permit which dictated the exact specifications for an asphalt apron at the intersection including its location, size, composition, thickness and dimensions.

On March 16, 2016 upon my return from out-of-town, I approached a PG&E work crew completing construction of the MUI on the northside of the asphalt apron. I communicated my objections to the installation to 2 supervisors among the work crew and was assured that they would report to higher authorities and I would receive a call to discuss the matter. I never heard from anyone from PG&E or otherwise regarding the matter.

The Installation: During our conversation on 4/6/17 you identified the MUI as a "regulator" but acknowledged that you have never visited the site. This piece of equipment is far from the run-of-the-mill utility facility but rather a huge platform suspended between two power poles. The platform holds 3 massive metal casons with dimensions of approximately 3' x

5' each. I have attached 2 photographs so you can appreciate the magnitude and proportions of this installation. I believe that it is an aesthetic anomaly in this mixed residential and commercial timber zoned neighborhood.

This installation was completed on October 16, 2016 without any notice to adjacent landowners. I have asked the California Coastal Commission whether this utility installation qualifies for an exception under Section 30610 of the Coastal Act. As far as I know, that question is still pending before the North Coast District Director.

Market Obstruction: Patrick's Point Drive to the south of our logging road access is in a substantially deteriorated condition due to the unstable bluffs along the coast line. To the north, the county road is in much better condition; more appropriate for heavy logging truck traffic. An approved timber harvest plan for our timberlands will certainly require such equipment to make a right-hand turn onto Patrick's Point Drive for access to markets via Hwy 101 in order to minimize wear and tear on this fragile coastal roadway.

PG&E's placement of the MUI immediately adjacent to the right side of the asphalt apron (the enclosed photo shows it is only inches from the paved surface) makes it impossible for a 40-foot tractor/trailer loaded with logs to negotiate a right-hand turn onto Patrick's Point Drive. This fact is exacerbated by the reality that our logging road approaches the intersection from the South (parallel to Patrick's Point Drive) thereby requiring a hard-left-hand maneuver before negotiating the required right-hand turn onto the county road.

During our conversation, we discussed relocation of the driveway access to our logging road. As is shown in the attached photo, this simplistic approach is complicated by the fact that PG&E has also recently (within the last 5 years) installed a new power pole adjacent to the paved apron, this time on the south side. I am at loss to see how or why my permitted access must "thread the needle" between PG&E facilities that could have been placed anywhere along Patrick's Point Drive, or elsewhere.

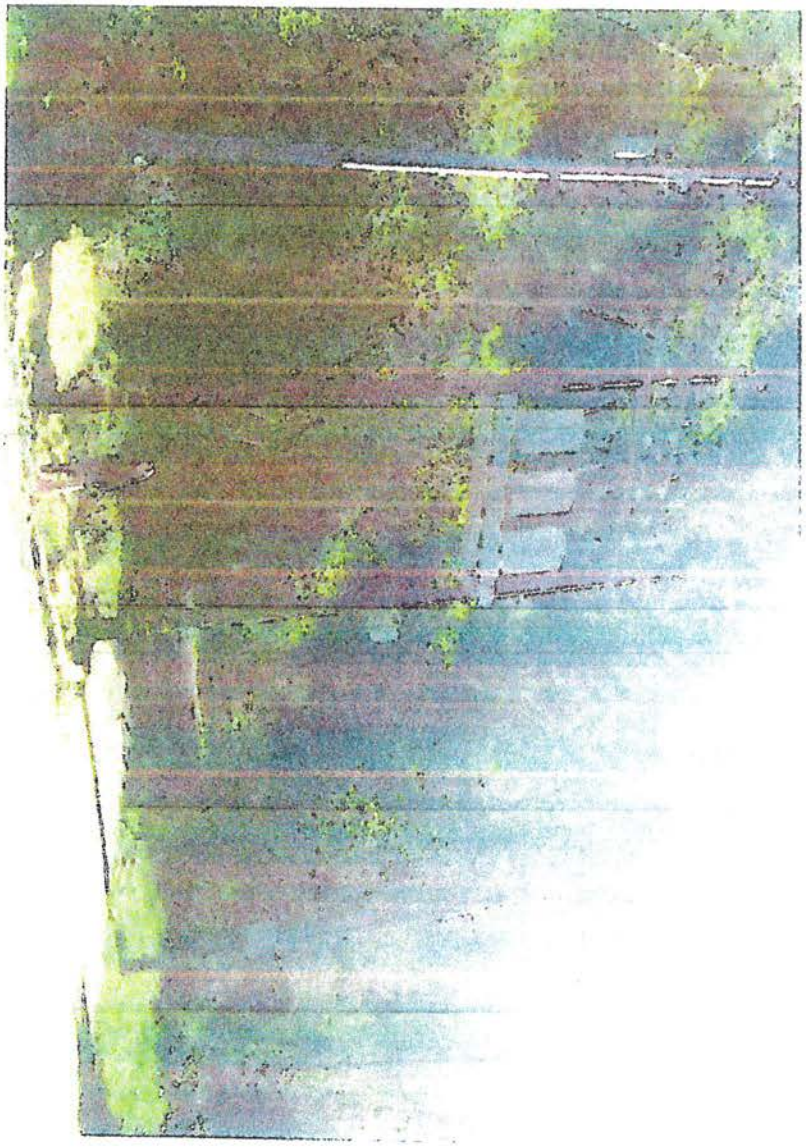
Location: I have enclosed the Record of Survey dated August 13, 2013 relating to our land use proceedings. As you see, the property line for our parcel along Patrick's Point Drive changes at the location of PG&E's MUI. Specifically, at that point, the line crosses from the centerline of Patrick's Point Drive to the western side of the roadway and follows the 2/3

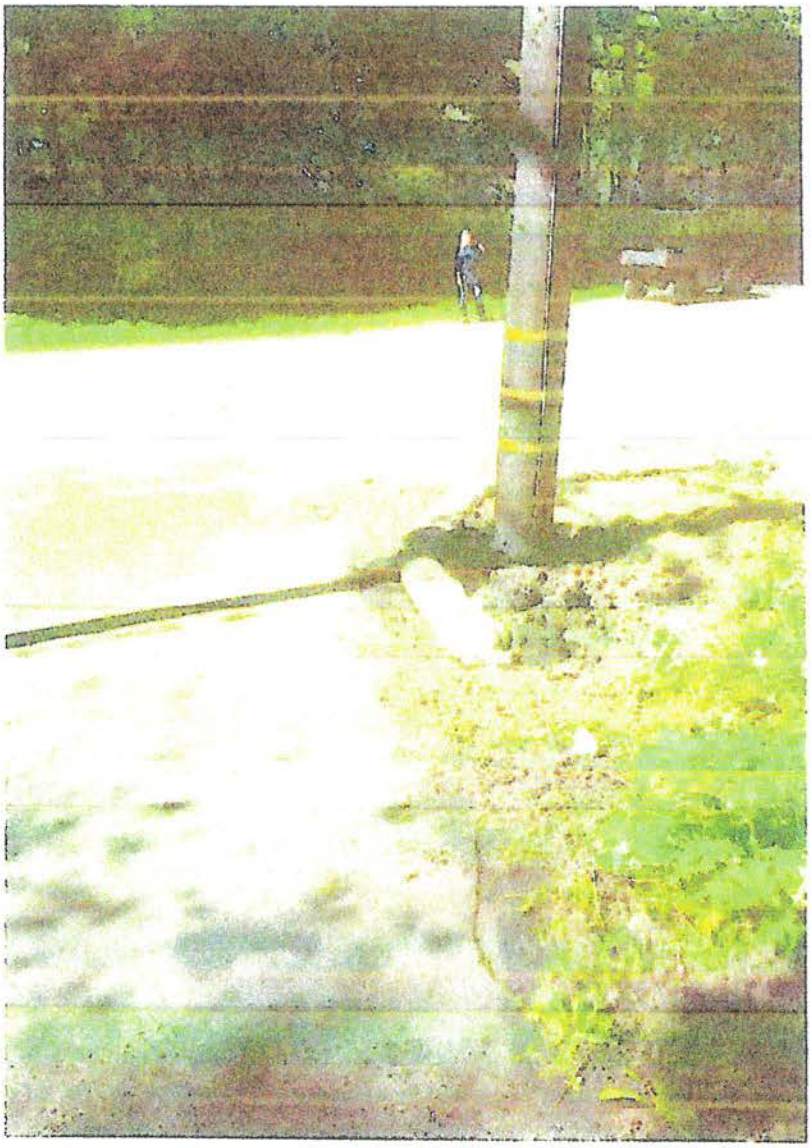
Section line on the map. This change in our property line to the west side of Patrick's Point Drive raises questions as to whether the MUI was built within the utility franchise.

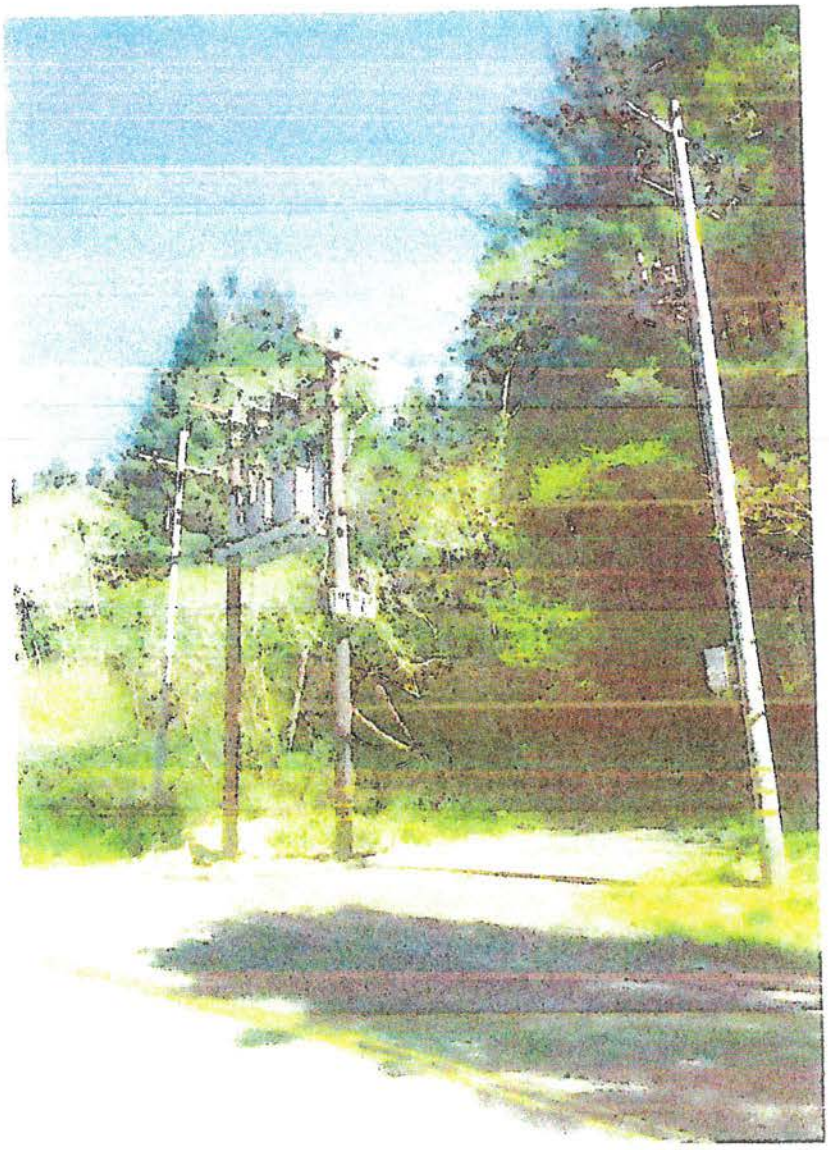
Conclusion: For the forgoing reasons, I believe that PG&E's installation of the MUI in this location under these circumstances preludes our use of the land and diminishes its value. As we discussed on the telephone, I am hopeful that we can reach an amendable resolution. I would greatly appreciate your presenting these thoughts of mine to "the powers that be" expressing my sincere hope that we can come to an amicable conclusion.

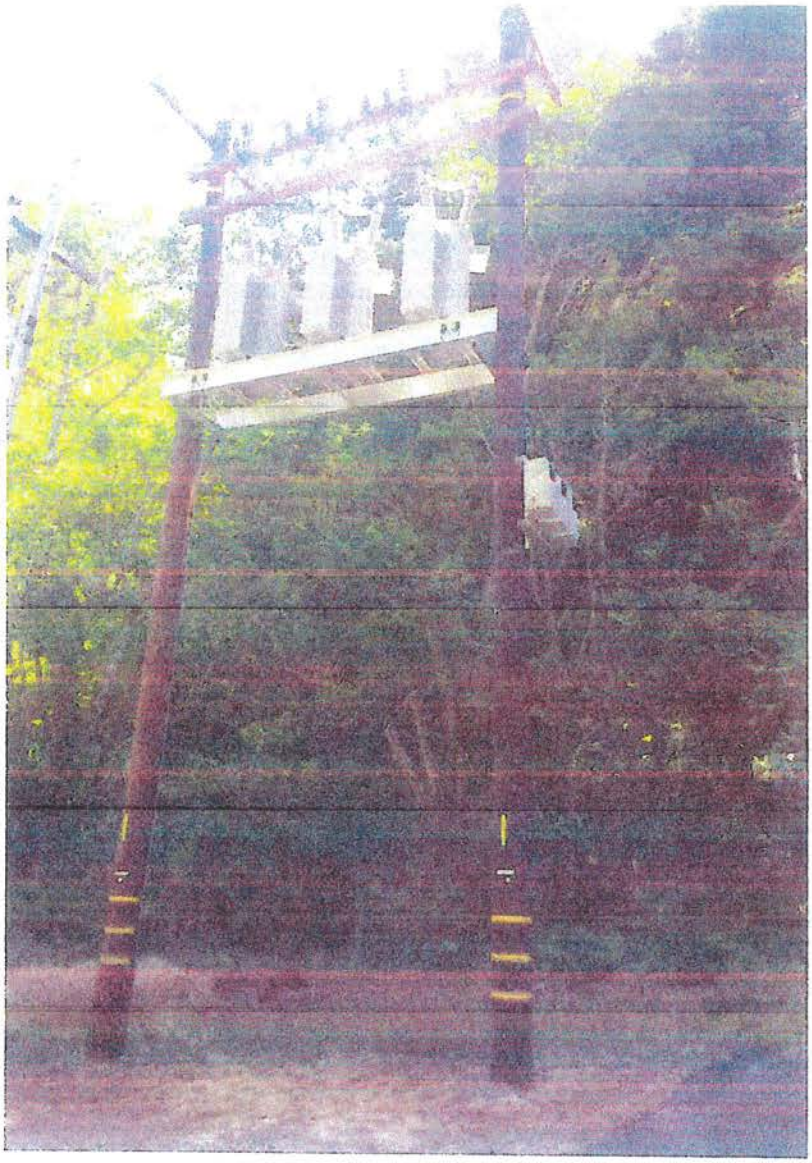
Thank you,

Jeff Guttero
2625 Patrick's Point Drive
Trinidad, CA 95570
jguttero@aol.com
(707) 677-0403









Pacific Gas and Electric Company ™

Charles R. Lewis, IV
Senior Counsel
Law Department

Mailing Address
P.O. Box 7442
San Francisco, CA 94120

Street/Courier Address
77 Beale Street, B30A
San Francisco, CA 94105

(415) 973-6610
Fax: (415) 973-5520
Email: CRL2@pge.com

Ex. 7

May 10, 2017

Mr. Jeffrey Guttero
2625 Patrick's Point Drive
Trinidad, CA 95570

Re: Pole Relocation

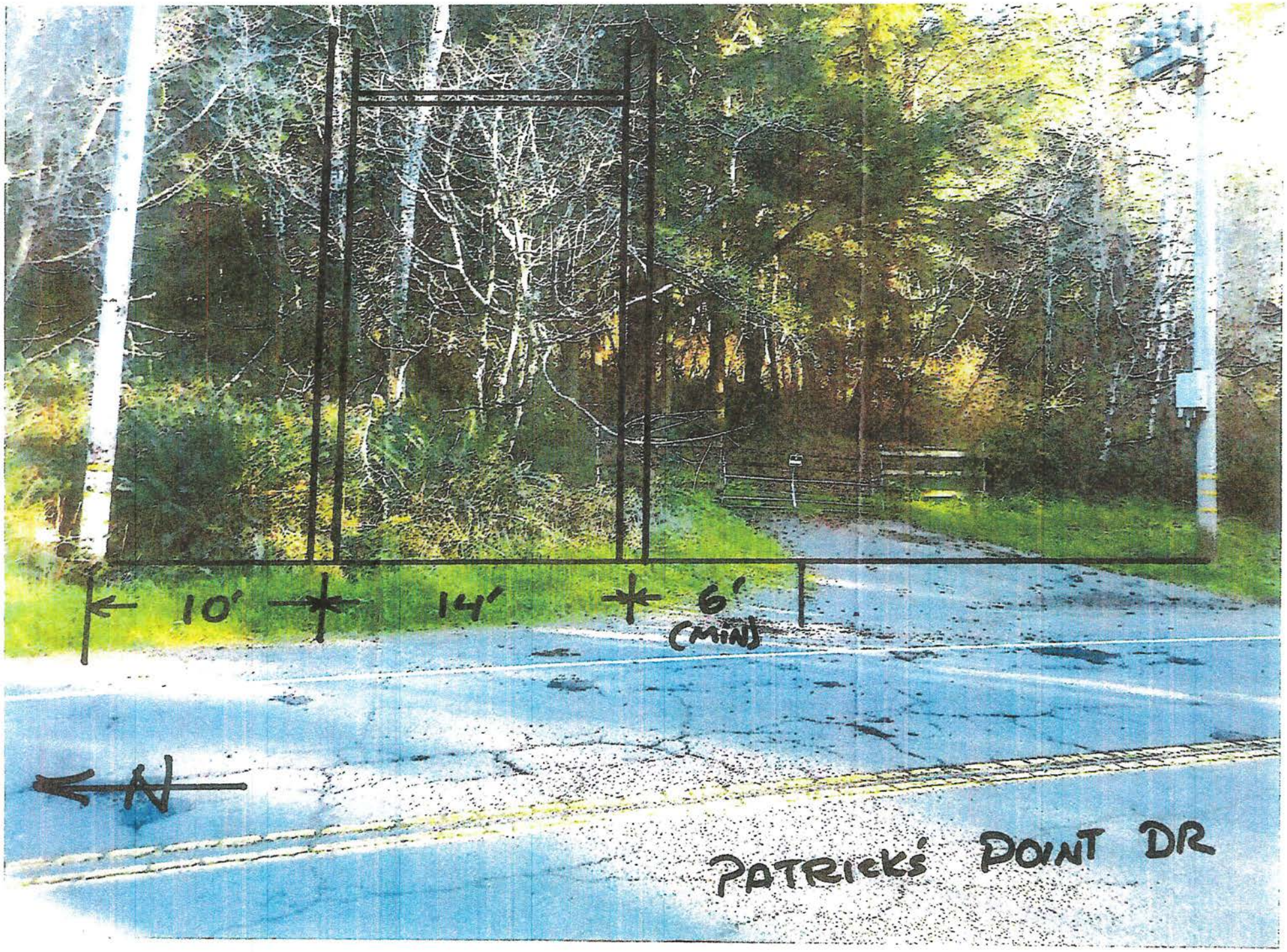
Dear Mr. Guttero:

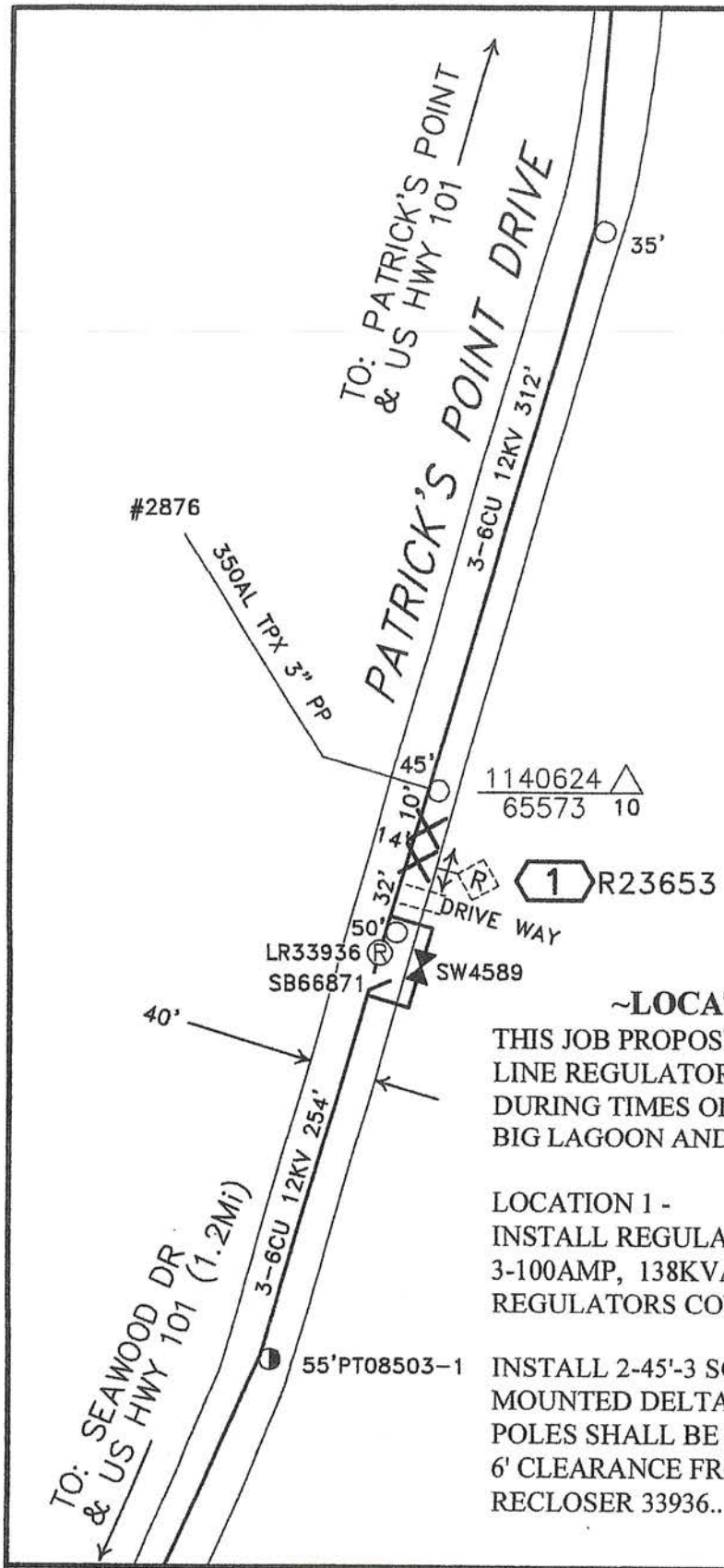
Your letter to Pacific Gas and Electric Company (PG&E) Senior Land Technician Denise Young has been referred to me for investigation and response. You write about the recent installation of electric distribution equipment consisting of a pair PG&E poles and platform which support, what you describe as, "3 massive metal casons" near your Patrick's Point Drive property. You claim that this equipment "precludes the use of your land and diminishes its value." As explained more fully below, I cannot agree with your assertions.

The three metal caissons in question comprise an Electric Distribution Voltage Regulator. The purpose of this equipment is to regulate and sustain the line voltage on the distribution circuit. Your property is served by the Trinidad 1102 12,000 Volt (12kV) circuit. In the event of a loss of transmission supply to the Big Lagoon and Orick Substations, this regulation equipment will maintain the distribution voltage to you and many of your neighbors who would otherwise sustain an outage.

This voltage regulator was installed within the limits of the public right of way of Patrick's Point Drive on a platform between two poles. This construction is consistent with General Order 95 (Rules for Overhead Electric Line Construction) adopted by the California Public Utilities Commission (CPUC) and current PG&E standard construction for distribution regulators.

Since the Trinidad 1102 circuit serves customer along Patrick's Point Drive, to be effective in serving customers along this section of the circuit, the distribution voltage regulator had to be installed along Patrick's Point Drive. The particular location for this regulator was


10'
14'
6'
(MIN)
N
PATRICKS POINT DR



BLOCK MAP: I-8
CIRC MAP: C3

CIRCUIT: TRINIDAD 1102
SS/ASS DEV: LR 33936

LIGHT LOADING
'AA' INSULATION
SEVERE-CORROSION

SHEET 1 OF 1

PM 31146060

WINKLE 707-445-5515

PROJECT CONDITIONS STAMP
Type(s) of Work:
☐ New Business
☒ PG&E Maintenance & Construction
Project Conditions:
☐ NONE APPARENT (if project design changes, contact ADE) or
☒ CONDITIONS APPLY:
☒ PERMITS ☐ TAILBOARD ☐ OTHER (Provide additional information on line below)
BY: _____ SIGNATURE, NAME, [CORPORATE ID], DATE

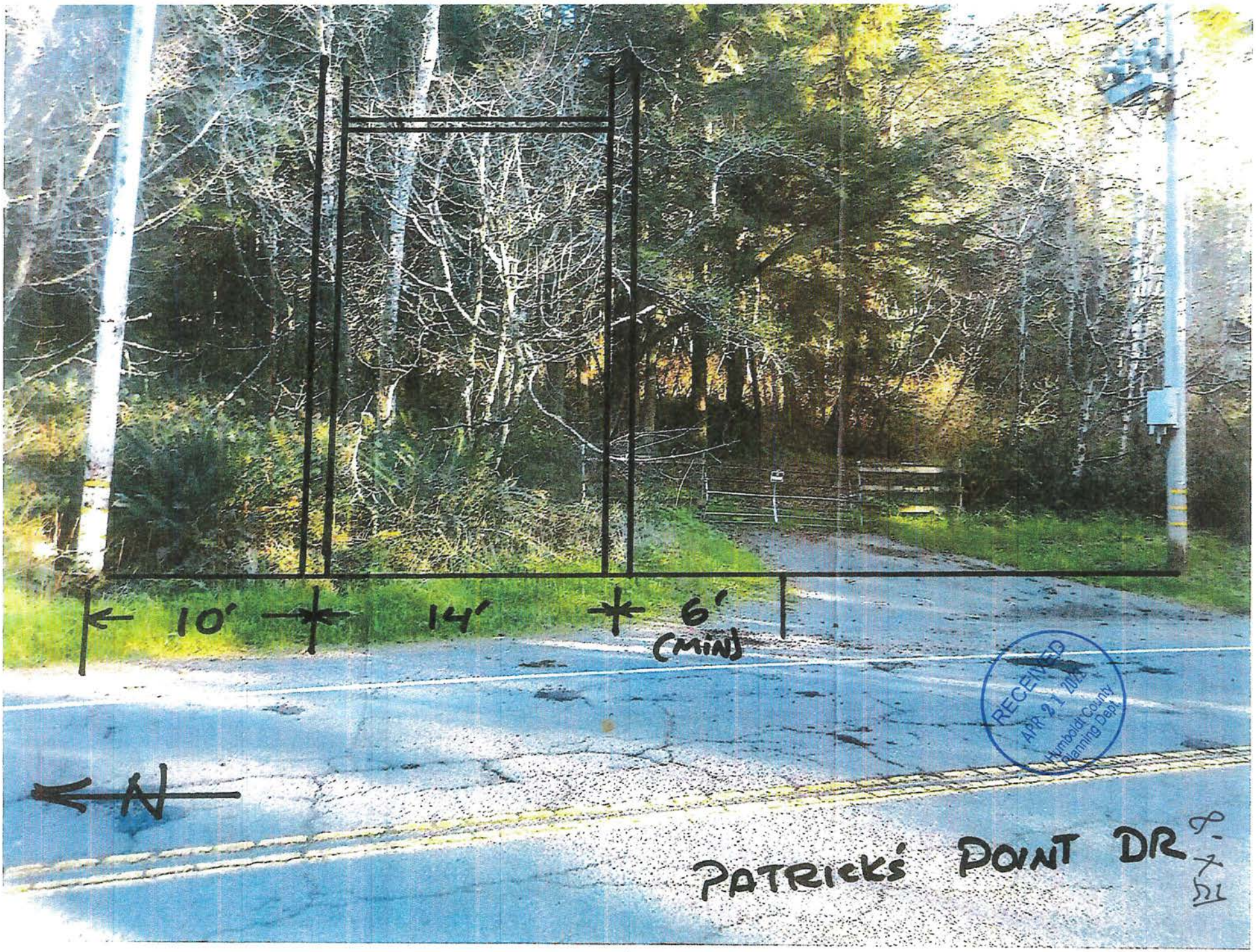
~LOCATION NOTES~

THIS JOB PROPOSES TO INSTALL A DISTRIBUTION LINE REGULATOR FOR EMERGENCY DISTRIBUTION USE DURING TIMES OF LOSS OF 60KV SUPPLY TO THE BIG LAGOON AND ORICK SUBSTATIONS.

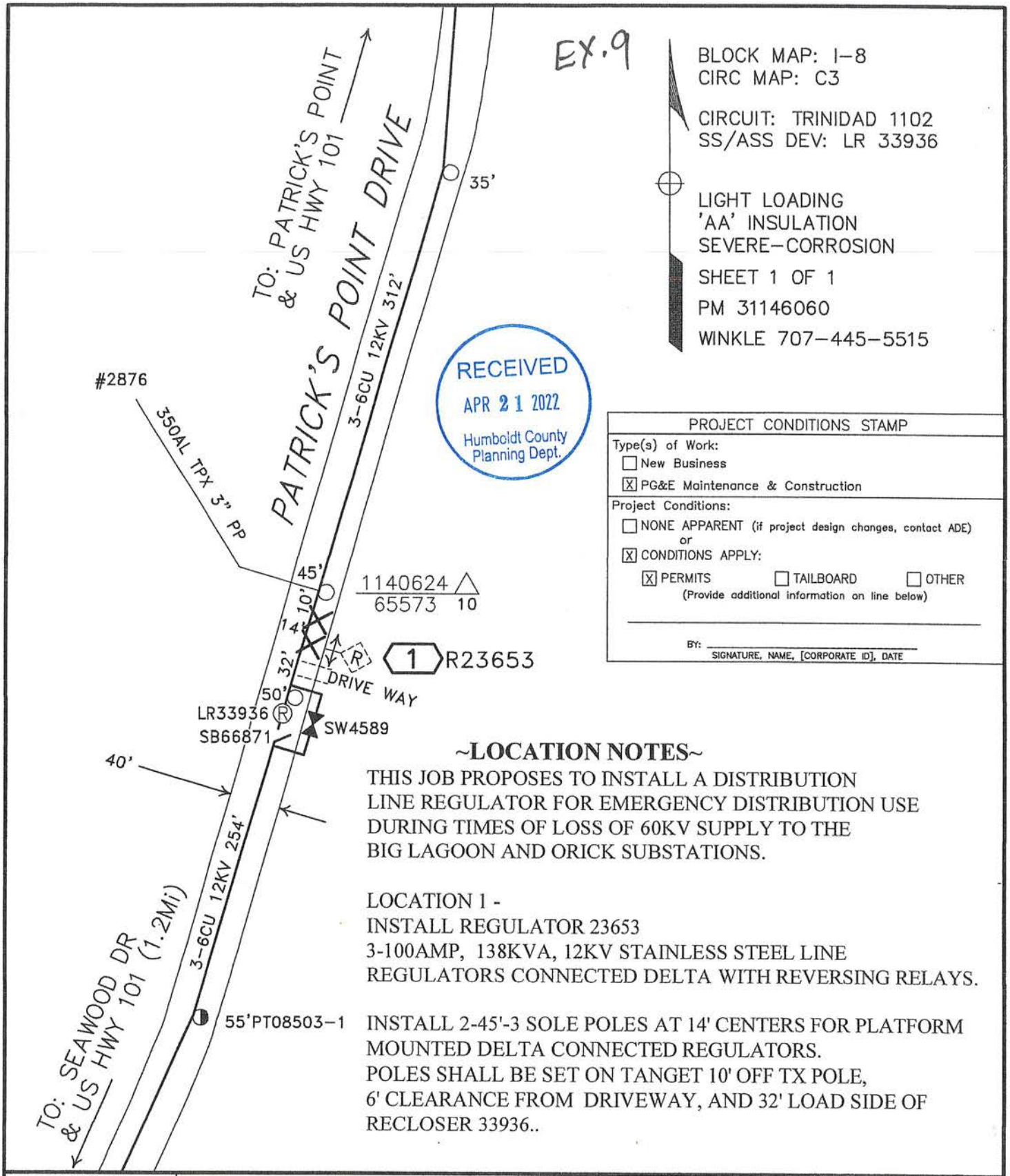
LOCATION 1 -
INSTALL REGULATOR 23653
3-100AMP, 138KVA, 12KV STAINLESS STEEL LINE REGULATORS CONNECTED DELTA WITH REVERSING RELAYS.

INSTALL 2-45'-3 SOLE POLES AT 14' CENTERS FOR PLATFORM MOUNTED DELTA CONNECTED REGULATORS.
POLES SHALL BE SET ON TANGET 10' OFF TX POLE, 6' CLEARANCE FROM DRIVEWAY, AND 32' LOAD SIDE OF RECLOSER 33936..

EST: BEAR WINKLE	REPLACE LINE REGULATOR # 23653	CO:	
ADE: KRW3	2876 PATRICK'S POINT DR (NEXT TO LR 33936)	SD:	
SUPV: AKLO	TRINIDAD	NOTIF: 109996740	
REP: DAVID C. GONZALEZ	PACIFIC GAS AND ELECTRIC COMPANY	OTHER:	
PLNR: SHAWN HOWARD		SHT: 1of 1	SHEETS
SCALE: 1"=100' DATE: 2-29-2016		PM: 31146060	REV.


10'
14'
6'
(MIN)
N
PATRICKS POINT DR
RECEIVED
APR 21 2021
Humboldt County
Planning Dept.

EX.9



BLOCK MAP: I-8
CIRC MAP: C3

CIRCUIT: TRINIDAD 1102
SS/ASS DEV: LR 33936

LIGHT LOADING
'AA' INSULATION
SEVERE-CORROSION

SHEET 1 OF 1

PM 31146060

WINKLE 707-445-5515

RECEIVED
APR 21 2022
Humboldt County Planning Dept.

PROJECT CONDITIONS STAMP
Type(s) of Work: ☐ New Business ☒ PG&E Maintenance & Construction
Project Conditions: ☐ NONE APPARENT (if project design changes, contact ADE) or ☒ CONDITIONS APPLY: ☒ PERMITS ☐ TAILBOARD ☐ OTHER (Provide additional information on line below) BY: _____ SIGNATURE, NAME, [CORPORATE ID], DATE

~LOCATION NOTES~

THIS JOB PROPOSES TO INSTALL A DISTRIBUTION LINE REGULATOR FOR EMERGENCY DISTRIBUTION USE DURING TIMES OF LOSS OF 60KV SUPPLY TO THE BIG LAGOON AND ORICK SUBSTATIONS.

LOCATION 1 -
INSTALL REGULATOR 23653
3-100AMP, 138KVA, 12KV STAINLESS STEEL LINE REGULATORS CONNECTED DELTA WITH REVERSING RELAYS.

INSTALL 2-45'-3 SOLE POLES AT 14' CENTERS FOR PLATFORM MOUNTED DELTA CONNECTED REGULATORS.
POLES SHALL BE SET ON TANGET 10' OFF TX POLE, 6' CLEARANCE FROM DRIVEWAY, AND 32' LOAD SIDE OF RECLOSER 33936..

EST: BEAR WINKLE	REPLACE LINE REGULATOR # 23653	CO:	
ADE: KRW3	2876 PATRICK'S POINT DR (NEXT TO LR 33936)	SD:	
SUPV: AKLO	TRINIDAD	NOTIF: 109996740	
REP: DAVID C. GONZALEZ	PACIFIC GAS AND ELECTRIC COMPANY	OTHER:	
PLNR: SHAWN HOWARD		SHT: 1of 1	SHEETS
SCALE: 1"=100' / DATE: 2-29-2016		PM: 31146060	REV.

From: Leiloni Shine
To: Johnson, Cliff; Moxon, Delilah; McClenagan, Laura; Lippre, Suzanne; Giannini, Trip
Cc: Robby Thacker
Subject: Fwd: PG&E Voltage Regulation on Patricks Point Drive
Date: Tuesday, June 14, 2022 8:06:45 AM

Good morning,
Please see the comments received for the PG&E project #14376.

Thank you

Leiloni Shine
Land Logistics, Inc.
(707)671-6928

From: William Nelson <william_e_nelson@yahoo.com>
Sent: Monday, June 13, 2022, 10:00 AM
To: Leiloni Shine <leiloni@landlogistics.com>
Subject: PG&E Voltage Regulation on Patricks Point Drive

Dear Leiloni Shine,
I live on Patricks Point Dr., in Trinidad. I am very interested in being at the upcoming meeting on the Voltage Regulation issues and PG&E's actions on Patricks Point Dr. I left you a long phone message. And I just wanted to reiterate a few of my comments.
I have a background in Electrical Engineering. I have two degrees in this field. And I am so old that I actually took a number of courses in this area. (Just prior to the transistor taking over the World).
I also worked as an intern for PG&E. One year in the General Office in San Francisco. Specifically, power distribution lines and equipment. The General Office set the standards for all of PG&E.
The second year, I worked in the San Francisco Division office. In electrical distribution. Quite a change. From standards to on the ground training.
However, I was lured away from PG&E by the Siren Song of technology in Silicon Valley. I ended up working in Aerospace for over 40 years. Mostly as an Engineer. Only being forced into management positions occasionally.
I am somewhat unclear what PG&E plans were when they installed this equipment. Possibly you could expand, beyond the words, like, voltage regulation.
If there is anyone else in the planning department, on the Planning Commission, etc, who might be interested in talking to me, that would be great. If I could be connected with the PG&E engineer who did the design of this 'voltage regulation' system, that would be even better.
Th

From: McClenagan, Laura
To: Giannini, Trip
Subject: FW: Project # 14376 on Patricks Point Dr, Trinidad
Date: Thursday, June 23, 2022 9:48:52 AM
Attachments: image002.png

Laura McClenagan
Executive Secretary
Humboldt County Planning and Building Department
3015 H Street | Eureka, CA 95501
Phone: 707-268-3702 | Fax: 707-268-3792
Email: lmcclenagan2@co.humboldt.ca.us

From: Leiloni Shine <leiloni@landlogistics.com>
Sent: Thursday, June 23, 2022 9:29 AM
To: Johnson, Cliff <CJohnson@co.humboldt.ca.us>; Moxon, Delilah <DMoxon@co.humboldt.ca.us>; McClenagan, Laura <lmcclenagan2@co.humboldt.ca.us>; Lippre, Suzanne <SLippre@co.humboldt.ca.us>
Subject: FW: Project # 14376 on Patricks Point Dr, Trinidad

Good morning,
Please see the public comment received and forwarded to the applicant, PG&E (below).

Thank you,

Leiloni Shine
Land Logistics, Inc.
(707)671-6928

From: William Nelson <william_e_nelson@yahoo.com>
Sent: Monday, June 20, 2022 12:07 PM
To: Leiloni Shine <leiloni@landlogistics.com>
Subject: Project # 14376 on Patricks Point Dr, Trinidad

Hello Leiloni,
I have some questions with regard to the use and function of the regulator which is the subject of Project file 14376.
Would you please ask PG&E to provide contact information for a utility representative whom I can contact directly in order to ascertain such information regarding this facility.

Thank you in advance for your help.
Bill