



CLEVELAND NATIONAL FOREST POWER LINE REPLACEMENT PROJECTS



MINOR PROJECT REFINEMENT REQUEST FORM

Date Submitted:	03-28-19	Request #:	029
Date Approval Required:	05-02-19	Landowner:	XXX, XXX
APN:	XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX		
Refinement from (check all that apply):			
<input type="checkbox"/> Mitigation Measure	<input type="checkbox"/> APM	<input checked="" type="checkbox"/> Project Description	<input checked="" type="checkbox"/> Drawing
Identify source (mitigation measure, project description, etc.):			
<p>In April 2015, San Diego Gas & Electric Company's (SDG&E's) responses to Data Request #10 were submitted to the California Public Utilities Commission (CPUC). The responses included Attachment B.7 C79 Route Map¹ for the Cleveland National Forest Power Line Replacement Projects (Project), which depicted approved facilities, staging areas/fly yards, undergrounding, and access roads. Page B-44 through Page B-50 of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) describes the Project's temporary workspace requirements for access, undergrounding, staging areas, fly yards, and poles, as well as construction methodology for pole installation/removal and undergrounding.</p> <p>The information in this Minor Project Refinement (MPR) request discusses SDG&E's requested refinements to the 2015 baseline components (described in the Project description of the Final EIR/EIS) for Circuit (C) 79A. A brief description and justification of the refinements are provided on pages 2 and 3 of this MPR request.</p>			
Attachments (check all that apply):			
<input checked="" type="checkbox"/> Refinement Request Screening Form (see Attachment A: Minor Project Refinement Request Screening Form)	<input type="checkbox"/> Photos	<input checked="" type="checkbox"/> Maps (See Attachment B: Comparison Map)	<input checked="" type="checkbox"/> Other (See Attachment C: Impacts Table)
Under Order 2 of the Decision Granting SDG&E Permit to Construct the Cleveland National Forest Power Line Replacement Projects (D.16-05-038), the CPUC may approve minor project refinements under certain circumstances. In accordance with Order 2 of the Decision, respond "yes" or "no" to the following questions (a) through (d).			
(a) Is the proposed refinement outside the geographic boundary of the EIR/EIS study area? The requested refinements are located within the geographic boundary of the Final EIR/EIS study area, which is depicted in Figure ES-1 Regional Overview Map in the Final EIR/EIS. However, some of the refinement areas occur outside of the baseline survey areas. As a result, supplemental hydrological, biological, and cultural resources surveys were conducted in 2016, 2017, 2018, and 2019. Additional details regarding the specific surveys conducted are provided in each applicable resource section in Attachment A: Minor Project Refinement Request Screening Form.	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No
(b) Will the proposed refinement result in a new significant impact or a substantial increase in the severity of a previously identified significant impact based on the criteria used in the EIR/EIS?	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No

¹ Attachment B.7 C79 Route Map depicts the 2015 baseline components. Pages 1 through 11 depict C79A.

Discussion of changes in significant impacts due to the requested refinements is based on criteria used in the Final EIR/EIS and is resource area-specific. The changes to each resource area are fully analyzed in Attachment A: Minor Project Refinement Request Screening Form.		
(c) Does the proposed refinement conflict with any mitigation measure or applicable law or policy?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
(d) Does the proposed refinement trigger an additional permit requirement?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Describe refinement being requested (attach drawings and photos as needed):		
<p>SDG&E requests the following refinements along C79A:</p> <ul style="list-style-type: none"> • addition of three anchors and removal of 43 anchors, as well as use of the associated anchor work areas; • addition of two temporary access/entry/turnaround work areas to provide safe access, vehicle turnaround, and parking; • addition of approximately 1.36 miles of construction-only access roads (vegetation clearing and minor grading may occur); • reconfiguration of the undergrounding (12 kilovolt distribution line) near State Route (SR-) 79, resulting in a decrease of approximately 240 feet of undergrounding compared to the 2015 baseline in that area, as well as the addition of two new steel poles, one removal pole, and the associated temporary pole work areas; • addition of one removal pole (Pole P676932) that was inadvertently left out of the baseline data, as well as use of the associated temporary pole work area; • changing of one removal pole to pole-top work only, as well as use of the associated temporary pole work area; • work on approximately 214 feet of existing underground facilities²; • expansion of the Wilderness Staging Yard (formerly C79 Staging Yard 2)³; and • addition of the Azalea Springs Staging and Fly Yard⁴ and the Hualcucuish Staging and Fly Yard⁵. <p>Attachment B: Comparison Map depicts the 2015 baseline data in comparison to the final design for C79A, as described in this MPR request. The activities associated with the construction and utilization of the refinement areas will occur in the same manner as described in the Final EIR/EIS for construction of the Project. The requested refinements will result in a total of approximately 3.62 acres of temporary impacts (of which approximately 0.31 acre is classified as native vegetation) and less than 0.01 acre of permanent impacts.⁶ The breakdown of the temporary and permanent impacts is summarized in Attachment C: Impacts Table.</p>		

² Work at the existing underground facilities will include removing underground cable and abandoning the conduit in place. No ground disturbance will be required.

³ The Wilderness Staging Yard will be expanded from approximately 0.06 acre to approximately 0.31 acre. Minor vegetation removal will be required, and minor grading may be required for development of the yard entrances. Minor grading may also be required for final site restoration and decompaction. Access to the yard will occur via Lookout Fire Road. The yard will be used for approximately 10 months.

⁴ Minor vegetation removal and grading may be required depending on the extent of material remaining following the controlled burn conducted by California Department of Parks and Recreation (California State Parks). Access to the yard will occur via Lookout Fire Road. The yard will be used for approximately 10 months.

⁵ No vegetation removal or grading will be required for use of the yard. Access to the yard will occur via an existing dirt and previously paved road that may require maintenance and repair. The yard will be used for approximately 10 months.

⁶ Several refinements are reconfigurations or expansions of the approved 2015 baseline components. Therefore, any area that overlaps with the 2015 baseline components is not included in the temporary and permanent impact totals.

Provide need for refinement (attach drawings and photos as needed):

The requested refinements described in this MPR request are required due to changes between the preliminary design presented in the Final EIR/EIS/Data Request #10 and the final design. SDG&E submitted responses to Data Request #10 in April 2015 once the preliminary design contained sufficient detail to address the requested information. However, SDG&E conducted constructability reviews in 2016, 2017, 2018, and 2019, continued to refine the engineering design, and coordinated with California State Parks, which resulted in the following design refinements:

- access workspaces and roads were added;
- the final pole locations and all associated electrical work (e.g., anchor installations/removals, work at the existing underground facilities, and pole-top only work) were identified;
- the underground alignment was reconfigured, and two new steel poles and one removal pole were added near SR-79 to avoid cultural resources in the area; and
- the Wilderness Staging Yard was enlarged, and the Azalea Springs Staging and Fly Yard and the Hualcucuish Staging and Fly Yard were added (with input from California State Parks) to provide additional space for refueling, safe helicopter operations, and equipment and materials storage during reconstruction of C79A as the approved baseline yards are too small to conduct these activities.

Therefore, minor refinements were deemed necessary.

Date refinement is expected to be implemented: 05-03-19

Resource Agency Coordination

Resource Agency	Name	Action Required	Date	Documentation (see attached if yes)	
Not Applicable (N/A)	N/A	N/A	N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No

ATTACHMENT A: MINOR PROJECT REFINEMENT REQUEST SCREENING FORM

MINOR PROJECT REFINEMENT REQUEST SCREENING FORM

RESOURCE EVALUATION

The requested refinements were evaluated to verify that they will not result in a new significant impact or a substantial increase in the severity of a previously identified significant impact based on the criteria used in the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Diego Gas & Electric Company (SDG&E) Cleveland National Forest (CNF) Power Line Replacement Projects (Project). The following Final EIR/EIS Consistency Checklist answers the consistency questions for each resource category and includes a description and justification below each resource category, as necessary. The consistency questions were developed using the California Environmental Quality Act Checklist provided in the Final EIR/EIS. Refer to the Final EIR/EIS for details on the Project's impact evaluation.

Final EIR/EIS Consistency Checklist			
Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p>Visual Resources (e.g., adversely affect scenic vistas, damage scenic resources within a state scenic highway, degrade the existing visual character of the site and its surroundings, create sources of light or glare, or result in an inconsistency with applicable scenic integrity objectives)?</p> <p><i>Final EIR/EIS evaluation⁷: Significant and unavoidable (Class I)/Adverse and unavoidable</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Visual Resources:</p> <p>The requested refinements are mostly minor, temporary workspace/access additions or adjustments to approved Project components that occur within or near the distribution line right-of-way (ROW). The work on the approximately 214 feet of existing underground facilities (which will not require ground disturbance) and the reconfigured undergrounding (which will result in a decrease of approximately 240 feet of undergrounding) will not result in additional impacts to visual resources, and the two removal poles will reduce impacts to visual resources in the area. The two new steel distribution poles will not substantially increase impacts to the scenic vista at Cuyamaca Peak or existing views from State Route (SR-) 79 (i.e., an eligible State Scenic Highway) as the poles will occur near existing facilities and infrastructure at the Paso Picacho Campground and the adjacent ranger station, as well as near existing distribution lines along SR-79. In addition, the change of a removal pole to a pole-top work only pole will not substantially increase impacts to visual resources because it is an existing facility located next to existing communications facilities.</p> <p>Impacts to the visual character of the area may occur because of minor grading, vegetation removal, and use of the Wilderness Staging Yard, Azalea Springs Staging and Fly Yard, and the Hualcucuish Staging and Fly Yard. However, these impacts will be temporary and reduced with the implementation of Applicant-Proposed Measure (APM) VIS-01 and APM VIS-02. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to visual resources as identified in the Final EIR/EIS.</p>			

⁷ The Final EIR/EIS evaluations of impact significance are provided for each resource; this table notes the most significant determination within each resource section identified in the Final EIR/EIS.

Final EIR/EIS Consistency Checklist			
Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p>Air Quality (e.g. produce additional emissions, conflict with applicable local air quality plans, or expose sensitive receptors to additional pollutants)?</p> <p><i>Final EIR/EIS evaluation: Significant and unavoidable (Class I)/Adverse and unavoidable</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Air Quality:</p> <p>Activities associated with construction and utilization of the requested refinement areas (e.g., the type of equipment used and the number of truck trips) will be consistent with those discussed in the Final EIR/EIS and will not increase air emissions beyond what was analyzed. The refinement areas are not located within 1,000 feet of sensitive receptors, which is consistent with the 2015 baseline data analyzed in the Final EIR/EIS. Therefore, the additional minor grading, vegetation removal, and helicopter activity will not expose adjacent sensitive receptors to substantial pollutant concentrations. In addition, these activities will result in a negligible increase in air quality impacts in localized areas because they are short-term and temporary. With the implementation of APM AIR-01 through APM AIR-05, use of the refinement areas will be consistent with the analysis in the Final EIR/EIS. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to air quality as identified in the Final EIR/EIS.</p>			
<p>Biological Resources (e.g., result in temporary or permanent loss of native vegetation, preserve areas, native wildlife and/or their habitats; cause an adverse effect to jurisdictional waters or sensitive or special-status species; result in the introduction of invasive, non-native, or noxious plant species; conflict with local, regional, or state habitat conservation plan; or interfere with the movement of any resident or migratory wildlife)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Biological Resources:</p> <p>Some of the requested refinement areas were previously surveyed for sensitive vegetation communities and special-status plant and wildlife species during initial Project surveys. In addition, the requested refinement areas were surveyed in 2016, 2017, 2018, and 2019 during engineering field reviews and the Pre-Activity Survey Report process in accordance with SDG&E's Subregional Natural Community Conservation Plan. Other supplemental surveys conducted in 2016 and 2018 along Circuit (C) 79A included a bat roost assessment and focused surveys for Townsend's big-eared bat (<i>Corynorhinus townsendii</i>) and all other bat species, protocol-level surveys for Quino checkerspot butterfly (<i>Euphydryas editha quino</i>) and Hermes copper butterfly (<i>Lycaena hermes</i>), and focused surveys for rare plants.</p> <p>The requested refinements will result in a total of approximately 3.62 acres of temporary impacts and less than 0.01 acre of permanent impacts. This includes approximately 3.31 acres of total impacts (i.e., temporary and permanent impacts) to developed/disturbed areas and approximately 0.31 acre of total impacts to the following vegetation communities:</p> <ul style="list-style-type: none"> • approximately 0.04 acre of montane forest⁸, and • approximately 0.27 acre of southern mixed chaparral. <p>The Wilderness Staging Yard consists of mostly southern mixed chaparral with a small portion of disturbed</p>			

⁸ No live, mature conifer trees will be removed as part of this Minor Project Refinement (MPR) request.

Final EIR/EIS Consistency Checklist

Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p>(ruderal/barren) habitat. There are no mature conifers or oaks within the yard, but there are incense cedar (<i>Calocedrus decurrens</i>) seedlings in the east portion of the yard. The Azalea Springs Staging and Fly Yard consists mostly of disturbed (ruderal/barren) habitat with some areas of bare ground and southern mixed chaparral. The Hualcucuish Staging and Fly Yard is a paved lot.</p> <p>Special-status plants and special-status butterfly host plants—including San Diego gumplant (<i>Grindelia hallii</i>), Baja navarretia (<i>Navarretia peninsularis</i>), velvety false-lupine (<i>Thermopsis californica</i> var. <i>semota</i>), fire reedgrass (<i>Calamagrostis koelerioides</i>), sticky cinquefoil (<i>Drymocallis [Potentilla] glandulosa</i>), spiny redberry (<i>Rhamnus crocea</i>), and stiffbranch bird’s beak (<i>Cordylanthus rigidus</i>)—are located within or adjacent to the requested refinement areas. Impacts to these plants will be avoided to the maximum extent possible by installing fencing or flagging near known locations.⁹ There will be no temporary or permanent impacts to United States (U.S.) Fish and Wildlife Service-designated critical habitat and U.S. Forest Service (USFS) occupied habitat. However, there will be approximately 0.02 acre of temporary impacts to occupied Hermes copper butterfly habitat. All APMs and mitigation measures (MMs) defined in the Project’s Mitigation Monitoring, Compliance, and Reporting Program—as well as other permit and plan conditions—will be implemented as applicable to minimize or mitigate for any additional impacts. Thus, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to biological resources as identified in the Final EIR/EIS.</p>			
<p>Cultural and Paleontological Resources (e.g., cause an adverse change to Traditional Cultural Properties or historical, archeological, or paleontological resources; or disturb any human remains)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	☒	☐	☐
<p>Summary of Proposed Minor Project Refinement Impacts on Cultural and Paleontological Resources:</p> <p>Some of the requested refinement areas were previously surveyed for cultural resources during pre-construction and cultural resources inventory work in 2008 and 2011, as described in the <i>Inventory, Evaluation and Treatment of Cultural Resources in the Cleveland National Forest Transmission and Distribution Line Increased Fire Safety Project in support of the Proponent’s Environmental Assessment</i> (Schaefer and Williams, 2011 [Revised 2013]). Supplemental intensive pedestrian surveys were conducted by ASM Affiliates, Inc. in 2017, 2018, and 2019 for the refinement areas that were identified as being outside of the previous survey area. Three new cultural resources were recorded during the supplemental surveys and four previously recorded cultural resources were identified near refinement areas. In accordance with MM CUL-1 and APM CUL-03, qualified archaeological monitors will be on site to monitor all initial ground-disturbing activity within 50 feet of a resource. In addition, environmentally sensitive area fencing will be used to protect the cultural resources that occur within 50 feet of a refinement area, which will avoid significant impacts to these resources. Further, avoidance recommendations that informed the final design for C79A, implementation of constraints for construction methodology, implementation of SRPMs (Standard Resource Protection Measures), implementation of fieldwork methodology as outlined in Section 1.6.2.2 of the Historic Properties Management Plan (HPMP), and implementation of recommendations in the HPMP Appendix A Update for Notice to Proceed (NTP) request #21 will reduce the level of potential impacts to less than significant. Additional details on these cultural resources are included in a supplemental confidential cultural resources letter report, which will be submitted to the USFS in support of this MPR request.</p>			

⁹ Per the Project’s approved Special-Status Plant Species Salvage and Relocation Plan, no treatment is required for these plant species.

Final EIR/EIS Consistency Checklist

Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p>Two refinement areas (Hualcucuish Staging and Fly Yard and the associated construction-only access road) are located outside of the Project’s area of potential effect (APE) as defined in the Project’s Programmatic Agreement (PA). As a result, the APE included in the PA will need to be amended to incorporate these refinements. The APE modification will be submitted to the signatories of the PA in support of this MPR request.</p> <p>The Cuyamaca Rancho State Park Final General Plan and EIR (General Plan) was adopted in November 2014 and allows for four separate Cultural Preserve zones. According to the General Plan, Cultural Preserve zones consist of “distinct non-marine areas of outstanding cultural interest established within the boundaries of other State Park System units for the purpose of protecting such features as sites, buildings, or zones which represent significant places or events in the flow of human experience in California.” Pole P257885 and the associated anchor and workspaces will occur within the Ah-ha’ Kwe-ah-mac’/Stonewall Mine Cultural Preserve. However, no cultural resources are noted within or near the pole, anchor, and workspaces. In addition, the Hualcucuish Staging and Fly Yard and a portion of the associated construction-only access road will occur within the Historic management zone, which is intended to preserve significant historic resources within its boundaries, for the former Camp Hual-Cu-Cuish. However, none of the historic buildings or structures will be impacted through use of the yard. In conclusion, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to cultural resources as defined in the Final EIR/EIS.</p> <p>The requested refinement areas are underlain by geologic rock units/formations assigned a rank of Potential Fossil Yield Classification (PFYC) Class 1 (very low sensitivity) and Class 3 (moderate or unknown sensitivity). Because none of the new poles are underlain by rock units with a PFYC Class 3 ranking, additional paleontological monitoring and an update to the Paleontological Monitoring & Treatment Plan will not be required. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to paleontological resources as identified in the Final EIR/EIS.</p>			
<p>Greenhouse Gases (e.g., result in a net increase of greenhouse gas emissions, or conflict with an applicable plan, policy, or regulation that reduces greenhouse gas emissions)?</p> <p><i>Final EIR/EIS evaluation: Less than significant (Class III)/Not adverse</i></p>	☒	☐	☐
<p>Summary of Proposed Minor Project Refinement Impacts on Greenhouses Gases:</p> <p>Activities associated with construction and utilization of the requested refinement areas are consistent with the greenhouse gas (GHG) analysis in the Final EIR/EIS. Although additional minor grading, vegetation removal, and helicopter activity will occur, they will not trigger an exceedance of the GHG threshold of 10,000 metric tons of carbon dioxide equivalent per year or the County of San Diego Climate Action Plan criteria for annual grading and land clearing due to the small change in acreage. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to GHG emissions as identified in the Final EIR/EIS.</p>			

Final EIR/EIS Consistency Checklist			
Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p>Public Health and Safety (e.g., result in a significant hazard to the public or the environment through the transport, use, or disposal of hazardous materials; emit hazardous waste within one-quarter mile of a school; be located on a hazardous materials site; result in a safety hazard for people residing or working in the Project area; interfere with an adopted emergency plan; or create safety hazards due to structural failure)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Public Health and Safety:</p> <p>With the exception of the Hualcucuish Staging and Fly Yard and the associated construction-only road, the requested refinements occur within the area assessed in the <i>Report on ASTM Phase I Environmental Site Assessment Cleveland National Forest Electric Safety and Reliability Project San Diego County, California</i>. Supplemental surveys of the Hualcucuish Staging and Fly Yard, Azalea Springs Staging and Fly Yard, and Wilderness Staging Yard were conducted by Haley & Aldrich, Inc. in 2019. No known hazardous materials sites are located in the refinement areas.</p> <p>The closest privately owned airport to the Azalea Springs Staging and Fly Yard and Hualcucuish Staging and Fly Yard is the Rancho Vallecito Airport, which is located more than nine miles east. Temporary helicopter operations are not expected to interfere with air traffic patterns and are consistent with the analysis in the Final EIR/EIS. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to public health and safety as identified in the Final EIR/EIS.</p>			
<p>Fire and Fuels Management (e.g., increase the probability of a wildfire, reduce the effectiveness of firefighting, or introduce non-native plants that would contribute to ignition potential)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Fire and Fuels Management:</p> <p>The requested refinements will be located within the Very High Fire Hazard Severity Zone, which is consistent with the Fire and Fuels Management analysis in the Final EIR/EIS. The potential risk of wildfire ignition and spread associated with the refinement areas will be managed in compliance with the Project's Construction Fire Prevention/Protection Plan. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to fire and fuels management as identified in the Final EIR/EIS.</p>			

Final EIR/EIS Consistency Checklist			
Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p>Hydrology and Water Quality (e.g., result in increased levels of turbidity, introduce contaminants, deplete groundwater supplies, or degrade water quality)?</p> <p><i>Final EIR/EIS evaluation: Significant and unavoidable (Class I)/Adverse and unavoidable</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Hydrology and Water Quality:</p> <p>C79A was surveyed for the presence of waters of the state and/or the U.S. (i.e., jurisdictional wetlands or non-wetland waters) during initial Project surveys. In addition, supplemental water resource surveys of the refinement areas were conducted in 2016, 2017, 2018, and 2019. Impacts to waters of the state and/or U.S. will be avoided, and no jurisdictional water permitting will be required. To minimize potential impacts from erosion and off-site sedimentation during construction, the refinement areas were incorporated into the Storm Water Pollution Prevention Plan for C79A, Transmission Line (TL) 629A, and TL625C (Waste Discharge Identification #9 37C386349). Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to hydrology and water quality as identified in the Final EIR/EIS.</p>			
<p>Land Use (e.g., disturb land uses at or near the Project components, divide an established community, or conflict with a land use plan, policy, or regulation of an agency with jurisdiction over the Project)?</p> <p><i>Final EIR/EIS evaluation: Significant and unavoidable (Class I)/Adverse and unavoidable</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Land Use:</p> <p>In accordance with the Construction Notification Plan and MM LU-1, property owners within 1,000 feet of C79A were notified of construction activities associated with Notice to Proceed request #21 on March 11, 2019, and the property owners within 1,000 feet of the requested refinements were included in that notification process. The requested refinements will not introduce a new land use, establish a permanent barrier or obstacle between uses, or create a physical division or separation of use. In addition, the requested refinements are located in the same County of San Diego land use and zoning designations and CNF Land Management Plan land use zones that were analyzed in the Final EIR/EIS.</p> <p>As mentioned in the Cultural and Paleontological Resources section, the General Plan was adopted in November 2014, but it was not fully analyzed in the Final EIR/EIS due to timing. The Gateway, Front-Country, Back-Country, Cultural Preserve, Historic, and Wilderness management zones designated in the General Plan will be traversed by the requested refinements. Refinements occurring within the Cultural Preserve and Historic zones are discussed in more detail in the Cultural and Paleontological Resources section of this MPR request. Both the Back-Country and Wilderness zones prohibit facilities and development other than trails and minor interpretative elements, and the Back-Country zone allows fire roads and primitive trail camps. The refinements that will occur within the Wilderness zone include a removal pole, remove-from-service anchors, and the associated temporary workspaces. The refinements that will occur within the Back-Country zone include a remove-from-service anchor, construction-only access roads, a pole-top work only pole, work at existing underground facilities, the Wilderness Staging Yard, the Azalea Springs Staging and Fly Yard, a temporary access/entry/turnaround work area, and associated temporary workspaces. Because all of these refinements are either temporary work areas or include work associated with existing facilities, they will be consistent with the uses allowed within these zones. The Front-Country zone allows development that supports park operations and visitor use, so the use of a construction-only access road, temporary access/entry/turnaround work area, and other temporary workspaces, and the installation of new undergrounding, Pole P257884, and a new anchor will be consistent with this type of development. The Gateway zone allows development that provides vehicle access</p>			

Final EIR/EIS Consistency Checklist			
Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p>and parking, so the removal of one pole and use of temporary workspaces will be consistent with this type of development. Therefore, the refinements will not conflict with the General Plan or applicable land use policies and regulations for Cuyamaca Rancho State Park.</p> <p>Twelve refinements (remove-from-service anchors) will occur within the King Creek Research Natural Area (RNA), which is managed by the USFS. As discussed in the Final EIR/EIS, C79A traverses this RNA. Uses that retain the research value of the Cuyamaca cypress (<i>Cupressus stephensonii</i>) stands are appropriate within the RNA. The refinements occur directly adjacent to the existing distribution poles and will not impact any Cuyamaca cypress, which is consistent with the uses that are considered appropriate within the RNA.</p> <p>In conclusion, the requested refinements will not result in new significant impacts or a substantial increase in the severity of a previously analyzed impact to land use as identified in the Final EIR/EIS.</p>			
<p>Noise (e.g., disturb sensitive receptors and violate local rules, standards, and/or ordinances; or cause ground borne vibration)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Noise:</p> <p>Additional construction-related noise will be generated within the requested refinement areas due to anchor and pole work, vegetation removal, minor grading, helicopter activity, and large equipment operation. The refinement areas are not located within 1,000 feet of sensitive receptors, which is consistent with the 2015 baseline data analyzed in the Final EIR/EIS. Therefore, temporary increases in noise levels will not disturb sensitive receptors. With the implementation of noise-related MMs and APMs, noise impacts from construction activities associated with the refinement areas will be the same as those analyzed in the Final EIR/EIS. Thus, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to noise as identified in the Final EIR/EIS.</p>			
<p>Public Services and Utilities (e.g., result in construction of new, or expansion of existing, facilities for fire protection, municipal water supplies, telecommunications, and solid waste; or disrupt electric service)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Public Services and Utilities:</p> <p>The requested refinements are consistent with the public services and utilities analysis in the Final EIR/EIS, and will not require new or expanded facilities or services. In addition, any applicable refinements will be included in ongoing coordination with AT&T in accordance with MM PSU-1. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to public services and utilities as identified in the Final EIR/EIS.</p>			

Final EIR/EIS Consistency Checklist

Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p>Recreation (e.g., reduce access and visitation to recreation areas, preclude recreational activities, or result in increased, unauthorized access to specially designated or restricted areas)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	☒	☐	☐

Summary of Proposed Minor Project Refinement Impacts on Recreation:

The requested refinement areas will be located within or adjacent to the approved C79A alignment. Similar to the 2015 baseline components that were analyzed in the Final EIR/EIS, the refinement areas will be located within Cuyamaca Rancho State Park and Cuyamaca Mountains State Wilderness. The refinement areas will be adjacent to the Paso Picacho Campground, and Milk Ranch Road and Azalea Springs Fire Road, which are fire/access roads that also serve as a multi-use trails. The refinement areas will also overlap with Hual-Cu-Cuish Day Use Horse Parking, the California Riding and Hiking Trail, Cold Stream Trail, and other fire/access roads that also serve as multi-use trails (i.e., Lookout Fire Road, Azalea Glen Road, and Fern Flat Fire Road). Access to and use of the Paso Picacho Campground will be maintained during construction. Although the Hual-Cu-Cuish Day Use Horse Parking will be used as the Hualcucuish Staging and Fly Yard for 10 months, other general parking and horse parking/camping will remain available nearby at the Los Vaqueros Trailhead, Paso Picacho Campground, Green Valley Campground, Los Vaqueros Group Horse Camp, Sweetwater Parking Area, and Merigan Day Use Area. In addition, recreational access to the California Riding and Hiking Trail, Cold Stream Trail, Azalea Glen Road, Azalea Springs Fire Road, and Fern Flat Fire Road will be maintained during construction (excluding short-term, temporary closures due to construction activities and use of equipment) through the use of safety checkpoints and a “hold and release” process¹⁰ as necessary; reduced visitation is not anticipated. Therefore, use of the refinement areas will not substantially reduce or preclude access or visitation to the Paso Picacho Campground, California Riding and Hiking Trail, Hual-Cu-Cuish Day Use Horse Parking, Cold Stream Trail, Azalea Glen Road, Azalea Springs Fire Road, and Fern Flat Fire Road, nor will they increase the possibility of unauthorized access to specially designated or restricted areas.

Consistent with the analysis in the Final EIR/EIS, construction along Lookout Fire Road will require temporary closures to hikers and cyclists during construction hours. However, 24-hour access will be available for emergency vehicles and recreational access will be available outside of construction hours. Per the Final EIR/EIS, implementation of the public noticing required in MM LU-1 will mitigate any temporary restrictions to hikers and cyclists using Lookout Fire Road to less than significant. In conclusion, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to recreation as identified in the Final EIR/EIS.

¹⁰ During the “hold and release” process, recreationalists will be stopped for short durations at safety checkpoints during construction activities until it is safe to proceed.

Final EIR/EIS Consistency Checklist			
Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p>Transportation and Traffic (e.g., conflict with an applicable congestion management program or a plan, ordinance, or policy associated with the circulation system or alternative transportation; increase hazards due to a design feature; or result in inadequate emergency access)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Summary of Proposed Minor Project Refinement Impacts on Transportation and Traffic:</p> <p>The requested refinements will not require additional or different types of construction vehicles and equipment than those discussed in the Final EIR/EIS for construction of the approved Project. In addition, the total number of truck trips associated with construction of the Project will not change, and the use of the requested refinements will affect the same roadways analyzed in the Final EIR/EIS (i.e., SR-79 and Boulder Creek Road), as well as some fire roads (i.e., Lookout Fire Road, Azalea Springs Fire Road, Azalea Glen Road, and Milk Ranch Road) and USFS roads. With the implementation of APM TRANS-01 through APM TRANS-05, potential temporary impacts to the existing levels of service (LOS)¹¹ will be adequately addressed. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to transportation and traffic as identified in the Final EIR/EIS.</p>			





¹¹ SR-79 has an LOS of B and Boulder Creek Road has an LOS of A through C. An LOS does not exist for the fire roads and USFS roads.

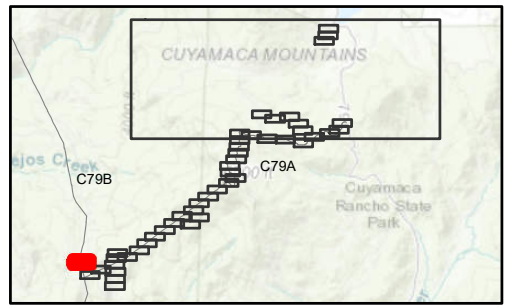
ATTACHMENT B: COMPARISON MAP

**Attachment B:
Comparison Map
C79A Map 1 of 48**

**Cleveland National Forest
Power Line Replacement Projects**



2015 Preliminary Design

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service





Final Design

NTP #21

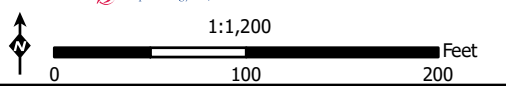
-  Maintained Access Road
-  Wood-to-Steel Replacement

MPR #29

-  Construction-Only Access Road
-  U.S. Forest Service







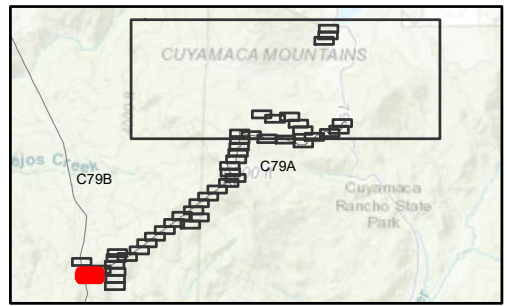
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








**Attachment B:
Comparison Map
C79A Map 2 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

- 2015 Preliminary Design**
-  12 kV Removal
 -  Wood-to-Steel Replacement
 -  Stringing Site
 -  Maintained Access Road
 -  Navigation Access Road
 -  12 kV Removal
 -  Wood-to-Steel Replacement
 -  U.S. Forest Service





- Final Design**
- NTP #21**
-  12 kV Removal
 -  Wood-to-Steel Replacement - 12kV Only
 -  Footpath
 -  Maintained Access Road
 -  12 kV Removal
 -  Wood-to-Steel Replacement
- MPR #29**
-  New Anchor
 -  Remove from Service Anchor
 -  Anchor Work Area
 -  Construction-Only Access Road
 -  U.S. Forest Service



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
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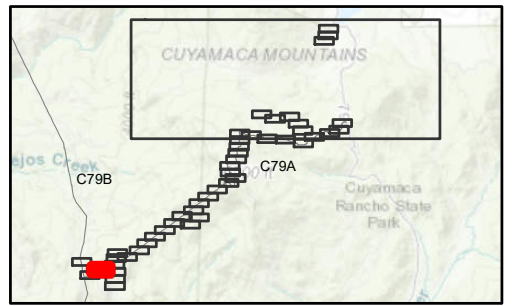
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**Attachment B:
Comparison Map
C79A Map 3 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

-  12 kV Removal
-  Navigation Access Road
-  12 kV Removal
-  U.S. Forest Service





Final Design

NTP #21

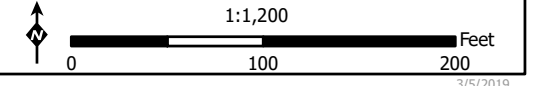
-  12 kV Removal
-  Footpath
-  12 kV Removal

MPR #29

-  Construction-Only Access Road
-  U.S. Forest Service



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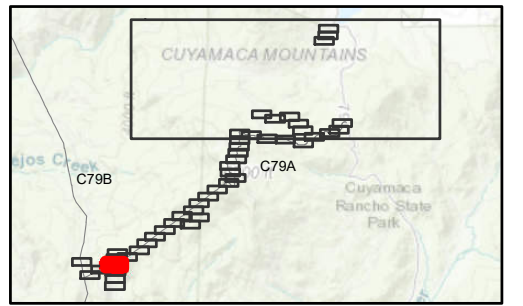








Z:\Projects\SDGE_CNF_ESR\PMX\MPRs\MPR24_C79A\MPR_29_Compare.mxd

**Attachment B:
Comparison Map
C79A Map 4 of 48**

**Cleveland National Forest
Power Line Replacement Projects**



- 2015 Preliminary Design**
-  12 kV Removal
 -  Construction-Only Access Road
 -  12 kV Removal
 -  U.S. Forest Service


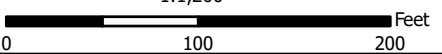


- Final Design**
- NTP #21**
-  12 kV Removal
 -  Construction-Only Access Road
 -  Footpath
 -  Navigation Access Road
 -  12 kV Removal
- MPR #29**
-  U.S. Forest Service



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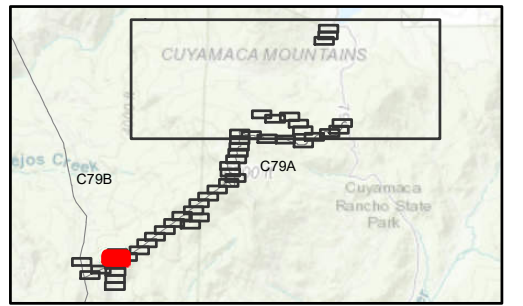
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**Attachment B:
Comparison Map
C79A Map 5 of 48**

**Cleveland National Forest
Power Line Replacement Projects**




2015 Preliminary Design

-  12 kV Removal
-  Construction-Only Access Road
-  12 kV Removal
-  U.S. Forest Service




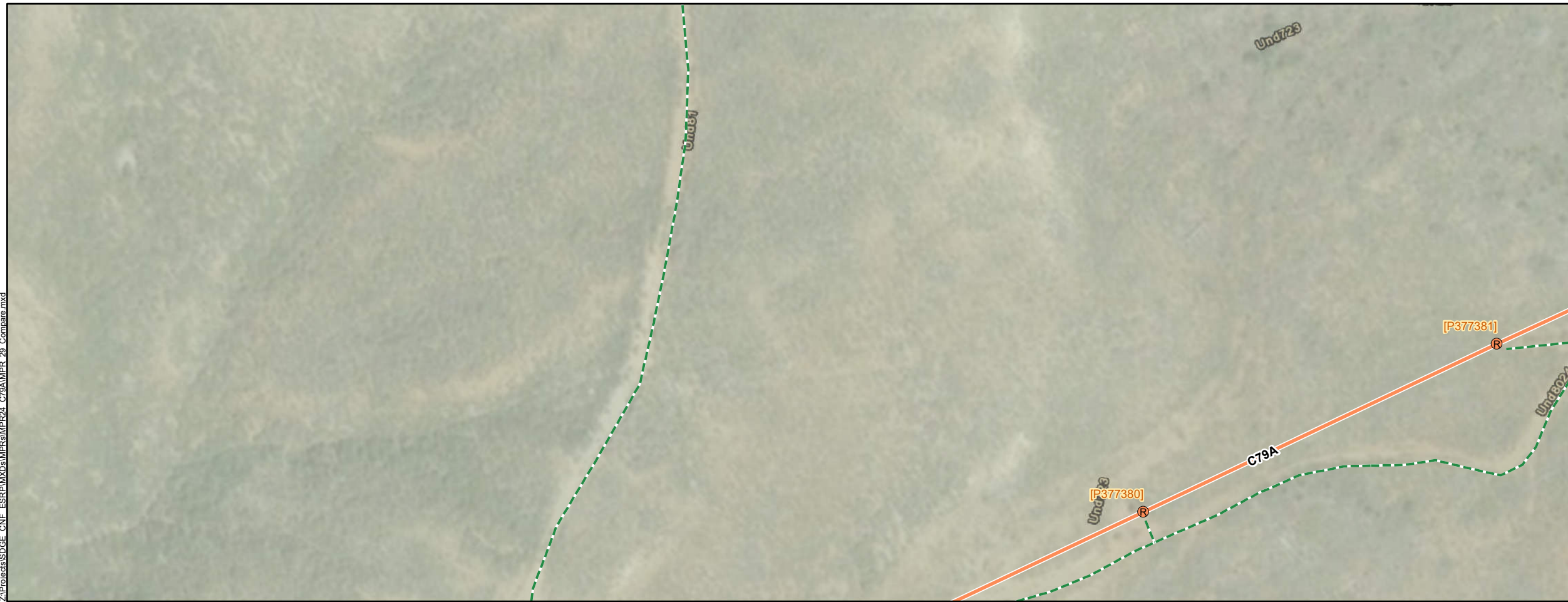
Final Design

NTP #21

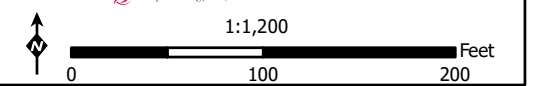
-  12 kV Removal
-  Navigation Access Road
-  12 kV Removal

MPR #29

-  U.S. Forest Service





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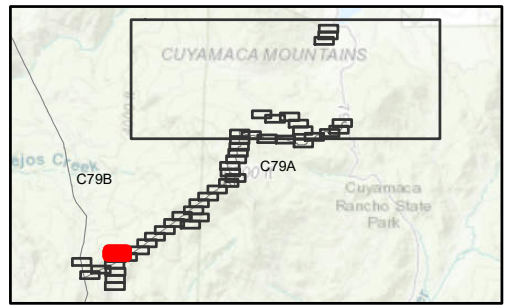


**Attachment B:
Comparison Map
C79A Map 6 of 48**



**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

-  Construction-Only Access Road
-  U.S. Forest Service




Final Design


- NTP #21**
-  Navigation Access Road
- MPR #29**
-  U.S. Forest Service




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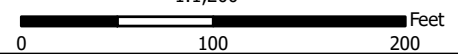


A Sempra Energy company





1:1,200

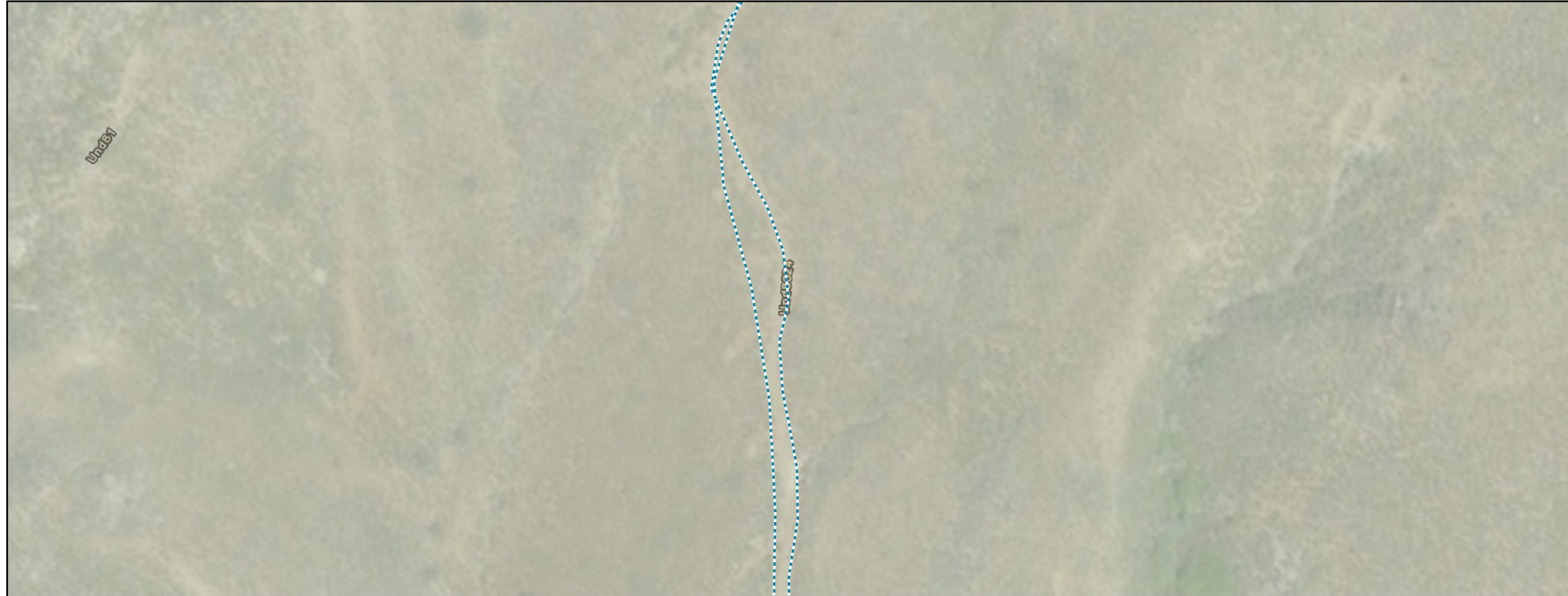
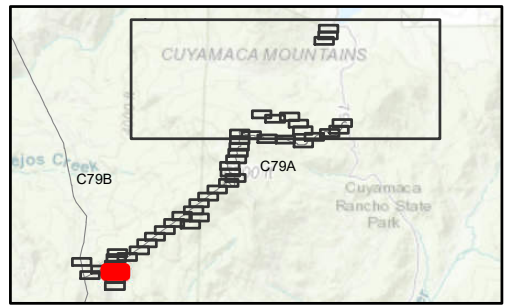


**Attachment B:
Comparison Map
C79A Map 7 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

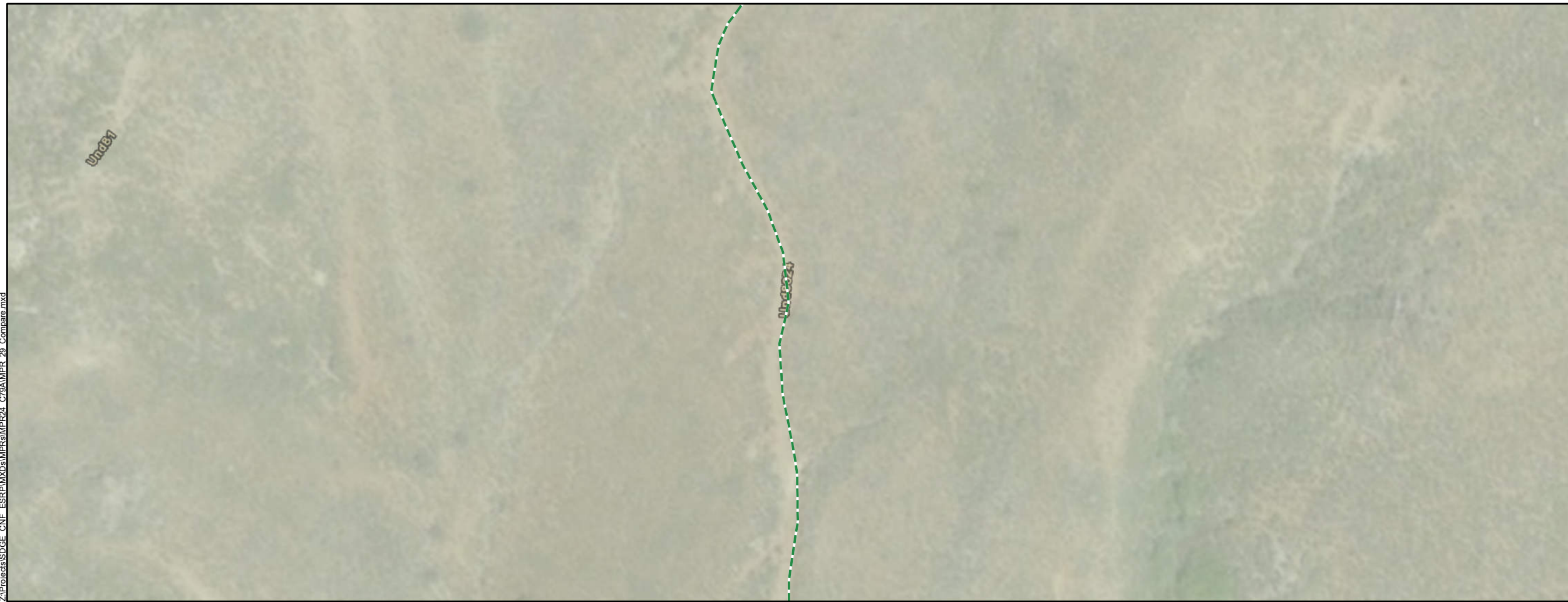
2015 Preliminary Design

- - - - - Construction-Only Access Road
- U.S. Forest Service





Final Design

- NTP #21**
- - - - - Navigation Access Road
- MPR #29**
- U.S. Forest Service

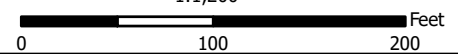


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A Scintia Energy company



1:1,200





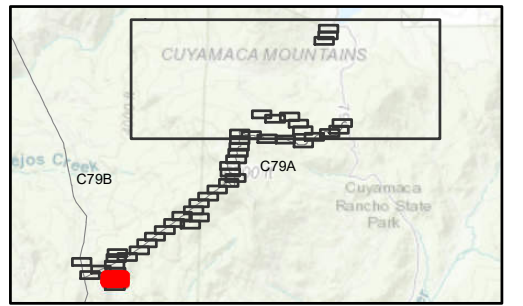
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**Attachment B:
Comparison Map
C79A Map 8 of 48**



**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

-  Construction-Only Access Road
-  U.S. Forest Service



Final Design

- NTP #21**
-  Navigation Access Road
- MPR #29**
-  U.S. Forest Service



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Scale: 1:1,200
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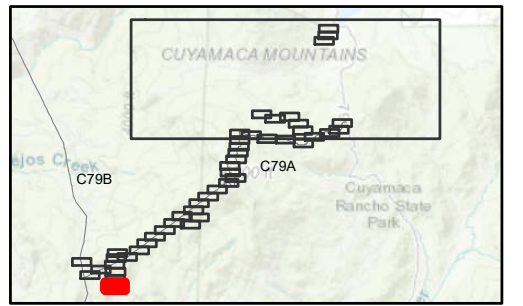
**Attachment B:
Comparison Map
C79A Map 9 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

- - - - Construction-Only Access Road
- - - - Navigation Access Road

U.S. Forest Service



Final Design

NTP #21

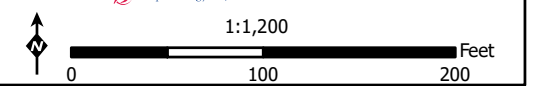
- - - - Navigation Access Road

MPR #29

U.S. Forest Service



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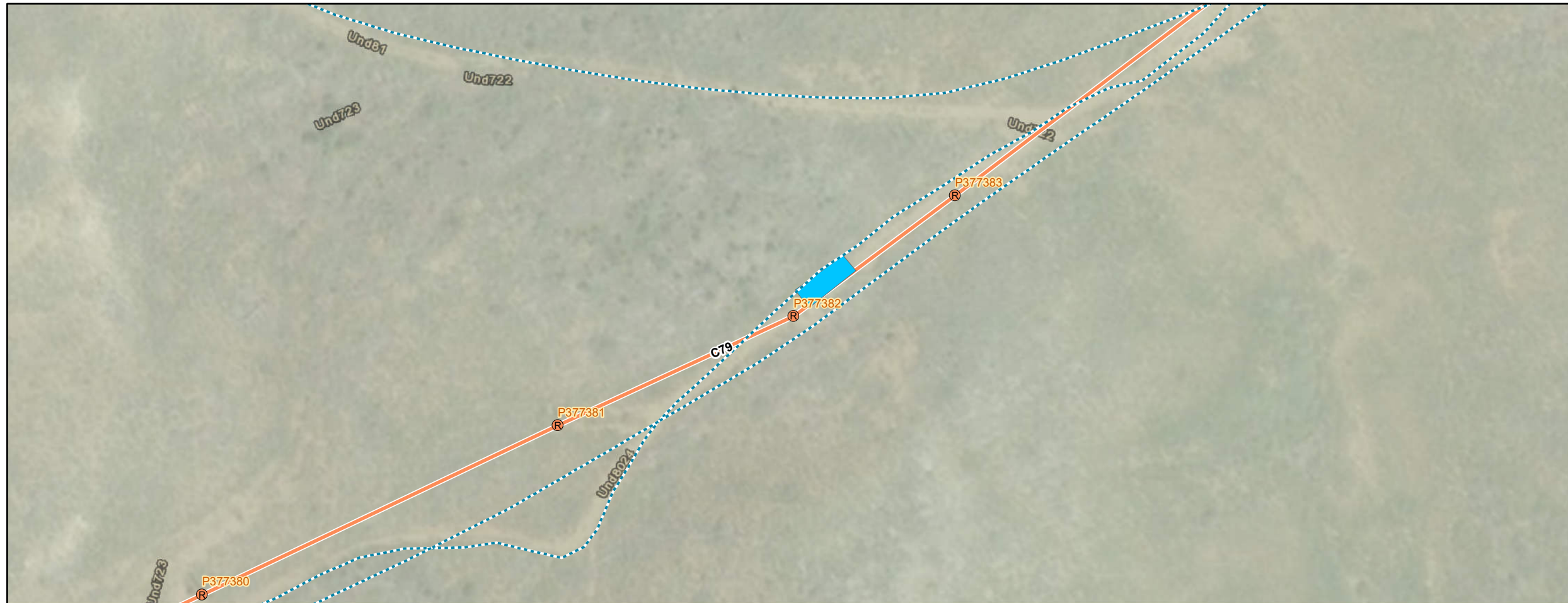
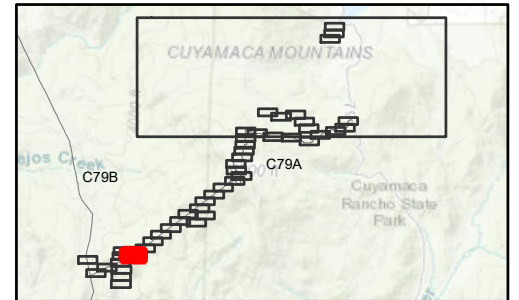


**Attachment B:
Comparison Map
C79A Map 10 of 48**

**Cleveland National Forest
Power Line Replacement Projects**





2015 Preliminary Design

-  12 kV Removal
-  Stringing Site
-  Construction-Only Access Road
-  12 kV Removal
-  U.S. Forest Service






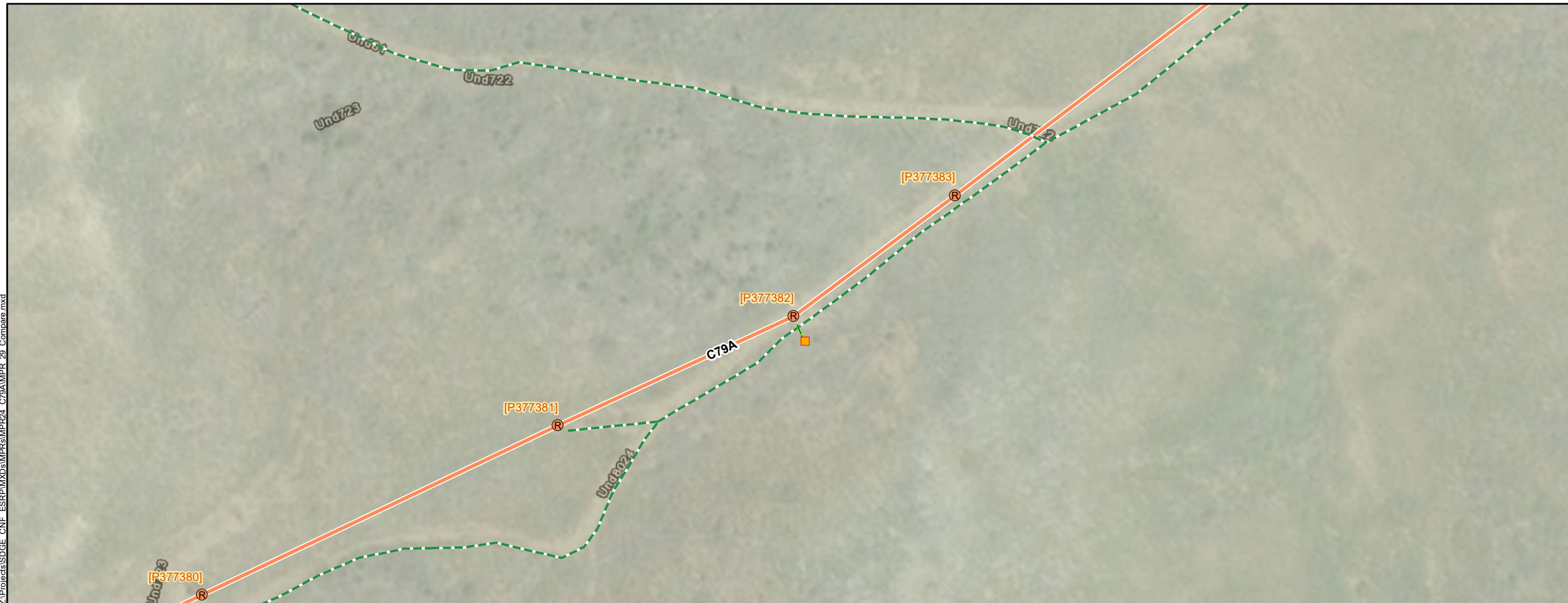
Final Design

NTP #21

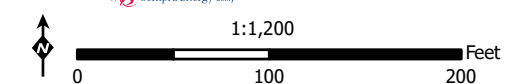
-  12 kV Removal
-  Footpath
-  Navigation Access Road
-  12 kV Removal

MPR #29

-  Remove from Service Anchor
-  Anchor Work Area
-  U.S. Forest Service






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


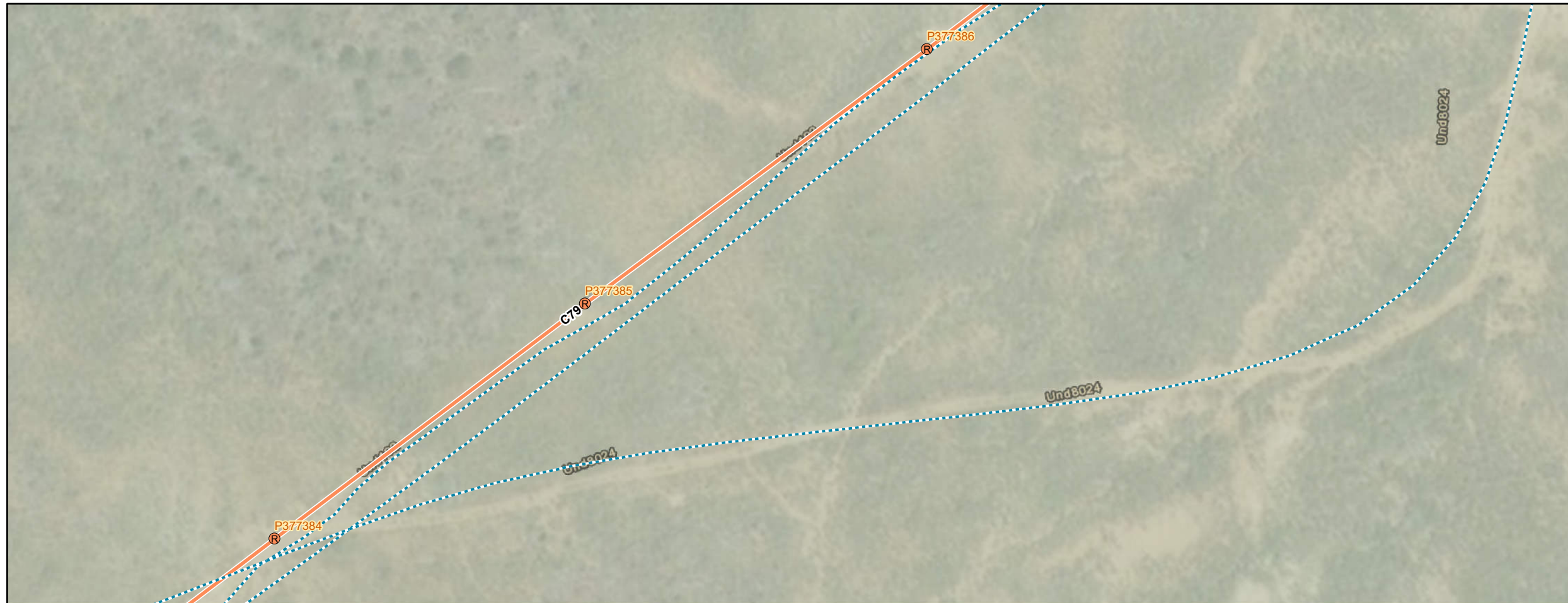
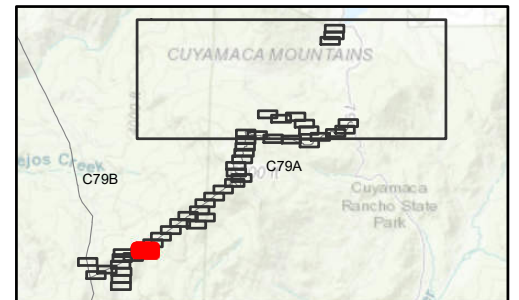
**Attachment B:
Comparison Map
C79A Map 11 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design




-  12 kV Removal
-  Construction-Only Access Road
-  12 kV Removal

 U.S. Forest Service




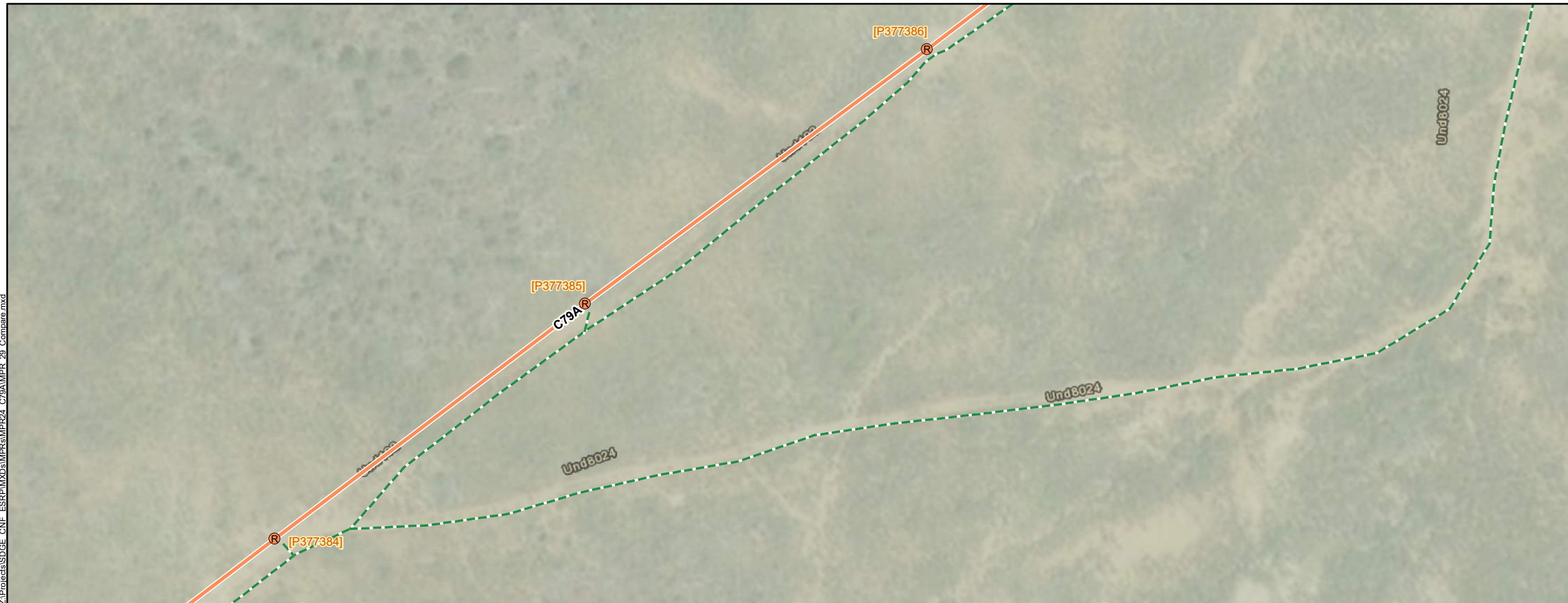
Final Design

NTP #21

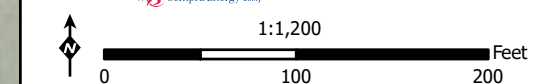
-  12 kV Removal
-  Navigation Access Road
-  12 kV Removal

MPR #29

 U.S. Forest Service







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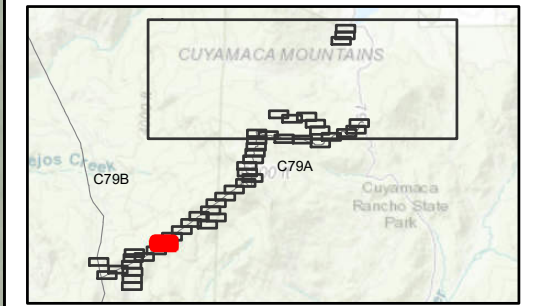


**Attachment B:
Comparison Map
C79A Map 12 of 48**

**Cleveland National Forest
Power Line Replacement Projects**




2015 Preliminary Design

-  12 kV Removal
-  Construction-Only Access Road
-  12 kV Removal
-  U.S. Forest Service






Final Design

NTP #21

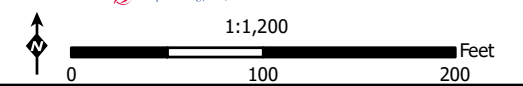
-  12 kV Removal
-  Navigation Access Road
-  12 kV Removal

MPR #29

-  Remove from Service Anchor
-  Anchor Work Area
-  U.S. Forest Service







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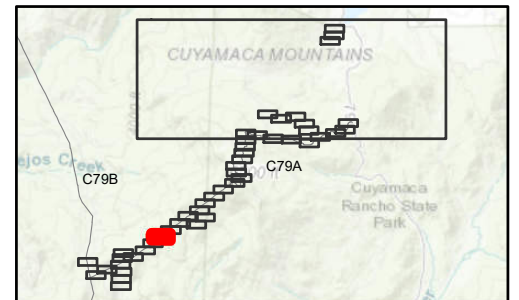


**Attachment B:
Comparison Map
C79A Map 13 of 48**

**Cleveland National Forest
Power Line Replacement Projects**





2015 Preliminary Design

-  12 kV Removal
-  Construction-Only Access Road
-  12 kV Removal
-  U.S. Forest Service



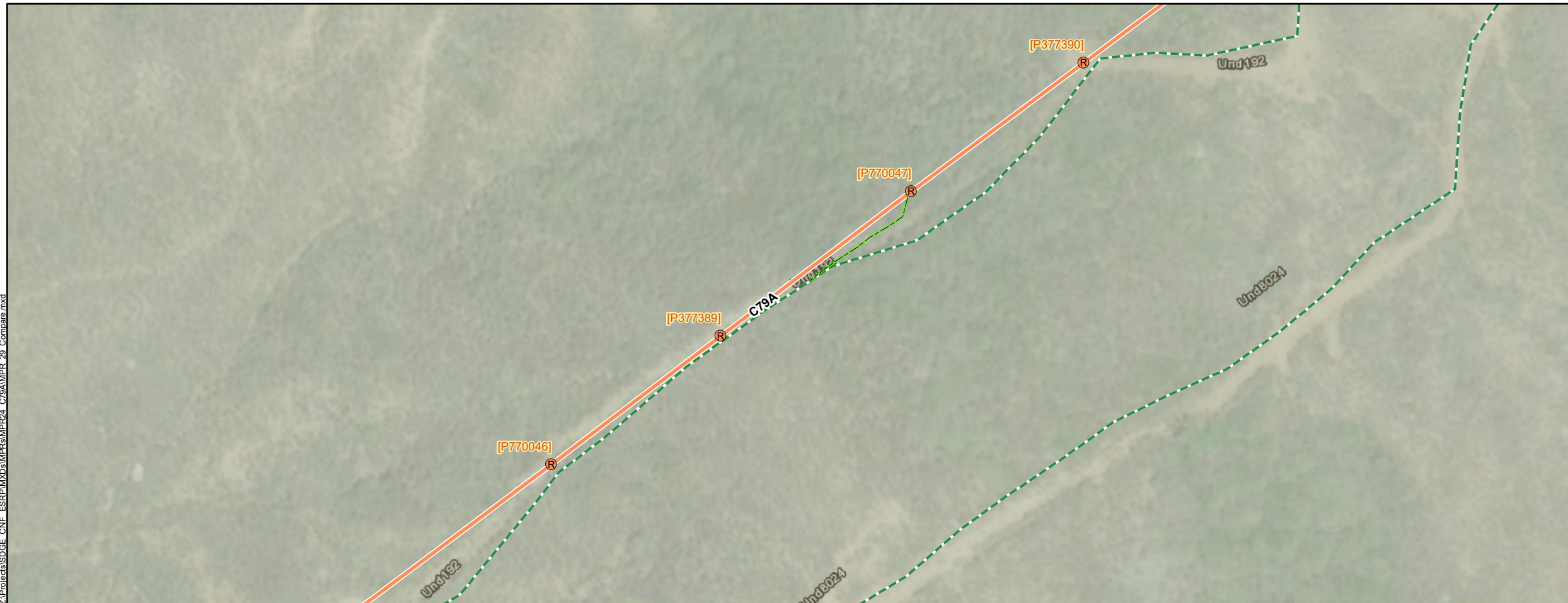
Final Design

NTP #21

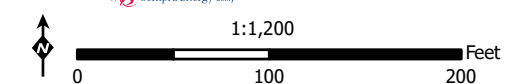
-  12 kV Removal
-  Footpath
-  Navigation Access Road
-  12 kV Removal

MPR #29

-  U.S. Forest Service







Notes:
 1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data. In addition, some of the roads differ slightly from baseline in an attempt to make them more consistent with the aerial imagery.
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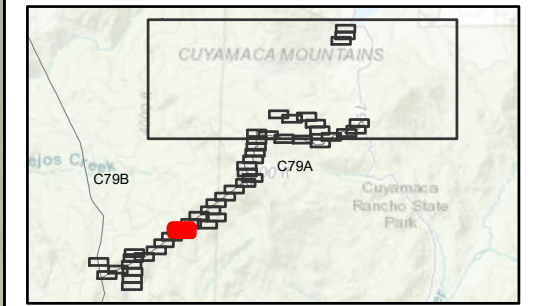


**Attachment B:
Comparison Map
C79A Map 14 of 48**

**Cleveland National Forest
Power Line Replacement Projects**



2015 Preliminary Design

-  12 kV Removal
-  Construction-Only Access Road
-  12 kV Removal
-  U.S. Forest Service





Final Design

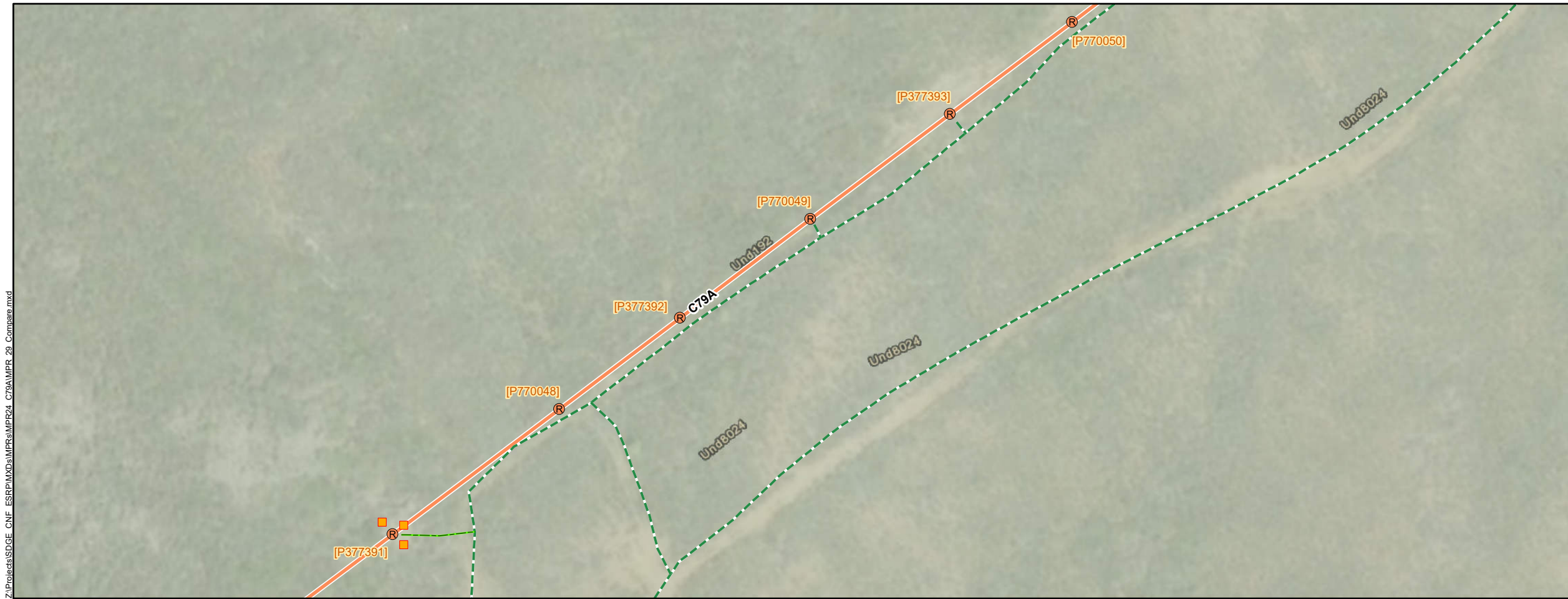
NTP #21

-  12 kV Removal
-  Footpath
-  Navigation Access Road
-  12 kV Removal

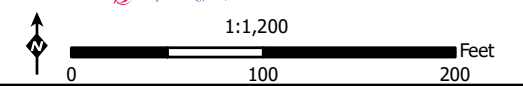
MPR #29

-  Remove from Service Anchor
-  Anchor Work Area

-  U.S. Forest Service



Notes:
 1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data. In addition, some of the roads differ slightly from baseline in an attempt to make them more consistent with the aerial imagery.
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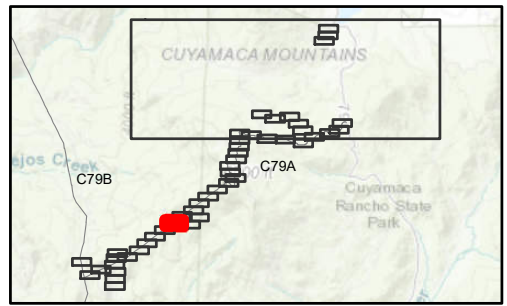








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**Attachment B:
Comparison Map
C79A Map 15 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

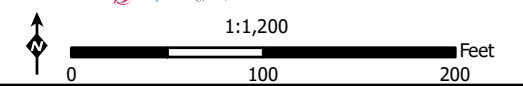
- 2015 Preliminary Design**
-  12 kV Removal
 -  Construction-Only Access Road
 -  12 kV Removal
 -  U.S. Forest Service



- Final Design**
- NTP #21**
-  12 kV Removal
 -  Navigation Access Road
 -  12 kV Removal
- MPR #29**
-  Remove from Service Anchor
 -  Anchor Work Area
 -  U.S. Forest Service



Notes:
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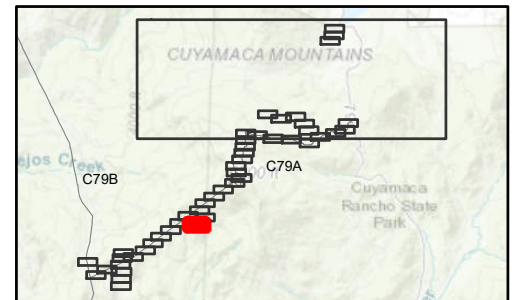
**Attachment B:
Comparison Map
C79A Map 16 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

Construction-Only Access Road

U.S. Forest Service



Final Design

NTP #21

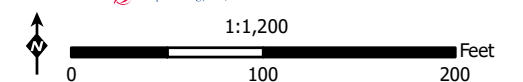
Navigation Access Road

MPR #29

U.S. Forest Service



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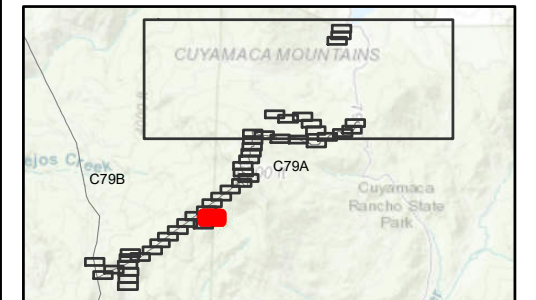
**Attachment B:
Comparison Map
C79A Map 17 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

Construction-Only Access Road

California Department of Parks and Recreation
U.S. Forest Service



Final Design

NTP #21

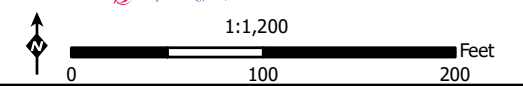
Navigation Access Road

MPR #29

California Department of Parks and Recreation
U.S. Forest Service







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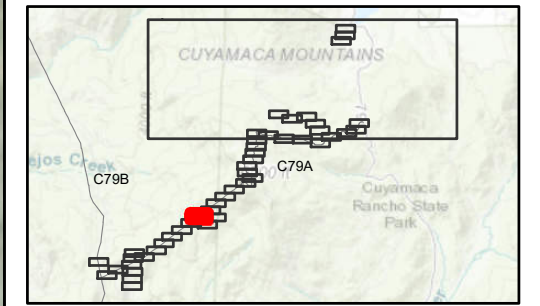


**Attachment B:
Comparison Map
C79A Map 18 of 48**





**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design




-  12 kV Removal
-  Construction-Only Access Road
-  12 kV Removal
-  U.S. Forest Service

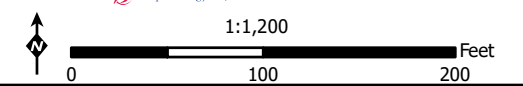


NTP #21

-  12 kV Removal
-  Footpath
-  Navigation Access Road
-  12 kV Removal

MPR #29




-  Remove from Service Anchor
-  Anchor Work Area
-  U.S. Forest Service





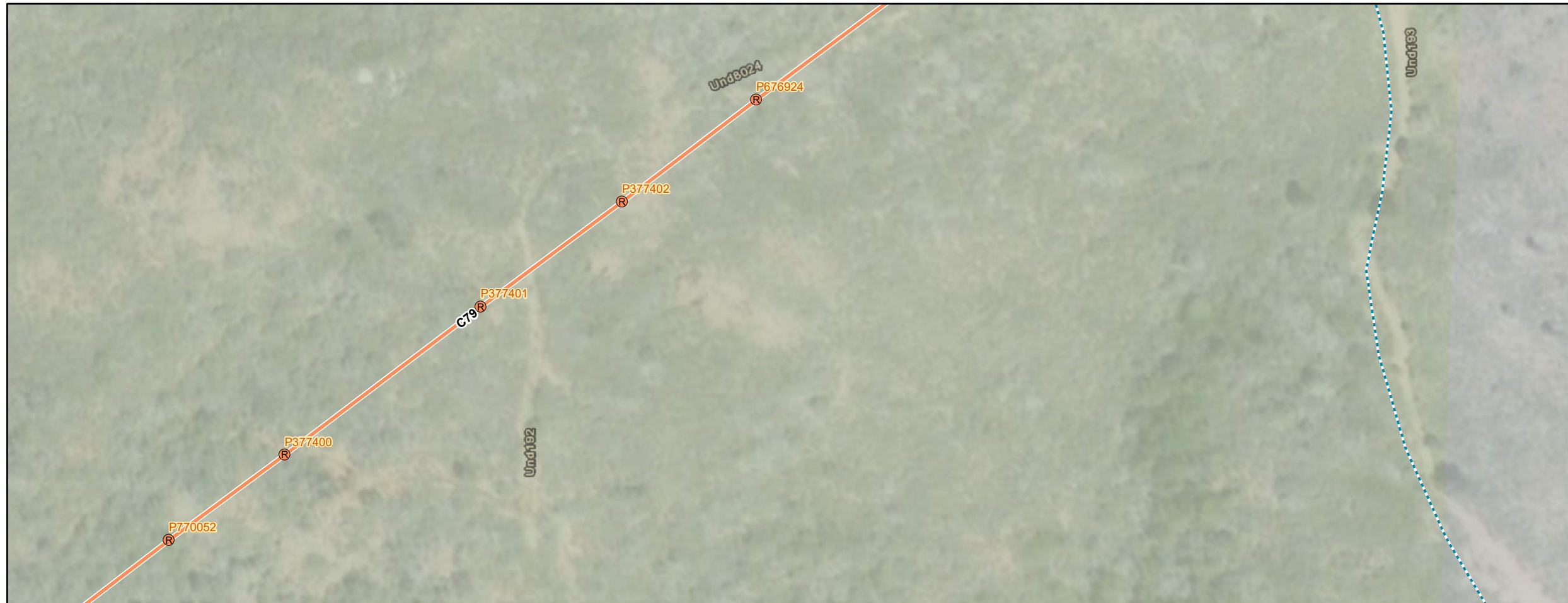
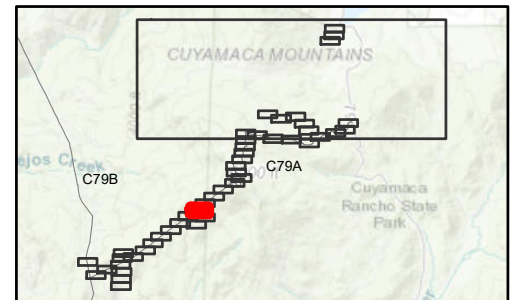
**Attachment B:
Comparison Map
C79A Map 19 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design





-  12 kV Removal
-  Construction-Only Access Road
-  12 kV Removal

-  California Department of Parks and Recreation
-  U.S. Forest Service





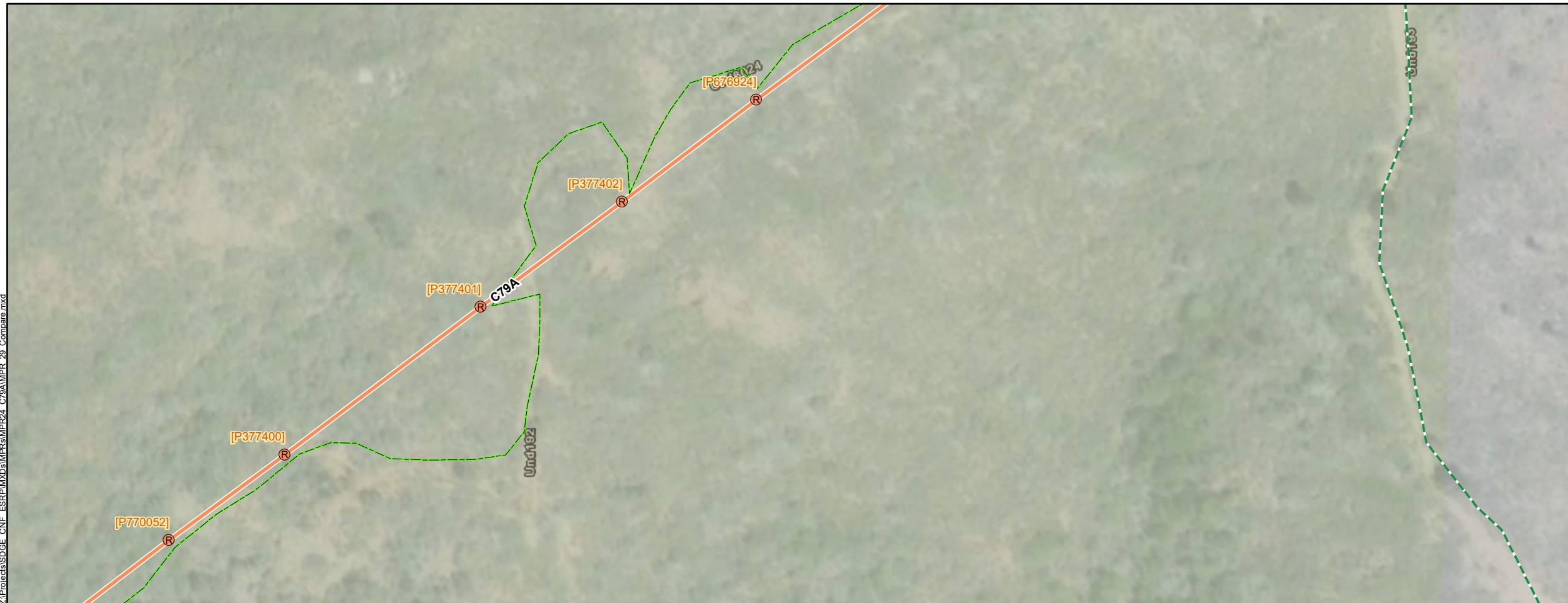
Final Design

NTP #21

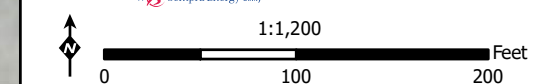
-  12 kV Removal
-  Footpath
-  Navigation Access Road
-  12 kV Removal

MPR #29

-  California Department of Parks and Recreation
-  U.S. Forest Service







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



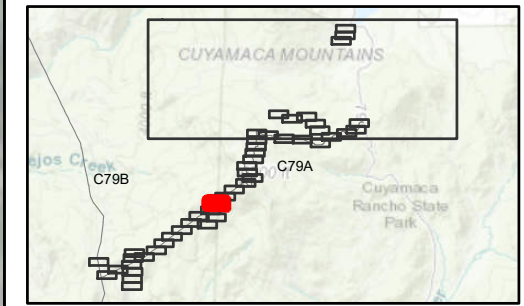
**Attachment B:
Comparison Map
C79A Map 20 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design






-  12 kV Removal
-  Fly Yard/Staging Area
-  Construction-Only Access Road
-  12 kV Removal

-  California Department of Parks and Recreation
-  U.S. Forest Service







Final Design

NTP #21

-  12 kV Removal
-  Fly Yard/Staging Area
-  Footpath
-  Navigation Access Road
-  12 kV Removal

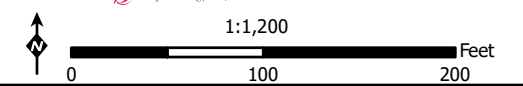
MPR #29

-  Remove from Service Anchor
-  Anchor Work Area

-  California Department of Parks and Recreation
-  U.S. Forest Service



Notes:
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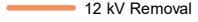




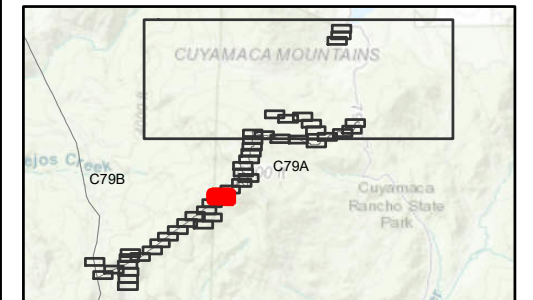
Z:\Projects\SDGE_CNF_ESR\PMX\MPRs\MPR24_C79A\MPR_29_Compare.mxd

**Attachment B:
Comparison Map
C79A Map 21 of 48**

**Cleveland National Forest
Power Line Replacement Projects**


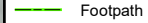
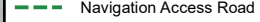
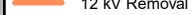
2015 Preliminary Design

-  12 kV Removal
-  12 kV Removal
-  California Department of Parks and Recreation
-  U.S. Forest Service







Final Design

NTP #21

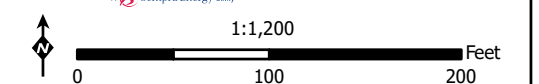
-  12 kV Removal
-  Footpath
-  Navigation Access Road
-  12 kV Removal

MPR #29

-  Remove from Service Anchor
-  Anchor Work Area
-  California Department of Parks and Recreation
-  U.S. Forest Service



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


**Attachment B:
Comparison Map
C79A Map 22 of 48**

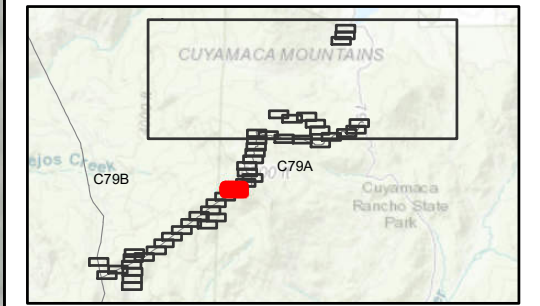
**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

-  12 kV Removal
-  12 kV Removal

 California Department of Parks and Recreation

Note:
A removal pole was inadvertently left out of the baseline data, which resulted in mis-numbering for the poles in this area. The poles are numbered correctly in the pane below.







Final Design

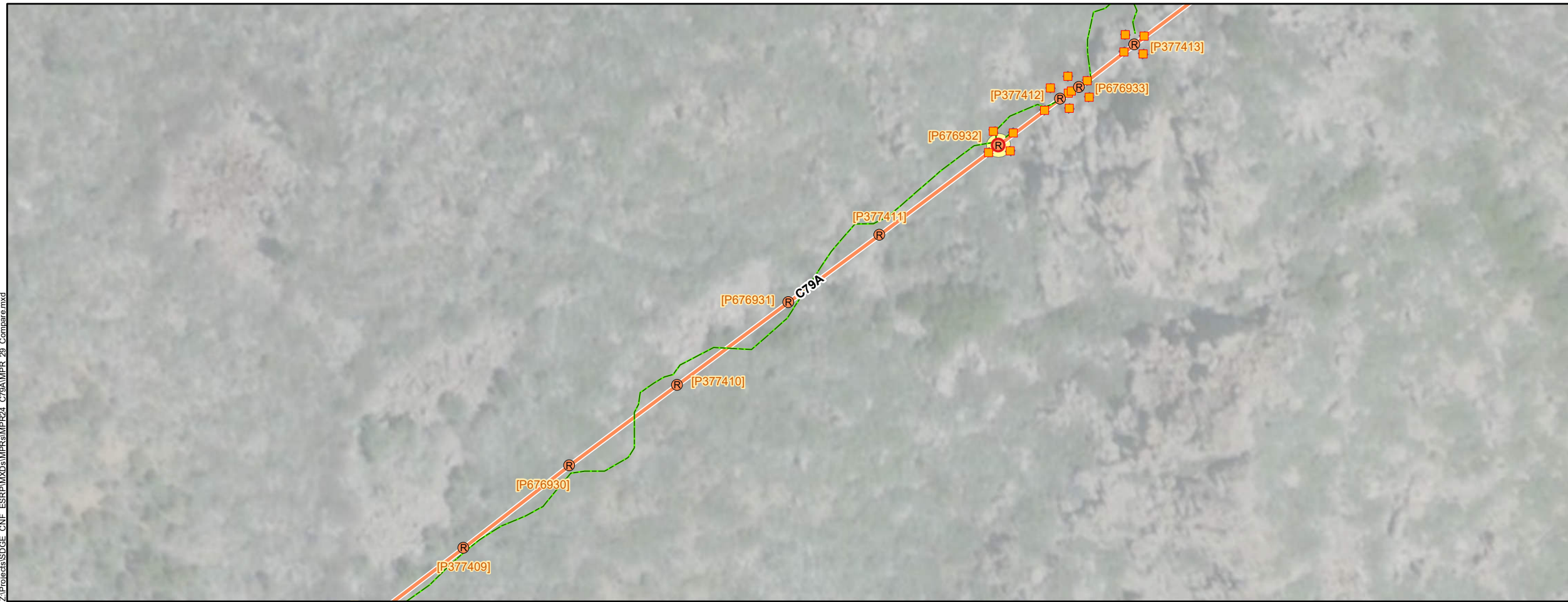
NTP #21

-  12 kV Removal
-  Footpath
-  12 kV Removal

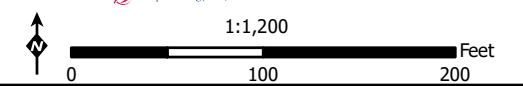
MPR #29

-  Removal
-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Pole Work Area

 California Department of Parks and Recreation








Notes:
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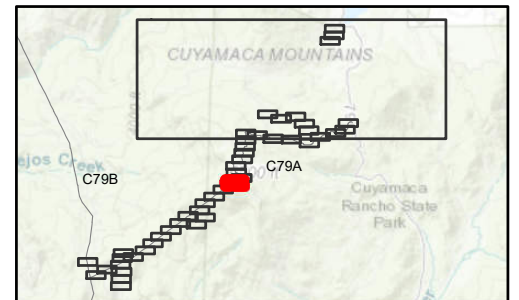


**Attachment B:
Comparison Map
C79A Map 23 of 48**

**Cleveland National Forest
Power Line Replacement Projects**





2015 Preliminary Design

-  12 kV Removal
-  Hand Hole
-  Stringing Site
-  12 kV Removal
-  New Underground
-  California Department of Parks and Recreation









Final Design

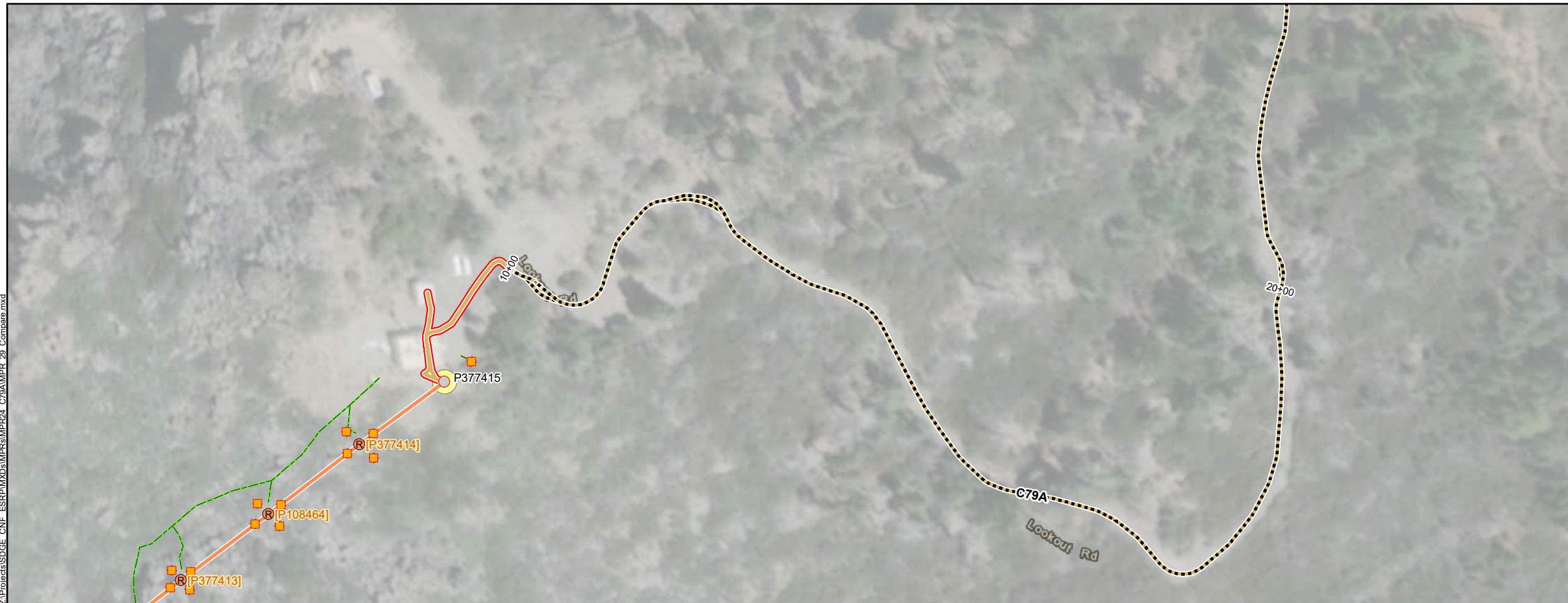
NTP #21

-  12 kV Removal
-  Footpath
-  12 kV Removal
-  New Underground

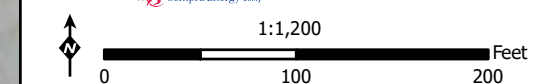
MPR #29

-  Pole Top Work Only
-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Pole Work Area
-  Existing Underground

-  California Department of Parks and Recreation





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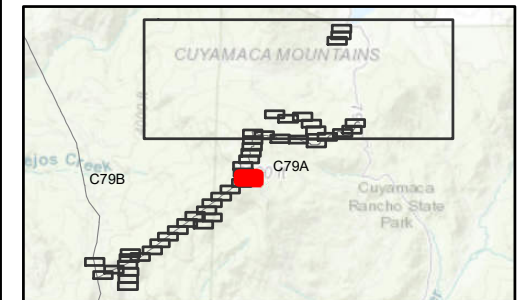


**Attachment B:
Comparison Map
C79A Map 24 of 48**


**Cleveland National Forest
Power Line Replacement Projects**


2015 Preliminary Design
 New Underground

 California Department of Parks and Recreation



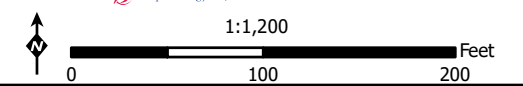
Final Design

NTP #21
 New Underground
MPR #29

 California Department of Parks and Recreation







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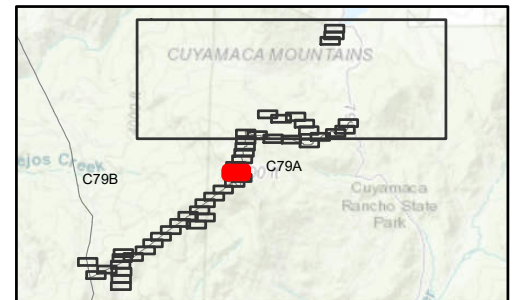


**Attachment B:
Comparison Map
C79A Map 25 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

-  Hand Hole
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation



Final Design

NTP #21

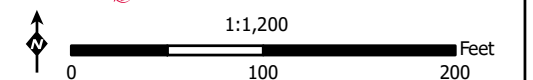
-  New Underground

MPR #29

-  California Department of Parks and Recreation








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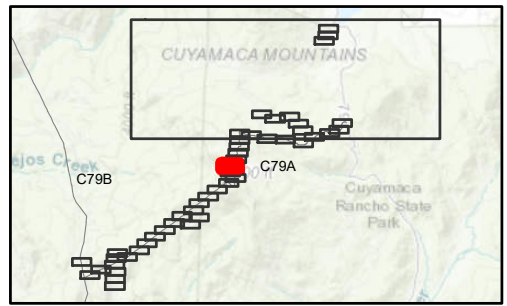


**Attachment B:
Comparison Map
C79A Map 26 of 48**




**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

-  Hand Hole
-  Staging Area
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation



Final Design

- NTP #21**
-  New Underground
- MPR #29**
-  Staging Area
 -  California Department of Parks and Recreation







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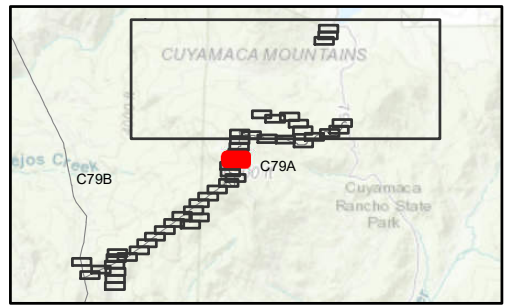
Scale: 1:1,200
 0 100 200 Feet

**Attachment B:
Comparison Map
C79A Map 27 of 48**



**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

-  Hand Hole
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation

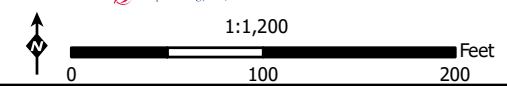


Final Design

- NTP #21**
-  New Underground
- MPR #29**
-  California Department of Parks and Recreation







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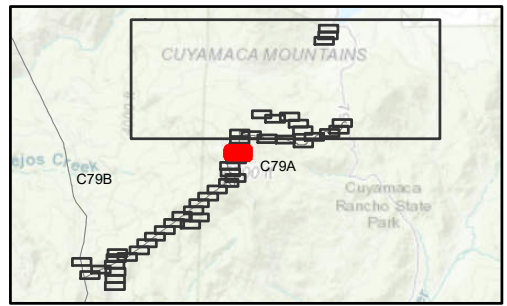


**Attachment B:
Comparison Map
C79A Map 28 of 48**

**Cleveland National Forest
Power Line Replacement Projects**


2015 Preliminary Design

-  Hand Hole
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation




Final Design

NTP #21

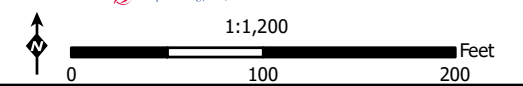
-  New Underground

MPR #29

-  California Department of Parks and Recreation







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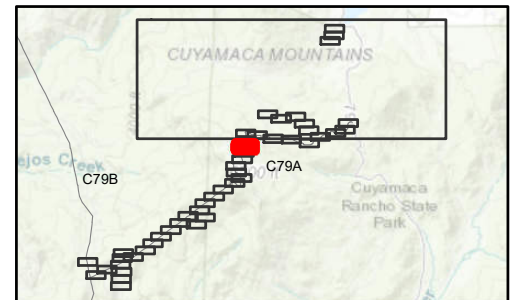


**Attachment B:
Comparison Map
C79A Map 29 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

-  Hand Hole
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation




Final Design

NTP #21

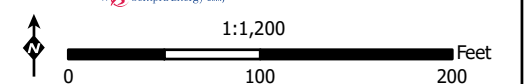
-  New Underground

MPR #29

-  California Department of Parks and Recreation







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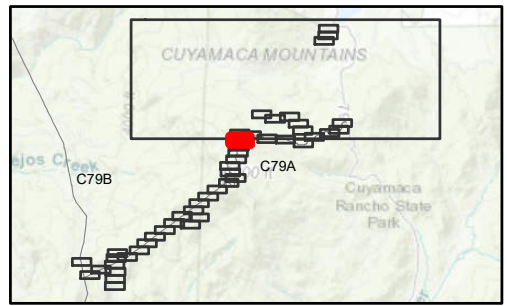


**Attachment B:
Comparison Map
C79A Map 30 of 48**

**Cleveland National Forest
Power Line Replacement Projects**


2015 Preliminary Design

-  Hand Hole
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation




Final Design

NTP #21

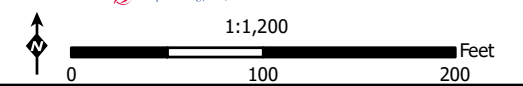
-  New Underground

MPR #29

-  California Department of Parks and Recreation







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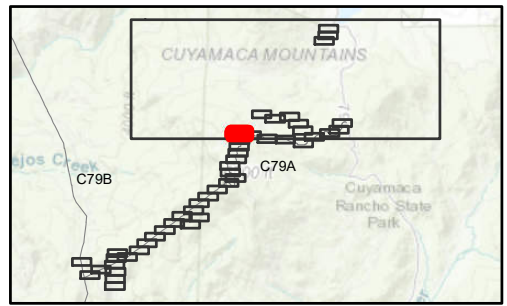


**Attachment B:
Comparison Map
C79A Map 31 of 48**

**Cleveland National Forest
Power Line Replacement Projects**


2015 Preliminary Design

-  Hand Hole
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation




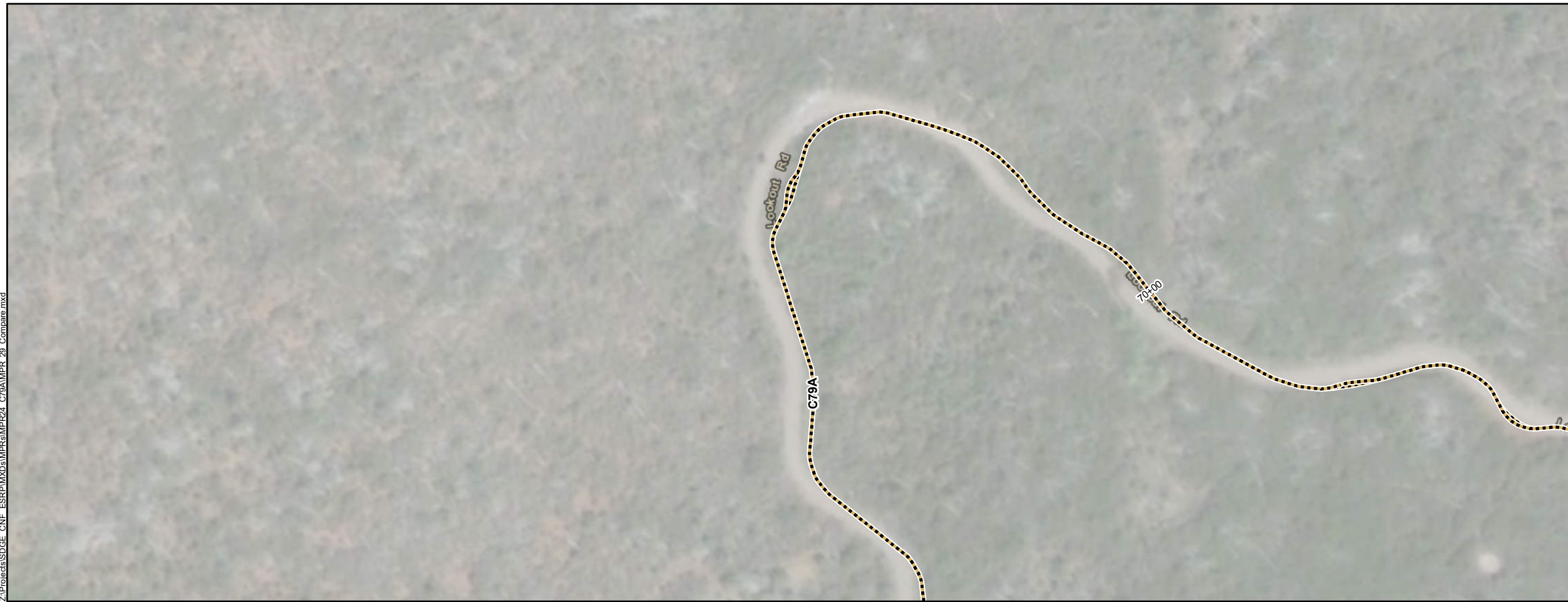
Final Design

NTP #21

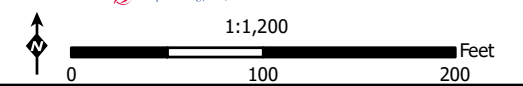
-  New Underground

MPR #29

-  California Department of Parks and Recreation








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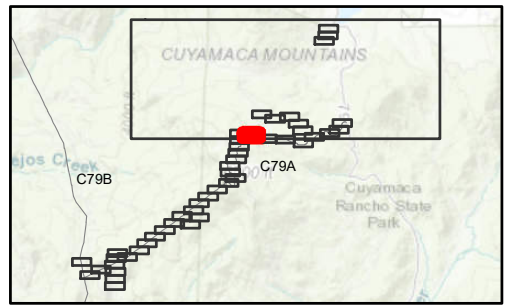


**Attachment B:
Comparison Map
C79A Map 32 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

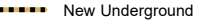
2015 Preliminary Design

-  Hand Hole
-  Staging Area
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation




Final Design

NTP #21

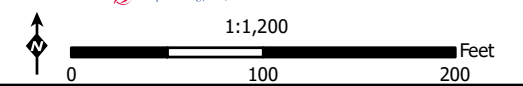
-  New Underground

MPR #29

-  California Department of Parks and Recreation








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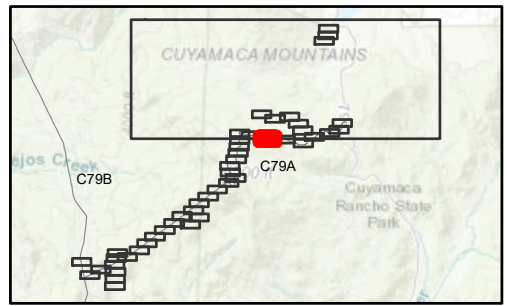


**Attachment B:
Comparison Map
C79A Map 33 of 48**

**Cleveland National Forest
Power Line Replacement Projects**



2015 Preliminary Design

-  Hand Hole
-  Staging Area
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation





Final Design

NTP #21

-  Navigation Access Road
-  New Underground

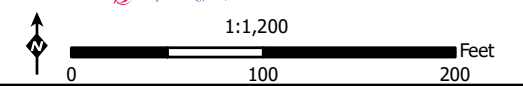
MPR #29

-  Fly Yard/Staging Area
-  Construction-Only Access Road

 California Department of Parks and Recreation



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


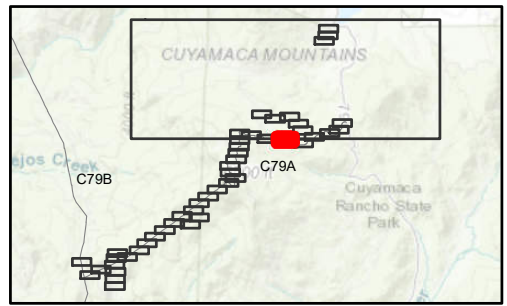
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**Attachment B:
Comparison Map
C79A Map 34 of 48**




**Cleveland National Forest
Power Line Replacement Projects**

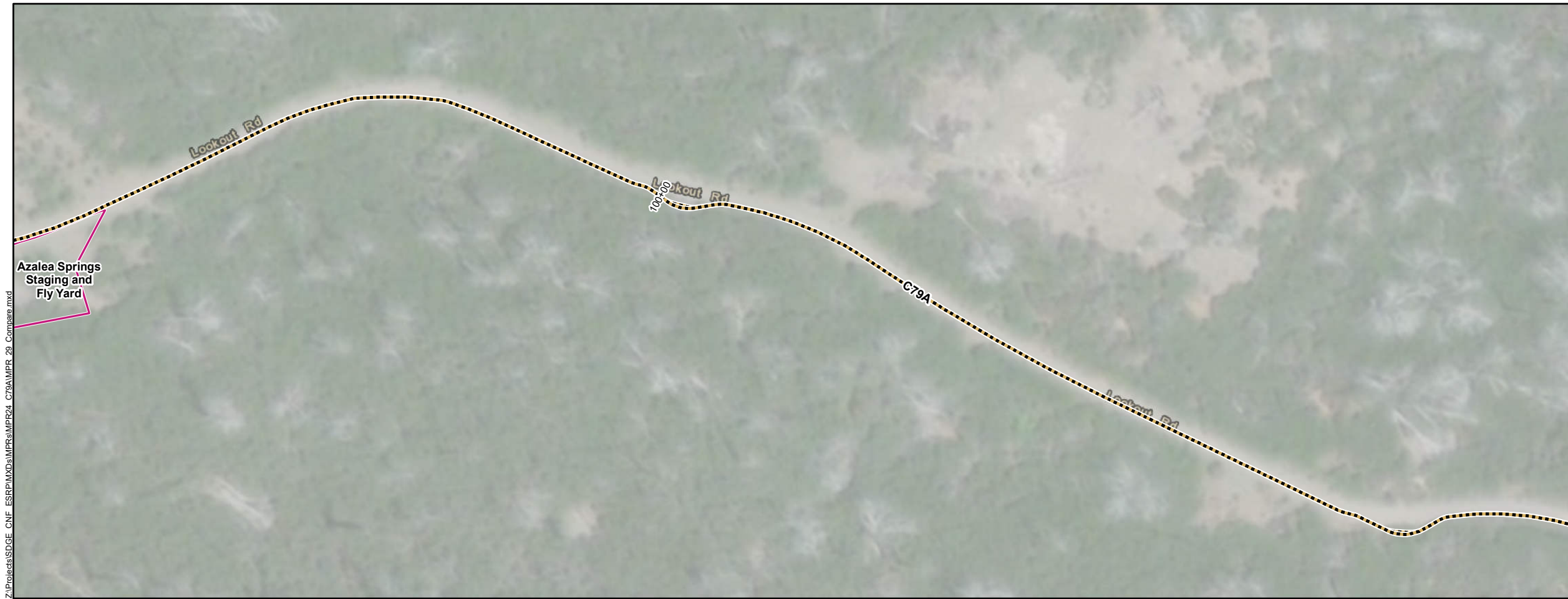
2015 Preliminary Design

-  Hand Hole
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation






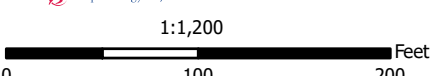
Final Design

- NTP #21**
-  New Underground
- MPR #29**
-  Fly Yard/Staging Area
 -  California Department of Parks and Recreation



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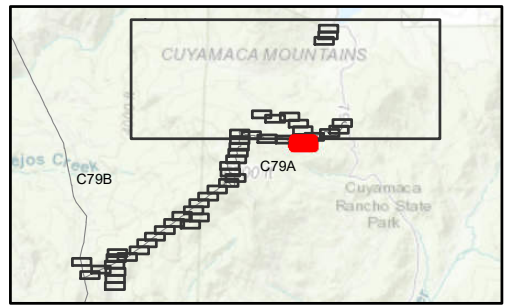
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**Attachment B:
Comparison Map
C79A Map 35 of 48**





**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

-  Hand Hole
-  Staging Area
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation

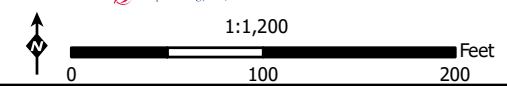


Final Design

- NTP #21**
-  New Underground
- MPR #29**
-  Temporary Access/Entry/Turnaround
-  Construction-Only Access Road
-  California Department of Parks and Recreation



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


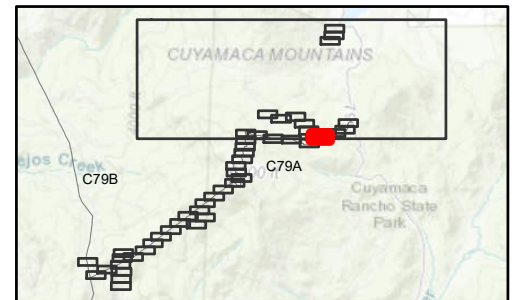
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**Attachment B:
Comparison Map
C79A Map 36 of 48**





**Cleveland National Forest
Power Line Replacement Projects**

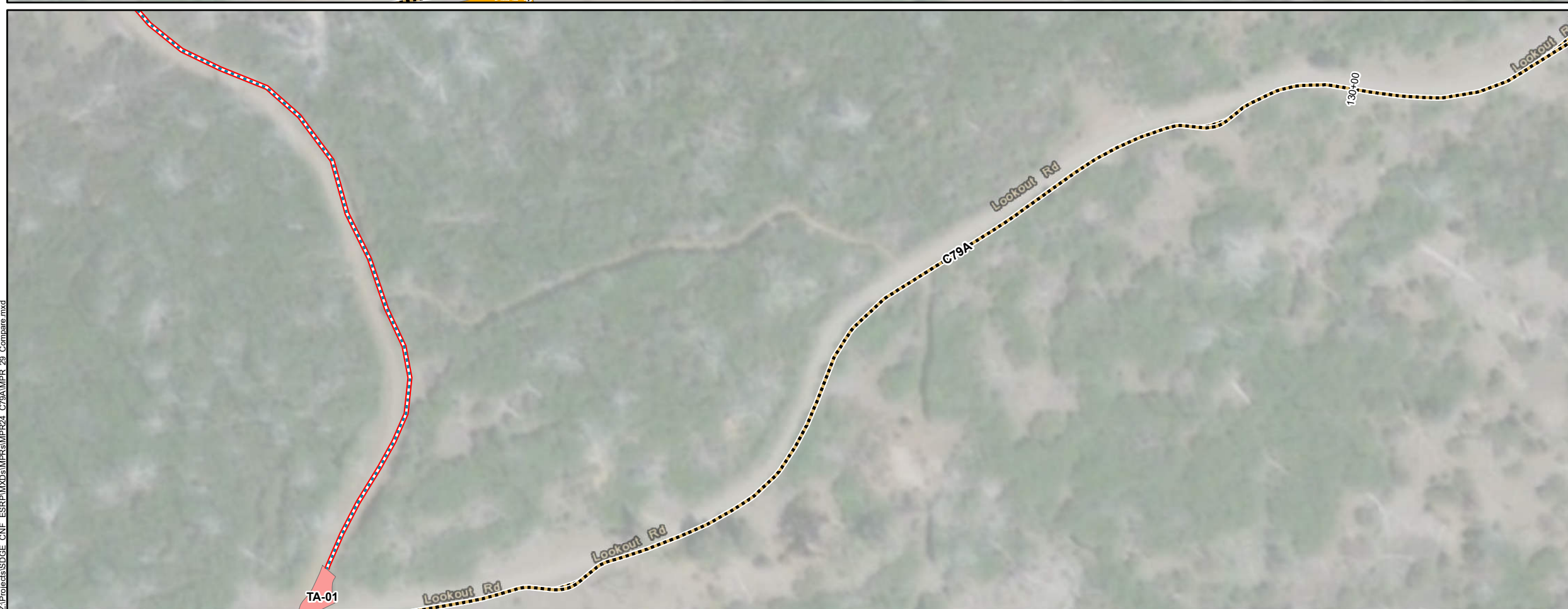
2015 Preliminary Design

-  Hand Hole
-  Staging Area
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation

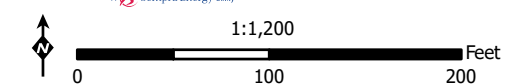


Final Design

- NTP #21**
-  New Underground
- MPR #29**
-  Temporary Access/Entry/Turnaround
-  Construction-Only Access Road
-  California Department of Parks and Recreation



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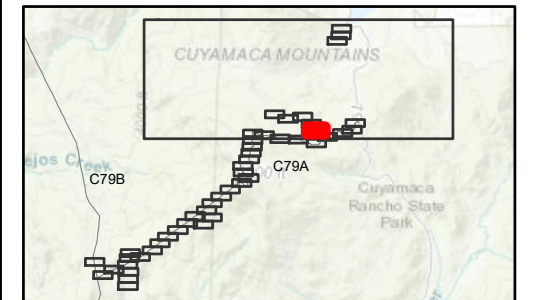


**Attachment B:
Comparison Map
C79A Map 37 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

California Department of Parks and Recreation



Final Design

NTP #21

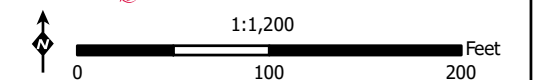
MPR #29

Construction-Only Access Road

California Department of Parks and Recreation



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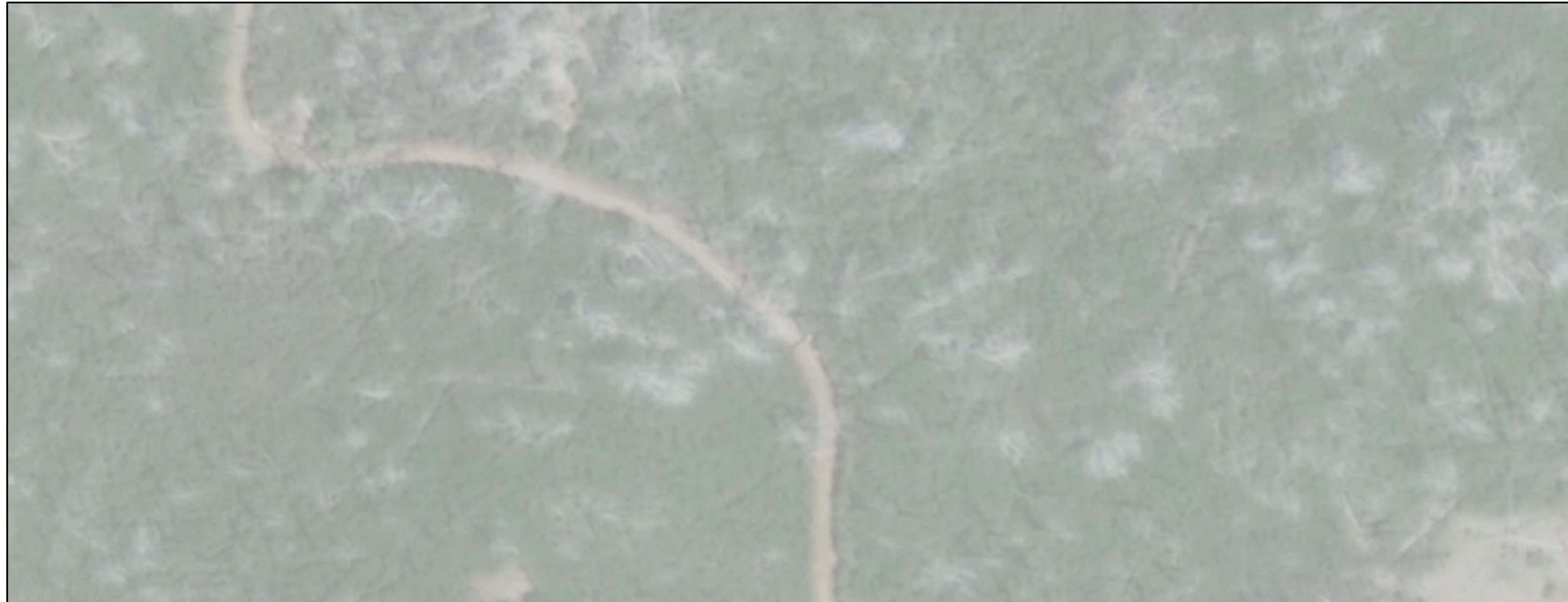
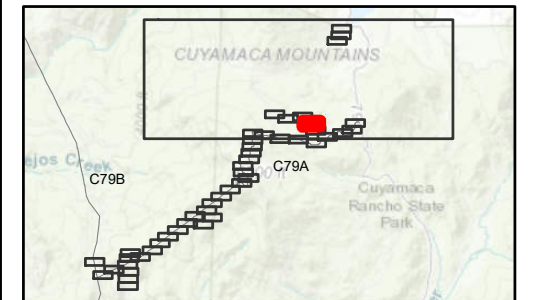


**Attachment B:
Comparison Map
C79A Map 38 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

California Department of Parks and Recreation



Final Design

NTP #21

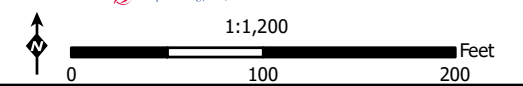
MPR #29

Construction-Only Access Road

California Department of Parks and Recreation



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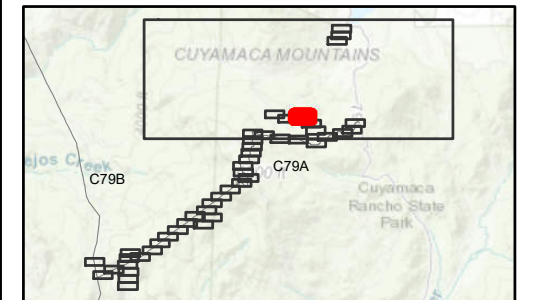


**Attachment B:
Comparison Map
C79A Map 39 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

California Department of Parks and Recreation



Final Design

NTP #21

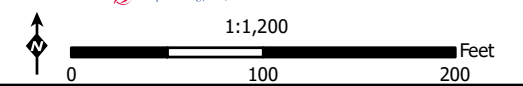
MPR #29

Construction-Only Access Road

California Department of Parks and Recreation



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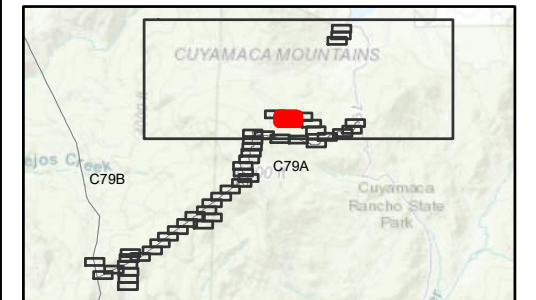


**Attachment B:
Comparison Map
C79A Map 40 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

California Department of Parks and Recreation



Final Design

NTP #21

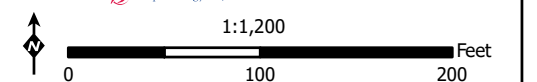
MPR #29

Construction-Only Access Road

California Department of Parks and Recreation



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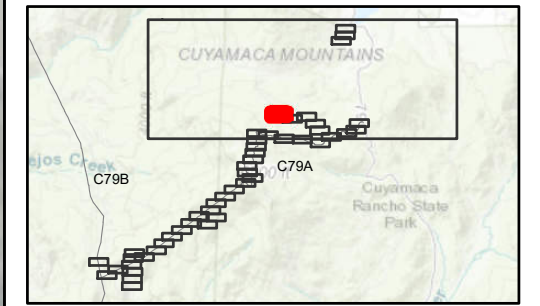


**Attachment B:
Comparison Map
C79A Map 41 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

California Department of Parks and Recreation



Final Design

NTP #21

Navigation Access Road

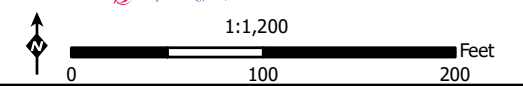
MPR #29

Construction-Only Access Road

California Department of Parks and Recreation



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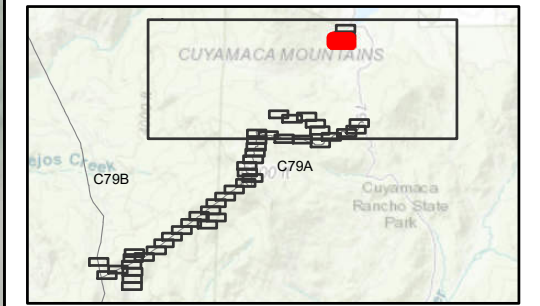


**Attachment B:
Comparison Map
C79A Map 42 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

California Department of Parks and Recreation



Final Design

NTP #21

Navigation Access Road

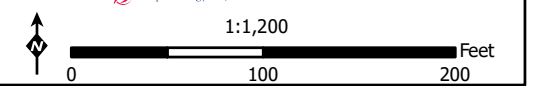
MPR #29

Fly Yard/Staging Area

Construction-Only Access Road

California Department of Parks and Recreation

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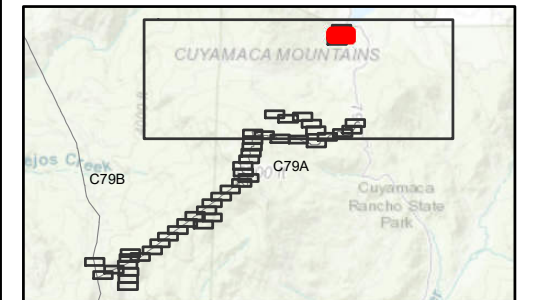
Z:\Projects\SDGE_CNF_ESR\PMX\MPR\MPR24_C79A\MPR_29_Compare.mxd

**Attachment B:
Comparison Map
C79A Map 43 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

California Department of Parks and Recreation



Final Design

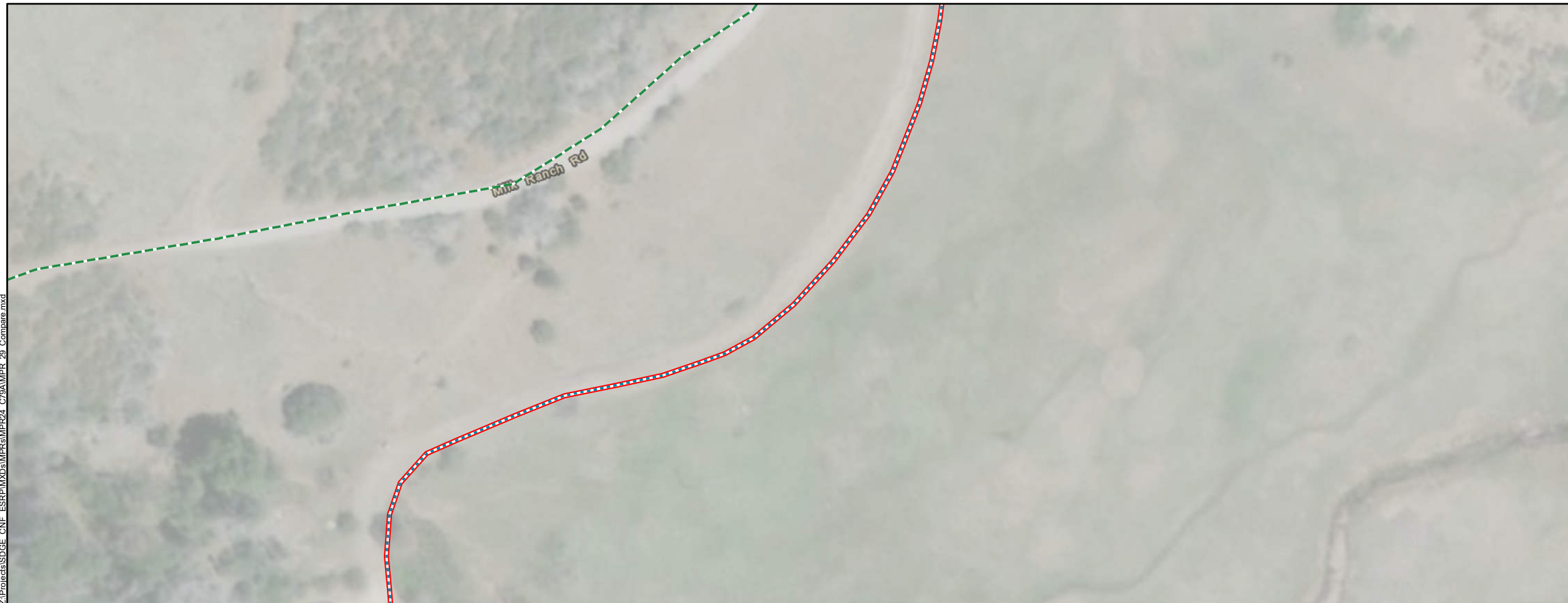
NTP #21

Navigation Access Road

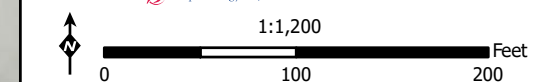
MPR #29

Construction-Only Access Road

California Department of Parks and Recreation



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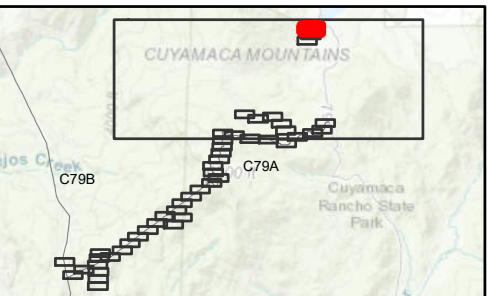


**Attachment B:
Comparison Map
C79A Map 44 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

California Department of Parks and Recreation



Final Design

NTP #21
Navigation Access Road



MPR #29
Construction-Only Access Road

California Department of Parks and Recreation

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
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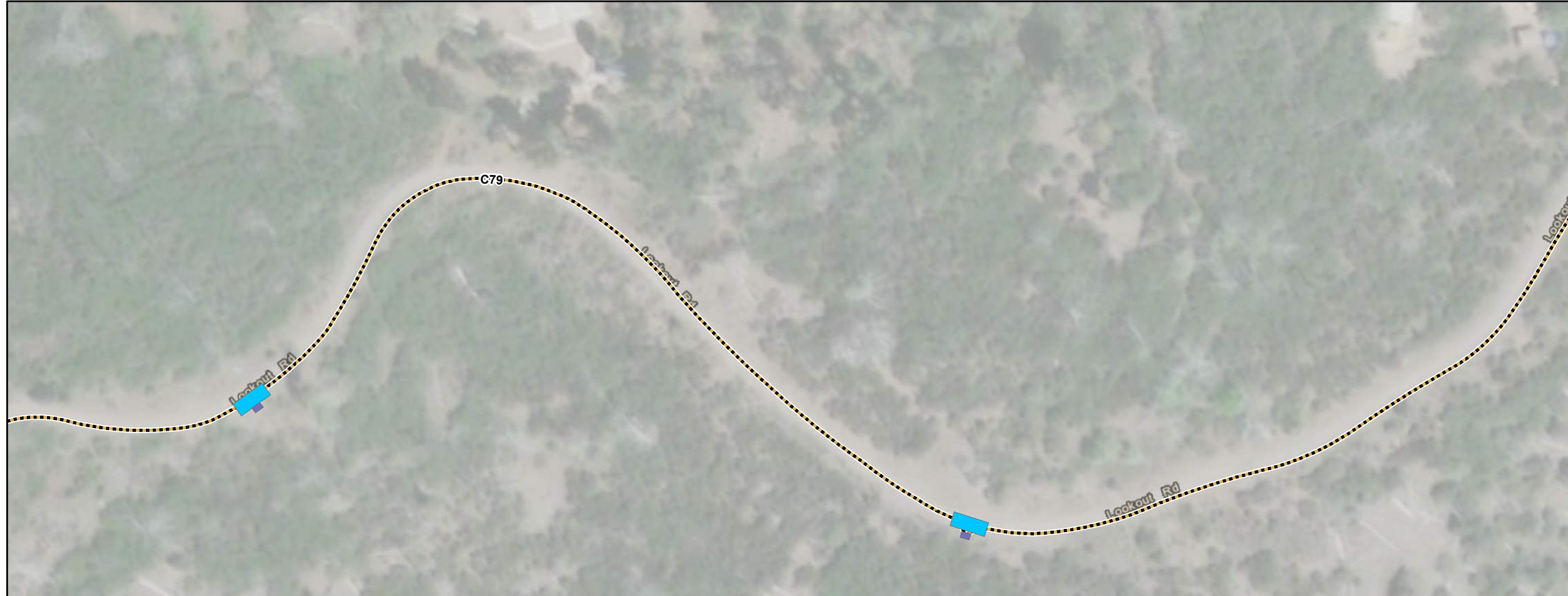
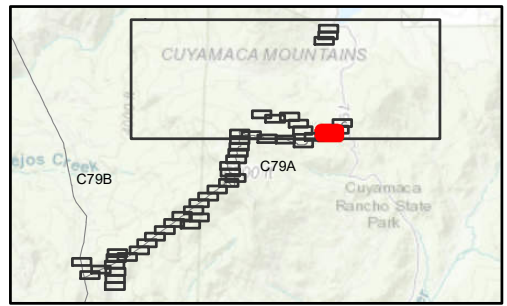
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**Attachment B:
Comparison Map
C79A Map 45 of 48**




**Cleveland National Forest
Power Line Replacement Projects**

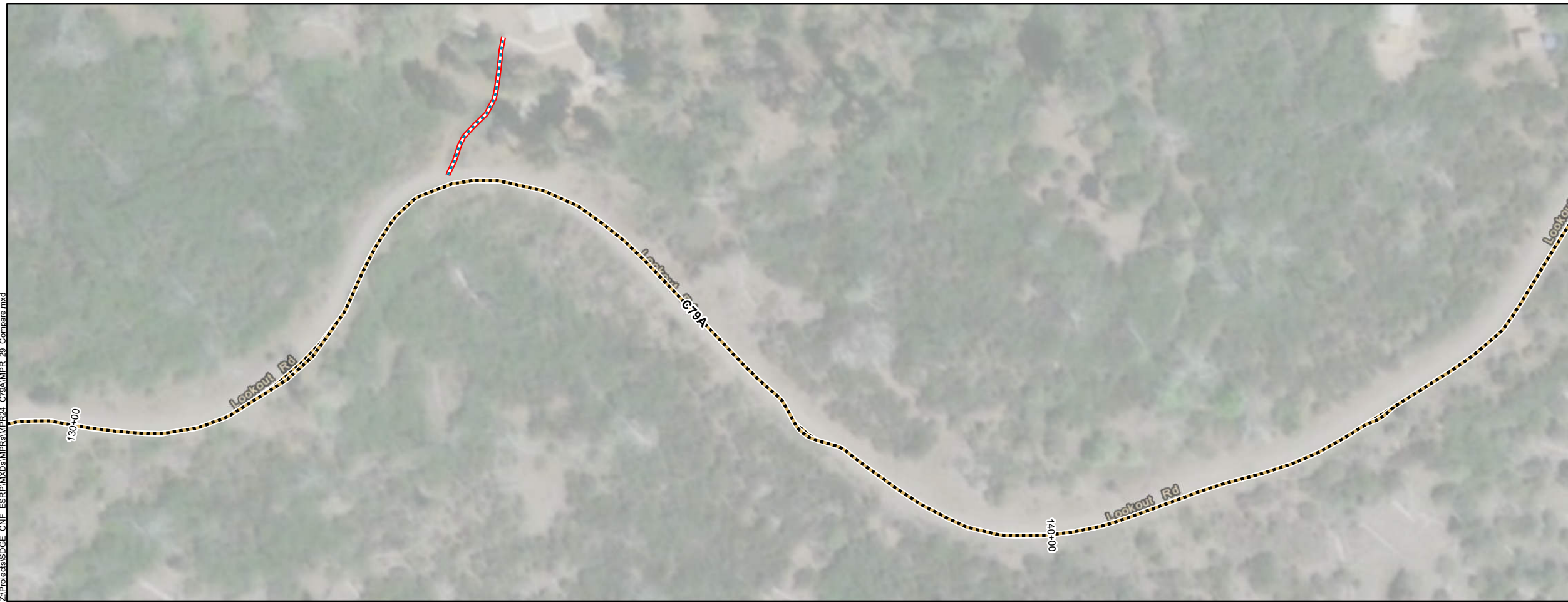
2015 Preliminary Design

-  Hand Hole
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation

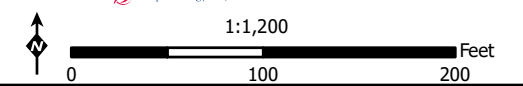


Final Design

- NTP #21**
-  New Underground
- MPR #29**
-  Construction-Only Access Road
-  California Department of Parks and Recreation



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


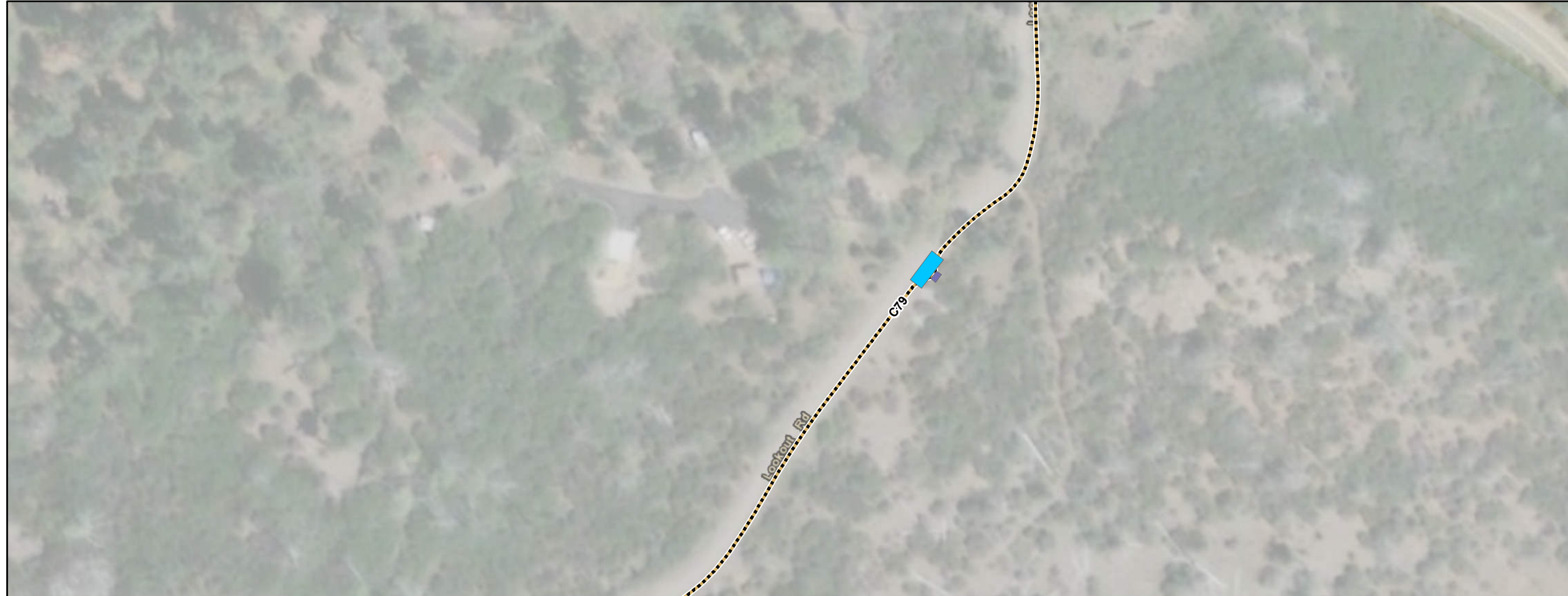
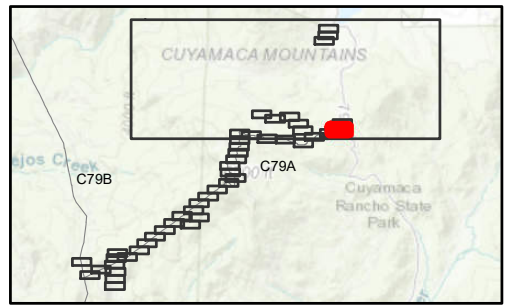
Z:\Projects\SDGE_CNF_ESRP\MXD\MPRs\MPR24_C79A\MPR_29_Compare.mxd

**Attachment B:
Comparison Map
C79A Map 46 of 48**

**Cleveland National Forest
Power Line Replacement Projects**


2015 Preliminary Design

-  Hand Hole
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation




Final Design

NTP #21

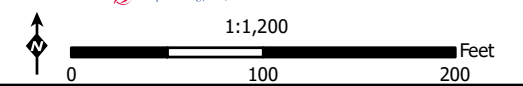
-  New Underground

MPR #29

-  California Department of Parks and Recreation








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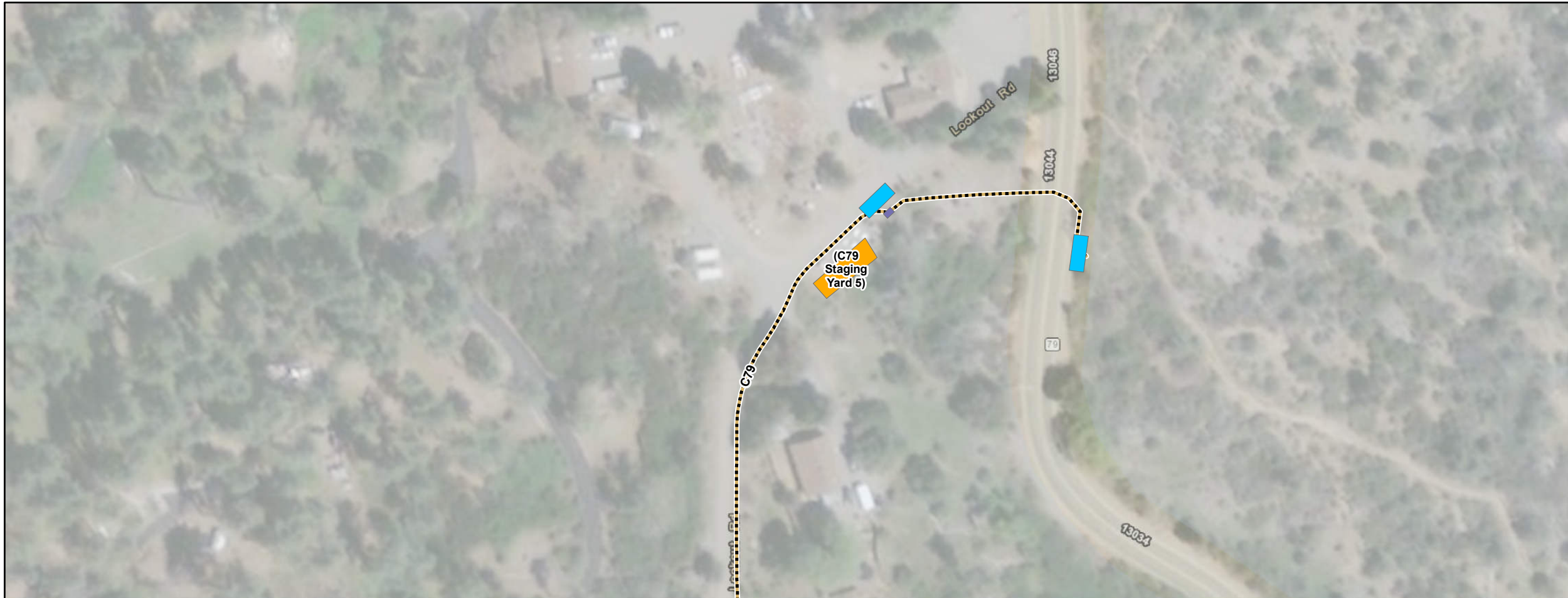
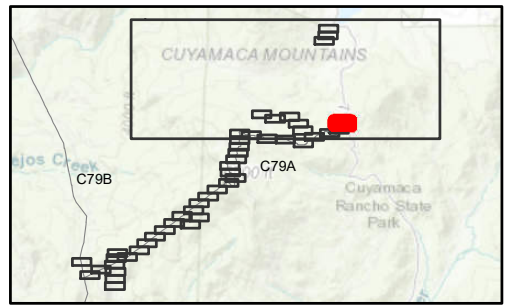


**Attachment B:
Comparison Map
C79A Map 47 of 48**

**Cleveland National Forest
Power Line Replacement Projects**






2015 Preliminary Design

-  Hand Hole
-  Staging Area
-  Stringing Site
-  New Underground
-  California Department of Parks and Recreation










Final Design

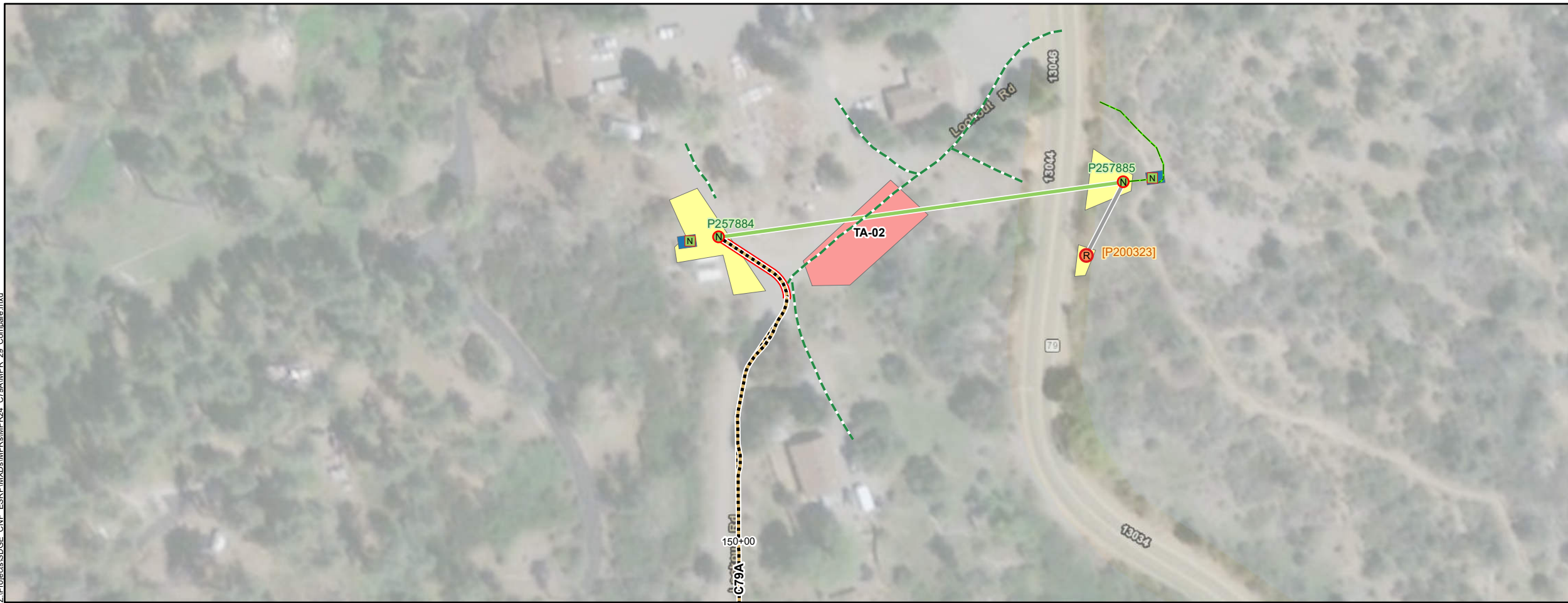
NTP #21

-  Footpath
-  Navigation Access Road
-  Existing Overhead
-  New Overhead Service
-  New Underground

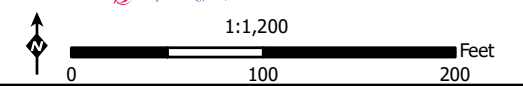
MPR #29

-  Removal
-  New Steel Pole
-  New Anchor
-  Anchor Work Area
-  Temporary Access/Entry/Turnaround
-  Temporary Pole Work Area
-  New Underground

 California Department of Parks and Recreation



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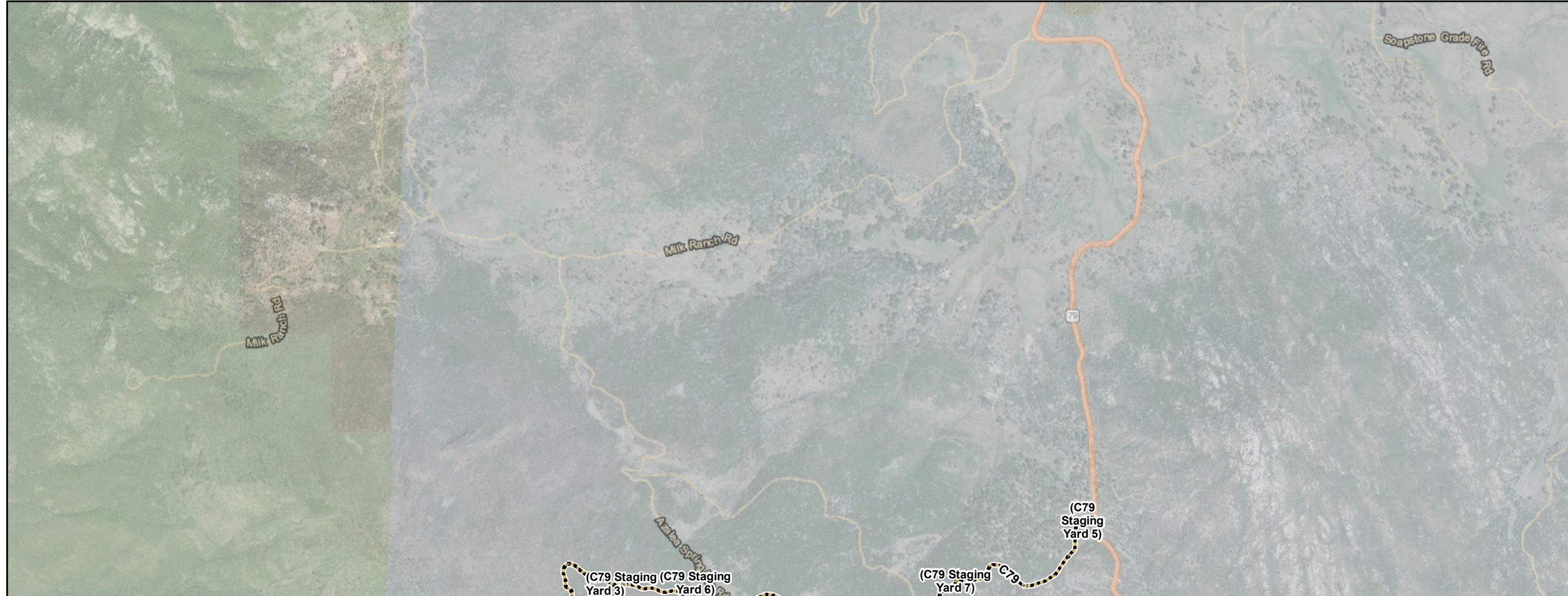
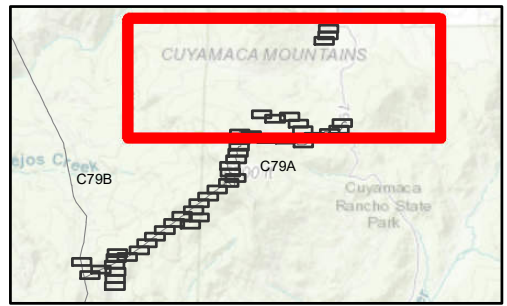


**Attachment B:
Comparison Map
C79A Map 48 of 48**

**Cleveland National Forest
Power Line Replacement Projects**

2015 Preliminary Design

- Hand Hole
- Staging Area
- Stringing Site
- New Underground
- California Department of Parks and Recreation
- U.S. Forest Service



Final Design

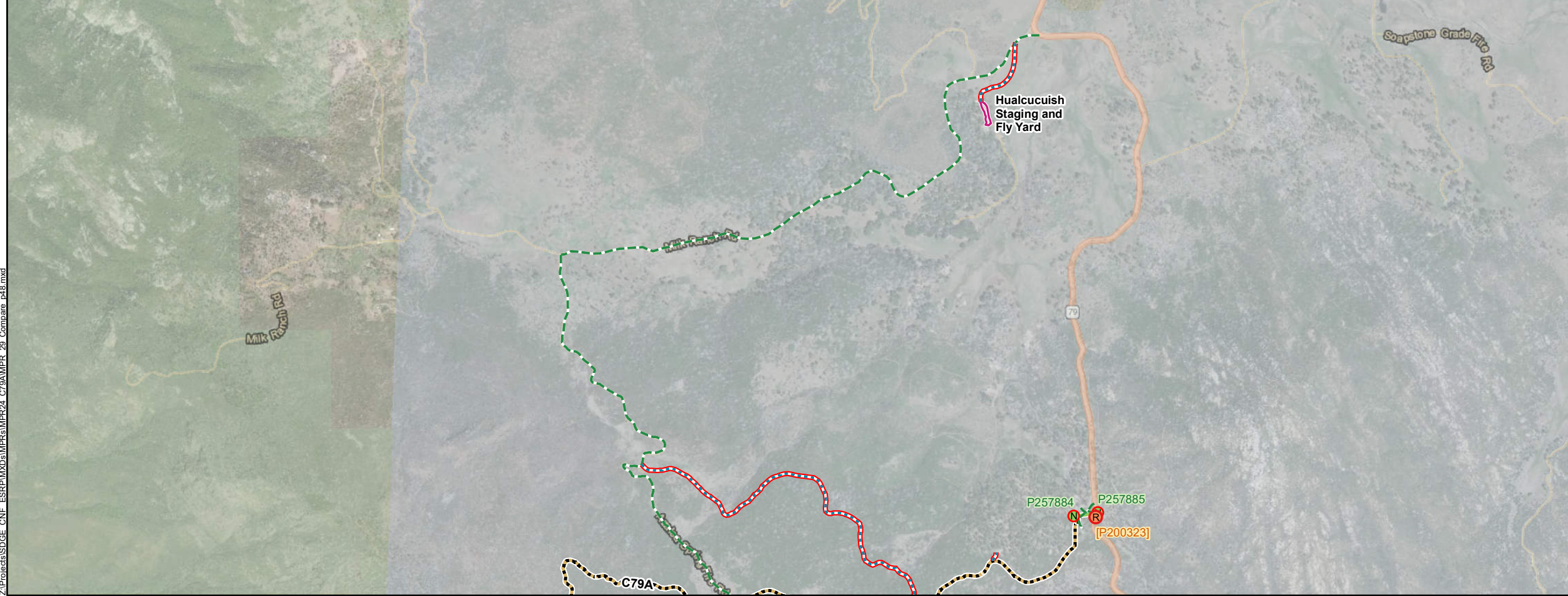
NTP #21

- Footpath
- Navigation Access Road
- New Overhead Service
- New Underground

MPR #29

- R Removal
- N New Steel Pole
- Fly Yard/Staging Area
- Construction-Only Access Road
- New Underground

- California Department of Parks and Recreation
- U.S. Forest Service



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Scale: 1:20,000
 0 0.25 0.5 Miles

ATTACHMENT C: IMPACTS TABLE

ATTACHMENT C: IMPACTS TABLE

Table 1: Impacts Table lists the temporary and permanent impacts¹ of this Minor Project Refinement (MPR) request by vegetation type and workspace type.

Table 1: Impacts Table

Impact Location	Approximate Impacts (acres)		
	Native Vegetation	Non-Native Grassland	Agricultural/Disturbed/ Developed/Bare Ground
Permanent Impacts			
Anchors	<0.01	--	<0.01
Poles	<0.01	--	<0.01
Total	<0.01	--	<0.01
Temporary Impacts			
Access Roads ²	<0.01	--	1.95
Anchor Work Areas	0.04	--	<0.01
Pole Work Areas	0.04	--	0.06
Temporary Access/Entry/Turnaround	0.02	--	0.06
Azalea Springs Staging and Fly Yard	0.04	--	0.75
Hualcucuish Staging and Fly Yard	--	--	0.41
Wilderness Staging Yard	0.18		0.08
Total³	0.31	--	3.31
MPR #29 Total	0.31	--	3.31

¹ Several refinements are reconfigurations or expansions of the approved 2015 baseline components. Therefore, any area that overlaps with the 2015 baseline components is not included in the temporary and permanent totals.

² San Diego Gas & Electric Company uses three types of access roads—maintained, navigation, and construction only. Construction-only access roads can sometimes require improvements and maintenance, which create temporary impacts to vegetation.

³ The totals may not add up exactly due to rounding.

