



## CLEVELAND NATIONAL FOREST POWER LINE REPLACEMENT PROJECTS



### MINOR PROJECT REFINEMENT REQUEST FORM

<b>Date Submitted:</b>	05-14-19 (Revised 06-03-19)	<b>Request #:</b>	033
<b>Date Approval Required:</b>	06-07-19	<b>Landowner:</b>	XXX
<b>APN:</b>	XXX-XXX-XX		
<b>Refinement from (check all that apply):</b>			
<input type="checkbox"/> Mitigation Measure	<input type="checkbox"/> APM	<input checked="" type="checkbox"/> Project Description	<input type="checkbox"/> Drawing
<input checked="" type="checkbox"/> Other			
<b>Identify source (mitigation measure, project description, etc.):</b>			
<p>Notice to Proceed (NTP) request #10 for Phase I Underground of Circuit (C) 440 of the Cleveland National Forest Power Line Replacement Projects was approved by the California Public Utilities Commission (CPUC) and United States Forest Service (USFS) on December 18, 2017. Since this approval, San Diego Gas &amp; Electric Company (SDG&amp;E) has determined that the approved and developed Staging Areas 2 and 2A need to be converted to staging and fly yards to support construction on C440 and Transmission Line (TL) 629A. A brief description and justification of the refinements are provided on page 2 of this Minor Project Refinement (MPR) request.</p>			
<b>Attachments (check all that apply):</b>			
<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: Page from NTP #10 Workspace and Sensitive Resources Map)	<input type="checkbox"/> Other
<p><b>Under Order 2 of the Decision Granting SDG&amp;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).</b></p>			
<p><b>(a) Is the proposed refinement outside the geographic boundary of the EIR/EIS study area?</b></p> <p>The requested refinements are located within the geographic boundary of the Final Environmental Impact Report/Environmental Impact Study (EIR/EIS) study area, which is depicted in Figure ES-1 Regional Overview Map in the Final EIR/EIS. A portion of Staging Area 2 occurs outside of the baseline hydrological, biological, and cultural survey areas. All of Staging Area 2A occurs outside of the baseline hydrological survey area, and a portion of it occurs outside of the baseline biological and cultural survey areas. Supplemental hydrological, biological, and cultural resources surveys were conducted in 2017 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.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
<p><b>(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?</b></p> <p>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.</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
<p><b>(c) Does the proposed refinement conflict with any mitigation measure or applicable law or policy?</b></p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	

<b>(d) Does the proposed refinement trigger an additional permit requirement?</b>				<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Describe refinement being requested (attach drawings and photos as needed):</b>					
SDG&E requests to convert Staging Areas 2 and 2A from staging yards to staging and fly yards, which includes utilizing the yards for helicopter take-off, landing, and fueling. Specifically, the staging and fly yards will be used during the removal of the overhead portion of Phase I of C440 and during construction on the portion of TL629A that occurs north of Interstate (I-) 8 and east of Pine Valley. The yard footprints and access to the yards will remain the same as depicted in Attachment B: Page from NTP #10 Workspace and Sensitive Resources Map. There will be no additional ground disturbance as the only improvement needed to utilize the yards for helicopter activities is placement of rock within the existing yard footprints to suppress fugitive dust. Helicopter routes will generally follow the right-of-way to the extent practicable, and the activities associated with the utilization of the yards will be consistent with the project description provided in the Final EIR/EIS for staging and fly yards.					
<b>Provide need for refinement (attach drawings and photos as needed):</b>					
Staging Areas 2 and 2A are approved and developed staging yards in the vicinity of C440 and TL629A. The yards need to be converted into staging and fly yards because there are currently no approved fly yards along C440 or north of Interstate (I-) 8 near C440. Fly yards are needed north of I-8 because helicopters with external loads cannot cross the freeway. In addition, utilizing these yards for construction on TL629A will help reduce noise and traffic impacts to numerous residences because the flight path from these yards to the eastern portion of TL629A crosses mostly uninhabited areas, as opposed to utilizing the Merrigan Staging Yard which would require crossing more heavily populated areas (i.e., the communities of Pine Valley and Guatay).					
<b>Date refinement is expected to be implemented:</b>				06-10-19	
<b>Resource Agency Coordination</b>					
<b>Resource Agency</b>	<b>Name</b>	<b>Action Required</b>	<b>Date</b>	<b>Documentation (see attached if yes)</b>	
Not Applicable (N/A)	N/A	N/A	N/A	<input type="checkbox"/> Yes	<input checked="" 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.

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<p><b>Visual Resources</b> (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 evaluation<sup>1</sup>: Significant and unavoidable (Class I)/Adverse and unavoidable</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Visual Resources:</b></p> <p>The requested refinements will be consistent with the visual resource analysis in the Final EIR/EIS and will not impact scenic vistas or substantially affect existing views from a National Forest Scenic Byway (i.e., Sunrise Scenic Byway). Impacts to the visual character of the area may occur as a result of helicopter use. 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>			
<p><b>Air Quality</b> (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><b>Summary of Proposed Minor Project Refinement Impacts on Air Quality:</b></p> <p>Activities associated with utilization of the requested refinement areas (e.g., the type of equipment used and the number of helicopter 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; therefore, the use of helicopters will not expose nearby sensitive receptors to substantial pollutant concentrations. In addition, helicopter use will result in a negligible increase in air quality impacts to the localized area because rock will be placed within the refinement areas to suppress fugitive dust and because helicopter use is a short-term, temporary, and intermittent activity. 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>			

<sup>1</sup> 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><b>Biological Resources</b> (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>	☒	☐	☐
<p><b>Summary of Proposed Minor Project Refinement Impacts on Biological Resources:</b></p> <p>The requested refinement areas were partially 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 2017 during engineering field reviews and the Pre-Activity Survey Report process, in accordance with SDG&amp;E’s Subregional Natural Community Conservation Plan. Site conditions were verified in 2019. Other supplemental surveys conducted in 2017 along Phase I of Circuit (C) 440 included a bat roost assessment and focused surveys for Townsend’s big-eared bat (<i>Corynorhinus townsendii</i>) and all other bat species, and focused surveys for rare plants.</p> <p>Helicopter use within the requested refinements will not result in an increase of temporary impacts to vegetation communities because there will be no change in the total area of ground disturbance. Helicopter activities were contemplated during the removal of the overhead portion of Phase I of C440 and during construction on the eastern portion of Transmission Line (TL) 629A; therefore, there will be no additional impacts to wildlife in these areas due to helicopter use. In addition, no special-status plants, special-status butterfly host plants, United States (U.S.) Fish and Wildlife Service-designated critical habitat, or U.S. Forest Service (USFS) occupied habitat occur within the requested refinements. Further, 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. 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 biological resources as identified in the Final EIR/EIS.</p>			
<p><b>Cultural and Paleontological Resources</b> (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><b>Summary of Proposed Minor Project Refinement Impacts on Cultural and Paleontological Resources:</b></p> <p>The requested refinement areas occur within the Project’s area of potential effect, as defined in the Project’s Programmatic Agreement. The requested refinement areas were partially surveyed for cultural resources during initial surveys for the Project in 2010. Supplemental, intensive pedestrian surveys of the refinement areas were conducted by ASM Affiliates, Inc. in 2017. No new cultural resources were recorded, and one previously recorded historic resource (i.e., Sunrise Highway) was identified during the supplemental surveys. Sunrise Highway bisects the two refinement areas; however, since the route of Sunrise Highway has been determined an eligible resource and not the modern pavement, no cultural resource recommendations or restrictions are required.</p>			

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<p>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 cultural resources as identified in the Final EIR/EIS.</p> <p>The requested refinements are underlain by geological formations assigned a rank of Potential Fossil Yield Classification (PFYC) Class 1 (very low sensitivity). Because the refinements do not require excavation underlain by rock units with a PFYC Class 3 (moderate or unknown sensitivity) ranking, additional paleontological monitoring and an update to the Paleontological Monitoring &amp; 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><b>Greenhouse Gases</b> (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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Greenhouses Gases:</b></p> <p>Activities associated with the utilization of the requested refinement areas are consistent with the greenhouse gas (GHG) analysis in the Final EIR/EIS. In addition, the requested refinements 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. 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>			
<p><b>Public Health and Safety</b> (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><b>Summary of Proposed Minor Project Refinement Impacts on Public Health and Safety:</b></p> <p>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>. In addition, supplemental surveys of the refinement areas were conducted by Haley &amp; Aldrich, Inc. in 2017. No known hazardous materials sites are located in the refinement areas.</p> <p>The closest privately owned airport to the refinement areas is the Rancho Vallecito Airport, which is located more than 11 miles northeast of the refinement areas. 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>			

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<p><b>Fire and Fuels Management</b> (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><b>Summary of Proposed Minor Project Refinement Impacts on Fire and Fuels Management:</b></p> <p>The requested refinements are located within the Very High Fire Hazard Severity Zone, which was included in 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>			
<p><b>Hydrology and Water Quality</b> (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><b>Summary of Proposed Minor Project Refinement Impacts on Hydrology and Water Quality:</b></p> <p>Staging Area 2 was partially 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, but Staging Area 2A was not. Supplemental water resource surveys of the refinement areas were conducted in 2017, and site conditions were verified in 2019. The requested refinements do not contain any waters of the state or the U.S.; therefore, no jurisdictional water permitting will be required. As there will be no change in the total area of ground disturbance, a Change of Information for the C440, C442, C449, TL629C, and TL6958 Storm Water Pollution Prevention Plan (Waste Discharge Identification #9 37C3381630) 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 hydrology and water quality as identified in the Final EIR/EIS.</p>			
<p><b>Land Use</b> (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><b>Summary of Proposed Minor Project Refinement Impacts on Land Use:</b></p> <p>In accordance with the Construction Notification Plan and MM LU-1, property owners within 1,000 feet of C440 were notified of construction activities associated with Notice to Proceed #10 on April 3, 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 will not conflict with the applicable land use plans, policies, or regulations of an agency with jurisdiction over the Project, as they are located in the same County of San Diego land use and zoning designations and CNF Land Management Plan land use zone that were analyzed in the Final EIR/EIS. Therefore, 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>			



<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<b>Noise</b> (e.g., disturb sensitive receptors and violate local rules, standards, and/or ordinances; or cause ground borne vibration)? <i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Summary of Proposed Minor Project Refinement Impacts on Noise:</b> Additional construction-related noise will be generated within the requested refinement areas due to helicopter operation. As stated previously in the Air Quality section, the refinement areas are not located within 1,000 feet of sensitive receptors; 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. 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 noise as identified in the Final EIR/EIS.			
<b>Public Services and Utilities</b> (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)? <i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Summary of Proposed Minor Project Refinement Impacts on Public Services and Utilities:</b> The requested refinements will be consistent with the public services and utilities analysis in the Final EIR/EIS, and will not require new or expanded facilities or services. 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.			
<b>Recreation</b> (e.g., reduce access and visitation to recreation areas, preclude recreational activities, or result in increased, unauthorized access to specially designated or restricted areas)? <i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Summary of Proposed Minor Project Refinement Impacts on Recreation:</b> The requested refinement areas are located adjacent to the approved C440 alignment, and near part of the Phantom Trails. The addition of helicopter use within the refinement areas will not reduce or preclude access or visitation to these trails beyond what is experienced for staging yard use, nor increase the possibility of unauthorized access to specially designated or restricted areas, 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 recreation as identified in the Final EIR/EIS.			

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<p><b>Transportation and Traffic</b> (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><b>Summary of Proposed Minor Project Refinement Impacts on Transportation and Traffic:</b></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. 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., Sunrise Highway). There will be short-term, temporary closures (i.e., approximately two to five minutes) of Sunrise Highway when a helicopter with an external load enters or leaves the refinement areas. However, with the implementation of APM TRANS-01 through APM TRANS-05, potential temporary impacts to the existing levels of service (LOS)<sup>2</sup> 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>			

---










<sup>2</sup> Sunrise Highway has an LOS of A through C.

**ATTACHMENT B: PAGE FROM NTP #10 WORKSPACE AND SENSITIVE  
RESOURCES MAP**



**NTP #10**  
**Workspace and Sensitive Resources**  
**Phase 1 of C440 Map 8 of 38**

**Cleveland National Forest**  
**Power Line Replacement Projects**

-  Staging Area
-  Telecommunication Handhole
-  Temporary Access/Entry/Turnaround
-  Terminator
-  Vault
-  Underground Work Limits
-  New Underground
-  Environmentally Sensitive Area/Limited Access Sign
-  U.S. Forest Service

