



TIE-LINE 637 WOOD-TO-STEEL PROJECT
MINOR PROJECT REFINEMENT
REQUEST FORM

Date Requested:	June 3, 2014	Report #:	010
Date Approved:	June 11, 2014	Approval Agency:	No other agency approval is required.
Property Owner(s):	Private and SDG&E Right-of-Way (ROW).	Location/Milepost:	P151, P151(B), and Stringing Site Nos. 20 and 21
Land Use/ Vegetative Cover:	The proposed impact area occurs primarily within non-native grassland surrounded by oak savannah habitat, and bare ground.	Sensitive Resources:	Sensitive habitats including non-native grassland and oak savannah habitat.
Refinement / Modification From (check all that apply):			
<input type="checkbox"/> Permit	<input type="checkbox"/> Plan/Procedure	<input type="checkbox"/> Specification	<input type="checkbox"/> Drawing
<input checked="" type="checkbox"/> Other: Stringing Site Modification, Additional Turnaround Area and Overland Travel Route, Access Road Modification, and Existing Pole Modification.			
<p>San Diego Gas & Electric Company (SDG&E) is proposing to utilize a different temporary workspace for Stringing Site Nos. 20 and 21 (SS-20 and SS-21), located near Structure No. P151, than the workspace area that was originally described within SDG&E's application for a Permit to Construct (PTC) for the TL 637 Project (refer to Proponent's Environmental Assessment [PEA] Appendix 3-B) and the Final Initial Study/ Mitigated Negative Declaration (IS/MND) (see Figure 1 and refer to MND Attachment A). Additionally, SDG&E proposes to conduct the following activities not described within the PTC, PEA, or IS/MND: 1) utilize a new overland travel route to SS-21 from Structure No. P151; 2) utilize an additional temporary turnaround/parking area to the southwest of Structure No. P151; 3) utilize an existing access road to SS-20 and an existing steel pole (P151(B)) that requires minor refreshing/trimming¹; and 4) conduct minor modifications (removal of overhead and down guy wires, removal of anchors) at existing structure P151(B) located directly south of project Structure No. P151. Note that existing Structure P151(B) will not be removed or replaced as part of the Proposed Project. All proposed refinements are depicted on Figure 2 below.</p>			
Description of Refinement			
<p>SDG&E proposes to use a different temporary workspace area for both SS-20 and SS-21, located near Structure No. P151 in order to safely and successfully conduct stringing activities. The proposed refinement would shift SS-20 closer to the existing access road and Structure P151 and reduce the size of the SS-20. The refinement would shift SS-21 closer to an existing access road and would also reduce the size and shape of SS-21 (refer to Figure 2). The modified SS-20 area would be approximately 30 feet by 60 feet (average length and width) and would result in approximately 1,957 square feet of temporary impact area. The modified SS-21 area would be approximately 30 feet by 95 feet (average length and width) and would result in approximately 3,709 square feet of temporary impact area. The proposed modifications to the stringing site areas would result in approximately 5,666 square feet of combined total temporary impacts. The original SS-20 and SS-21 temporary workspace areas would have resulted in a total of approximately 45,000 square feet (150 feet by 150 feet for each site) of combined total temporary impacts (refer to</p>			

¹ MPR No. 7 allows SDG&E to utilize existing access roads for Project activities as long as no improvements are required. This MPR request includes utilization of the existing access road to Structure No. P151(B) because minor vegetation trimming or mowing will be required to prepare the road base for safe use by Project equipment.

Figure 1).

The proposed new overland travel route to access the modified SS-21 area is approximately 15 feet long by 14 feet wide, and will result in approximately 210 square feet of temporary impacts to non-native grassland. Proposed work at P151(B) will result in approximately 310 square feet of temporary impacts around the pole location (for placement of equipment) to bare ground and non-native grassland habitat. The proposed turn-around and parking area to the west of the existing access road entrance to SS-20 would be approximately 25 feet by 25 feet, comprising approximately 625 square feet of temporary impacts to non-native grassland habitat. In total, the proposed refinement activities described herein would result in approximately 6,811 square feet of temporary impacts. See Table 1 for a summary of the proposed activities and associated temporary impacts areas.

Figure 2 depicts the proposed new temporary workspace areas for SS-20 and SS-21, original SS-20 and SS-21 locations, proposed overland travel route to the modified SS-21 area, location of the proposed modification to an existing steel pole (P151(B)), location of existing access road to the modified SS-20 area and to P151(B), and the proposed temporary turnaround area. Photograph Nos. 1 and 2 depict the proposed new temporary workspace area for SS-20. Photograph Nos. 1 and 3 depict the proposed new use of existing access road to SS-20 and P151(B). Photograph Nos. 4 and 5 depict the proposed new temporary workspace area for SS-21, including the new overland travel route. Photograph No. 6 shows a view of P151(B) and proposed new use of existing access road. Photograph No. 7 depicts the proposed temporary turnaround area.

Original Condition:

SS-20 and SS-21 were originally planned to be located within two discrete 150 foot by 150 foot areas located entirely within private property adjacent to the existing access road near Structure No. P151 (refer to Figure 1). Structure P151(B) was originally not anticipated to require any work and the proposed new overland travel and turn-around location were similarly not included as part of the Project as originally proposed. The new segment of existing access road to SS-20 and Structure P151(B) is an existing access road that was not identified as being part of the Project as originally proposed.

Justification for Change:

Following in-field review of the stringing sites, construction crews identified potential logistical concerns with utilizing the originally planned temporary workspace areas for SS-20 and SS-21 (refer to Figure 1). The modified SS-20 and SS-21 temporary workspace areas are advantageous over using the existing SS-20 and SS-21 locations because the areas are more conducive to the proposed work activities and both will result in less anticipated temporary impacts than originally contemplated.

Both the original and modified stringing site locations occur on private land, and in order to gain vehicular access to SS-21, an additional overland travel route is required that extends past the existing access road to Structure No. P151 through non-native grassland. Access to SS-20 will be from an existing adjacent access road (that leads to P151(B)).

To complete stringing activities, proposed minor modifications are necessary at P151(B) and will consist of driving a single bucket truck to the pole using the proposed existing access road and removing overhead guy wires, down guy wires and anchors.

An additional turn-around/parking area is proposed to stage equipment off the existing access road and provide a safe vehicle parking area away from planned construction activities. The proposed area is necessary to maintain a clear access road, reduce unauthorized off road vehicular travel, and in order to allow overhead trucks enough workspace to complete their turning radii when accessing SS-20 or P151(B).

Tables

Table 1. Summary of Proposed Refinements and Corresponding Temporary Impact Areas

Feature	Temporary Impact Area	Existing Conditions	Reference
SS-20	1,957 square feet	Non-native grassland habitat ²	Figure 2; Photographs Nos. 1 and 2
SS-21	3,709 square feet	Non-native grassland habitat	Figure 2; Photograph Nos. 4 and 5
Turnaround and Parking Area	625 square feet	Non-native grassland habitat	Figure 2; Photograph No. 7
Overland Travel Route	210 square feet	Non-native grassland habitat	Figure 2; Photographs Nos. 4 and 5
Existing Access Road	N/A	Existing Access road	
P151(B)	310 square feet	Bare ground and non-native grassland habitat	Figure 4; Photograph No. 6

Maps and Figures

Figure 1 (extracted from PEA Appendix 3-B, Sheet 47 of 55) depicts the originally proposed temporary workspace areas for Stringing Site Nos. 20 and 21. Figure 2 depicts the proposed new temporary workspace areas for SS-20 and SS-21 near Structure No. P151; and the proposed overland travel route to SS-21, the new temporary turn-around area, the location of modification to P151(B), and the existing access road to SS-20 and P151(B).



Figure 1: MPR Overview Map showing the original stringing site locations (SS-20 and SS-21), adjacent pole locations, and the existing Project-approved access road (dashed red lines).

² Note that non-native grassland habitat within the area of refinements is located within the understory of overall designated oak savannah habitat. No impacts to oak trees would occur.

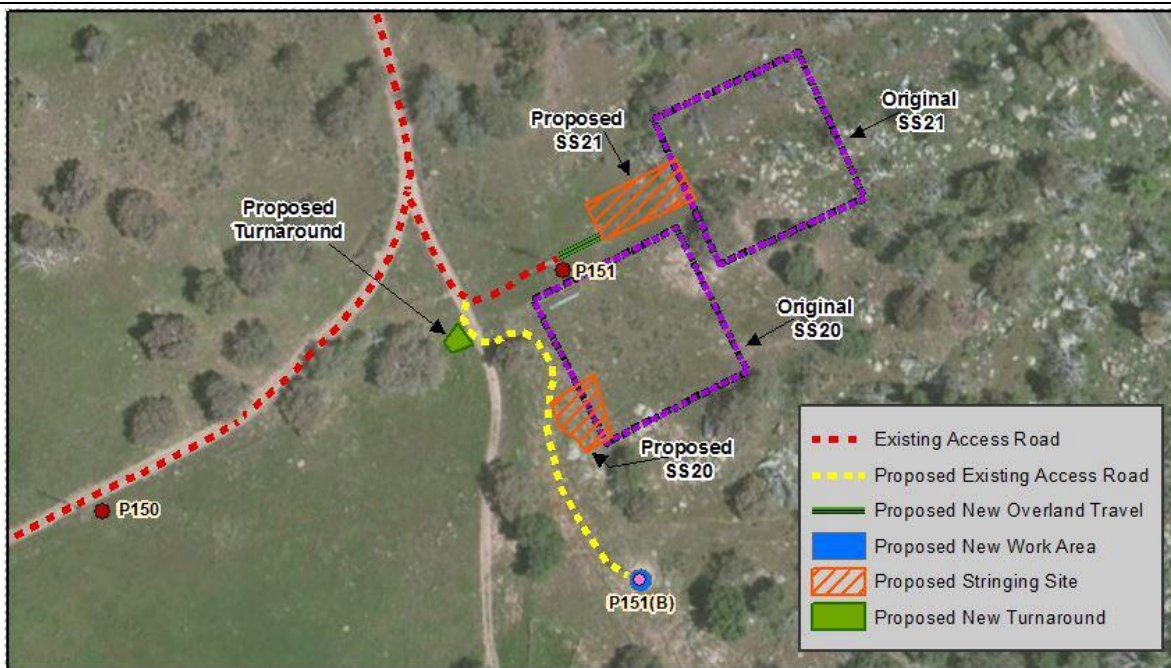


Figure 2: Aerial image of proposed Stringing Site Nos. 20 and 21, overland travel, existing access road, turnaround area, and P151(B) modifications.



Photograph 1: Proposed SS-20 temporary workspace area (outlined in brown), P151(B) in background, and existing proposed access road (yellow) facing southeast.



Photograph 2: Proposed SS-20 temporary workspace area (outlined in brown) facing south.



Photograph 3: Proposed use of existing access road (yellow) to SS-20 and P151(B).



Photograph 4: Proposed SS-21 temporary workspace area (outlined in brown) with overland travel entrance (purple), facing east.



Photograph 5: Proposed overland travel route (purple) past P151 to SS-21 (outlined in brown), with existing road access to P151 shown in red, facing northeast.



Photograph 6: View of existing pole (151(B)) that requires modifications including location of guy anchor removal (black arrow), and existing access road (yellow) to pole, facing north.



Photograph 7: Proposed turn-around area outlined in brown, facing west.

Environmental Impact:

Utilization of the new proposed temporary workspace areas for SS-20 and SS-21 near Structure No. P151 in place of the originally identified stringing site areas, as well as the proposed overland travel, existing access road, turn-around area, and P151(B) modifications would not change the nature or increase the severity of any impacts disclosed within the TL 637 IS/MND; would not result in alteration to Applicant Proposed Measures (APMs); would not alter existing mitigation measures; would not require new mitigation measures; and would not require new permits, new regulatory approval, or other regulatory consultation. Specific discussions for each resource area are provided below.

Concurrence:

The new proposed temporary workspace areas for the modified stringing sites (SS-20 and SS-21), existing access road, overland travel route, turn-around area, and P151(B) modifications are located on private property. The property owner has approved the proposed construction modifications. No additional concurrence is required for the proposed MPR.

Resources:**Biological** No Resources Present Resources Present N/A**Previous Biological Survey Report Reference:**

Biological resources along the Project alignment were studied, reviewed, and documented as part of SDG&E's application for a PTC for the TL 637 Project (see TL 637 PTC Application, Volume II of II, Appendix 4.4-A). These resources were also discussed within the CPUC-conducted CEQA review process (see the TL 637 Final IS/MND).

The new proposed temporary workspace areas for SS-20, SS-21, overland travel route to SS-21, existing access road to SS-20 and P151(B), new turn-around area, and P151(B) modifications have been re-evaluated for biological resources. The proposed impact areas occur within native and non-native vegetation including mostly non-native grassland habitat, some of which occurs within the understory of oak savannah habitat, and limited bare ground. No significant impacts to biological resources are anticipated to occur as a result of the proposed modifications due to implementation of existing biological resources APMs and mitigation measures. Overall impacts to biological resources will be reduced due to the reduction in overall temporary impact area (reduction of approximately 38,189 square feet).

Attachment A contains maps showing known resources (cultural, biological, and aquatic) within the vicinity of the proposed SS-20, SS-21, turn-around area, existing access road, and P151(B) modifications.

Aquatic Resources:

As designed, the proposed stringing sites will avoid Federal and State jurisdictional waters in the area and approval would not be required. No additional minimization measures or aquatic resource monitoring would be required beyond what was included within the TL 637 Final MND.

Cultural No Resources Present Resources Present Within Project Component N/A (paved/graveled area or no ground disturbance)**Previous Cultural Survey Report Reference:**

Cultural and paleontological resources along the Project alignment were studied, reviewed, and documented as part of SDG&E's application for a PTC for the TL 637 Project (see TL 637 PTC Application, Volume II of II, Appendix 4.5-A and the Inventory of Cultural Resources submitted as Response to CPUC Data Request No. 1). These resources were also discussed within the CPUC-conducted CEQA review process (see the TL 637 Final IS/MND).

Attachment A contains maps showing known cultural resources. There are no cultural and paleontological resources present within the area. No impacts to cultural resources are anticipated to occur as a result of the proposed activities. The proposed area was surveyed on May 19, 2014 for potential resources by an approved archaeological monitor and no cultural resources were observed in the area. No further mitigation measures are recommended and no monitoring will be required to utilize the modified temporary workspace areas described above. No impacts to paleontological resources are anticipated to occur.

Disturbance Acreage Changes?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<p>Original Disturbance Acreage: The previously contemplated temporary workspace areas for SS-20 and SS-21 would have resulted in a total disturbance area of approximately 45,000 square feet (150 feet long by 150 feet wide for both locations) adjacent to Structure No. P151 (refer to Figure 1).</p> <p>New Disturbance Acreage: The proposed new temporary workspace area for SS-20 is anticipated to result in a disturbance area of approximately 1,957 square feet (approximately 60 feet long by 30 feet wide). The proposed new temporary workspace area for SS-21 is anticipated to result in a disturbance area of approximately 3,709 square feet (95 feet long by 30 feet wide). The proposed new temporary turnaround and parking area is anticipated to result in a disturbance area of approximately 625 square feet (approximately 25 feet long by 25 feet wide). The proposed modifications to P151(B) are anticipated to result in a disturbance area of approximately 310 square feet. The proposed overland travel route to SS-21 is anticipated to result in a disturbance area of approximately 210 square feet. In total, this would result in a disturbance area of approximately 6,811 square feet, and a reduction of disturbance area of approximately 38,189 square feet from the original area as a result of the proposed construction activities. Refer to Figure 2 for the location of disturbance areas and Table 1 for a summary of the temporary impacts</p>		

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Geology, Soils, and Seismicity	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>The new proposed temporary workspace areas for the modified stringing sites (SS-20 and SS-21), overland travel route to SS-21, existing access road to SS-20 and P151(B), turnaround area, and P151(B) would not affect any of the CEQA criterion relating to geology, soils, or seismicity. No grading, blading, grubbing or dirt work would be required to establish the modified stringing sites, existing access road, pole workspace, or new turnaround area.</p> <p>Site preparation would consist of vegetation trimming and/or mowing within the footprint of proposed activities for SS-20 and SS-21, and within the existing access road, overland travel route, turnaround area, and P151(B) pole workspace area. The trimmed vegetation will be removed and properly disposed of or will be cut into small segments and spread nearby in order to maintain compliance with fire safety and vegetation management procedures.</p> <p>The modified stringing site areas, turnaround area, overland travel route and existing access road, and pole workspace area would be designed and constructed in a similar manner as other similar features included as part of the TL 637 project. Applicable design standards and applicable APMs relating to geology, soils, and seismicity would be applied to the temporary workspace areas and would not be required to be altered, expanded, or otherwise changed in order to ensure that no new impacts would result. When the temporary workspace areas are no longer needed for construction activities, the disturbed area will be restored, as needed and as appropriate, to approximate pre-construction conditions.</p>
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed temporary workspace areas described above would not require agency consultation relating to geology, soils, or seismicity.

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Hazardous Materials and Waste	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Utilization of the modified temporary workspace areas including the modified stringing sites (SS-20 and SS-21), new turnaround area, overland travel route and existing access road, and P151(B) pole workspace area would not require any new potentially hazardous materials to be used, would not create any new hazardous waste not disclosed within the CEQA review process, would not expose any sensitive receptors not previously identified, and would not create any new hazard not previously disclosed. The proposed temporary turnaround area will reduce potential hazards for the Project by ensuring the access road will remain clear in the event of an emergency and by providing a safe vehicle parking area away from the proposed stringing activities. Applicable project design standards, APMs, and mitigation measures relating to hazards and hazardous materials would be implemented for the modified temporary workspace areas and would not be required to be altered, expanded, or otherwise changed in order to ensure that no impacts would result.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed temporary workspace areas described above would not require agency consultation relating to hazards or hazardous materials.
Hydrology	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Utilization of the proposed modifications to SS-20 and SS-21 in place of the originally planned SS-20 and SS-21 areas, as well as the addition of an overland travel route, existing access road and P151(B) pole workspace area would not affect hydrology and water quality in a manner different from the impacts assessed as part of the CEQA review process. Appropriate stormwater Best Management Practices (BMPs) are installed and maintained throughout the proposed construction activities, including during utilization of the proposed modifications to temporary workspace areas described above. Pre-construction vegetation will be documented and a post-construction analysis will be conducted. The Storm Water Pollution Prevention Plan (SWPPP) closure recommendation will include installing hydroseeding with Bonded Fiber Matrix (BFM) if post-construction conditions reveal that vegetation has been removed/damaged and needs to be restored. Appropriate BMPs will be installed around the proposed construction areas as necessary.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed temporary workspace areas described above would not require agency consultation relating to hydrology or water quality.
Cultural Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>No impacts to cultural resources are anticipated to occur as a result of the proposed activities. The proposed temporary workspace areas have been re-surveyed for potential resources by an approved archaeological monitor on May 19, 2014 and no cultural materials were encountered within the area. No further mitigation measures are recommended and no monitoring would be required to utilize the modified temporary workspace areas described above. None of the temporary workspace areas occur in the vicinity of known sensitive cultural resources.</p> <p>No impacts to paleontological resources are anticipated to occur as a result the proposed activities.</p>
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Existing APMs adequately reduce the potential for impacts to cultural and paleontological resources to a level less than significant consistent with the impacts disclosed within the CEQA review process. Therefore, no new agency or tribal consultation would be required.

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Traffic and Circulation	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Constructing the new proposed temporary workspace areas for the modified stringing sites (SS-20 and SS-21), turnaround area, overland travel route and existing access road, and P151(B) would not affect traffic and circulation in a manner different from the impacts assessed as part of the CEQA review process. The modified temporary workspace areas would be constructed utilizing construction crews and equipment that are already present on the project. No new traffic on public roadways would be generated. Therefore, no new or more severe impacts would occur.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed temporary workspace areas described above would not require agency consultation relating to traffic and circulation.
Air Quality	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed temporary workspace areas for the modified stringing sites (SS-20 and SS-21), turnaround area, overland travel route and existing access road, and P151(B) would be established utilizing construction crews and equipment that are already active on the TL 637 project and the stringing activities would be similar as originally proposed. The only difference would be the work required at P151(B). Any change in the anticipated air emissions would be negligible as the increase in use of equipment to conduct work at Structure P151(B) would be offset by the reduction in work required to establish the modified stringing sites (now much smaller in size). The increase in emissions, if any, would be sufficiently minor such that any increase in emissions would not result in significant impacts (exceedence of established thresholds) or a substantial increase in the severity of impacts as analyzed and disclosed within the CEQA review Process.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed temporary workspace areas described above would not require agency consultation relating to air quality.
Noise and Vibration	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed temporary workspace areas for the modified stringing sites (SS-20 and SS-21), turnaround area, overland travel route and existing access road, and P151(B) are not located near noise sensitive areas. Resulting noise emissions would be similar to those disclosed within the CEQA review process and no new or altered APMs or mitigation measures would be required. Impacts would be similar to those disclosed within the CEQA review process with no anticipated change in severity.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed temporary workspace areas described above would not require agency consultation relating to noise and vibration.
Visual Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	No permanent change in impacts to visual resources would result from utilization of the proposed modifications to SS-20, SS-21, and P151(B), or the addition of a temporary turnaround area, and overland travel route and existing access road. Temporary impacts would not differ from those analyzed and disclosed within the CEQA review process, and would likely be less due to the large reduction in temporary impact area.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new temporary workspace areas described above would not require agency consultation relating to visual resources.

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Vegetation and Wildlife	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p>No significant impacts to biological resources are anticipated to occur as a result of the new proposed temporary workspace areas for the modified stringing sites (SS-20 and SS-21), new turnaround area, new overland travel route, new use of existing access road, and work at Structure No. P151(B). Vegetation trimming/mowing within the footprint of the above listed activities would be required; however, overall impacts would be reduced due to the large reduction in temporary impact area. All trimmed vegetation will be removed and properly disposed of or will be cut into small segments and spread nearby in order to maintain compliance with fire safety and vegetation management plans.</p> <p>The proposed modification to SS-20 occurs within an open area of approximately 1,957 square feet of non-native grassland within the understory of oak savannah habitat. Anticipated temporary impacts as a result of the proposed SS-20 area would include both native and non-native vegetation. Grassland habitat within the proposed SS-20 area is dominated by native plant species including common sandaster (<i>Corethrogyne filaginifolia</i>) and non-native species including red-stem filaree (<i>Erodium cicutarium</i>), riggut brome (<i>Bromus diandrus</i>), soft brome (<i>Bromus hordeaceus</i>), foxtail (<i>Hordeum murinum</i>), and hoary mustard (<i>Hirschfeldia incana</i>). Approximately 20,543 square feet of temporary impacts to sensitive habitat will be eliminated by utilizing the proposed SS-20 area instead of the originally contemplated area. No sensitive biological resources, including nesting birds were observed during the field visit.</p> <p>The proposed modification to SS-21 occurs within an open area of approximately 3,709 square feet of non-native grassland within the understory of oak savannah habitat. Anticipated temporary impacts as a result of the proposed SS-21 would include both native and non-native vegetation. Grassland habitat within the proposed SS-21 area and overland travel route is dominated by native plant species including common sandaster, California Buckwheat (<i>Eriogonum fasciculatum</i>), ragweed (<i>Ambrosia psilostachya</i>) and non-native species including red-stem filaree, riggut brome, and hoary mustard (<i>Hirschfeldia incana</i>). Approximately 18,791 square feet of temporary impacts to sensitive habitat will be eliminated by utilizing the proposed SS-21 area instead of the originally contemplated area. No sensitive biological resources, including nesting birds were observed during the field visit.</p> <p>The new overland travel route to SS-21 occurs within an open area of approximately 210 square feet of non-native grassland within the understory of oak savannah habitat. Anticipated temporary impacts as a result of the overland travel would include both native and non-native vegetation. Grassland habitat within the proposed overland travel route is dominated by native plant species including common sandaster, California Buckwheat, ragweed and non-native species including red-stem filaree, riggut brome, and hoary mustard. No sensitive biological resources, including nesting birds were observed during the field visit.</p> <p>The existing access road to P151(B) is dominated by non-native species that include red-stem filaree, riggut brome, soft brome, hoary mustard, and foxtail. This roadway will be trimmed as necessary and refreshed to the original, established width. The temporary workspace at P151(B) is comprised of bare ground and non-native species that include red-stem filaree, riggut brome, and foxtail. The anticipated temporary workspace for Structure P151(B) would be</p>

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		<p>approximately 310 square feet.</p> <p>The proposed turnaround area is anticipated to impact approximately 625 square feet of non-native grassland within the understory of oak savannah habitat. Temporary impacts will occur to native species that include common sandaster and California goosefoot (<i>Chenopodium californicum</i>) and non-native species include rippgut brome, red stem filaree, and hoary mustard. Parking will not occur within the dripline of the nearby Engelmann oak (<i>Quercus engelmannii</i>).</p> <p>No significant impacts to sensitive biological resources are anticipated as a result of the proposed work. All impacts to sensitive habitats will be documented as per the SDG&E Natural Community Conservation Plan in the Post Construction Report. No blading or grubbing is proposed; therefore temporary impacts to grassland habitat would be expected to be fully restored through natural recruitment without additional enhancement measures. No significant impacts to sensitive biological resources are anticipated.</p> <p>Aquatic Resources:</p> <p>As designed, the proposed stringing sites will avoid Federal and State jurisdictional waters and other aquatic resources in the area and no impacts to aquatic resources would occur. No additional minimization measures or aquatic resource monitoring would be required beyond what was included within the TL 637 Final MND.</p>
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed temporary workspace areas described above would not require agency consultation relating to vegetation, wildlife, or other biological resources.

Resource Agency Coordination / Approvals			
Resource Agency	Date	Name (print)	Signature
N/A			<input type="checkbox"/> Reviewed
CPUC Project Manager			<input type="checkbox"/> Approved <input type="checkbox"/> Approved with Conditions (see below) <input type="checkbox"/> Denied

For CPUC Compliance Manager Use Only		
<input checked="" type="checkbox"/> Refinement Approved	<input type="checkbox"/> Refinement Denied	<input type="checkbox"/> Beyond Authority

Conditions of Approval or Reason for Denial

Prepared by:

Date:

Minor Project Refinement Definitions

Project refinements are strictly limited to minor changes that will not trigger less restrictive or new discretionary permit requirements, that do not increase or create impacts, and that comply with the intent of the mitigation measures.

Project Change Level	Description	Example
Level 1 (Minor Change)	Temporary actions that will not affect biological or cultural resources or deviate from APMs, MMs, or permit requirements; use of existing private resources (i.e., private road, well) with permission	Temporary use of an existing access road, storage yard, well, hydrant, etc. not associated with current project
Level 2 (Major Change)	Changes to established mitigation protocols or project activities due to new information or improved techniques that result in temporary, insignificant impacts on resources	Installing additional disposal sites; road widening or additional grading; changes to seed mix for restoration if does not significantly alter final targeted vegetation composition
Petition for Modification	Significant, long-term changes to construction plan or mitigation protocol that require additional biological or cultural surveys or verification; discovery of omissions or errors in project documents (permits, MMs, APMs) that jeopardize biological or cultural resources; discovery of new and significant biological or cultural resources that require new avoidance measures	Construction of a new access road or bridge; discovery of new sensitive species or habitat not initially described in project documents; changes to seed mix for restoration that significantly alter final targeted vegetation composition