



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

Date Requested:	April 18, 2014	Report #:	002
Date Approved:	April 23, 2014	Approval Agency:	No other agency approval required.
Property Owner(s):	SDG&E Right-of-Way	Location/Milepost:	Near Structure Nos. D21 and P22
Land Use/ Vegetative Cover:	The proposed impact area occurs primarily within bare ground and non-native grassland.	Sensitive Resources:	None
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: Access Road/Overland Travel			
San Diego Gas & Electric Company (SDG&E) is proposing to utilize a different access (overland travel) to Structure Nos. D21 and P22 than the access 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).			
Description of Refinement			
SDG&E proposes to use alternate access (overland travel) to Structure Nos. D21 and P22. The new overland travel route would be approximately 230 feet long and would connect Creelman Lane to an existing unpaved access road near Structure No. D21 through existing ROW (see Figure 1, MPR Overview Map). A small area (approximately 900 square feet) where the proposed overland travel route would connect to the existing unpaved access road would require minor, temporary improvement (smoothing) to create a curved area for large equipment access (see Figure 2, Overland Travel Route Detail Map). This activity is considered part of the utilization of the new overland travel route for the purposes of this Minor Project Refinement (MPR) request. When the overland travel route is no longer needed for construction access, a track hoe and skiploader will re-contour the disturbed area to the original slope using a sheepsfoot attachment. Laborers will rake the sloped area for potential hydro seeding, if required. Photograph Nos. 1 and 2 depict the originally planned access road and Photograph Nos. 3 through 5 depict the proposed new overland travel route.			
Original Condition:			
Access to Structure Nos. D21 and P22 was originally planned to be from an existing unpaved access road north of Structure Nos. D21 and P22. The original access was a pre-existing access road that is approximately 340 feet long (refer to Figure 1).			
Justification for Change:			
Following in-field review of the originally planned access road, construction crews identified potential safety, environmental, and logistical concerns with utilizing the originally planned access road (see Photograph Nos. 1 and 2). The originally planned access road is very steep and is in a very poorly maintained condition. Utilization of the proposed new overland travel route would result in safer working conditions and less adverse impacts to the human and natural environment.			

Maps and Figures

Figure 1 (extracted from PEA Appendix 3-B, Sheet 4 of 50) depicts the originally proposed access route and the newly proposed overland travel locations. Figure 2 depicts the proposed new overland travel location and temporary turning radius disturbance area.

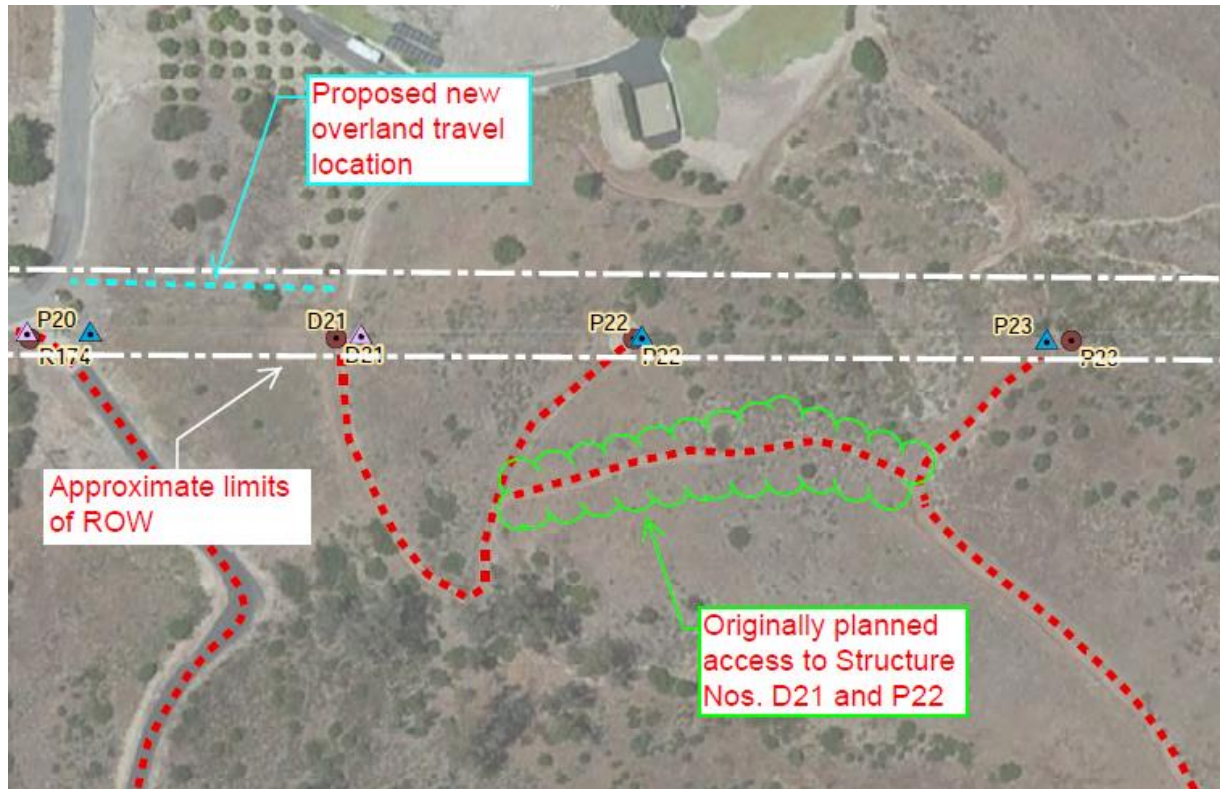


Figure 1: MPR Overview Map

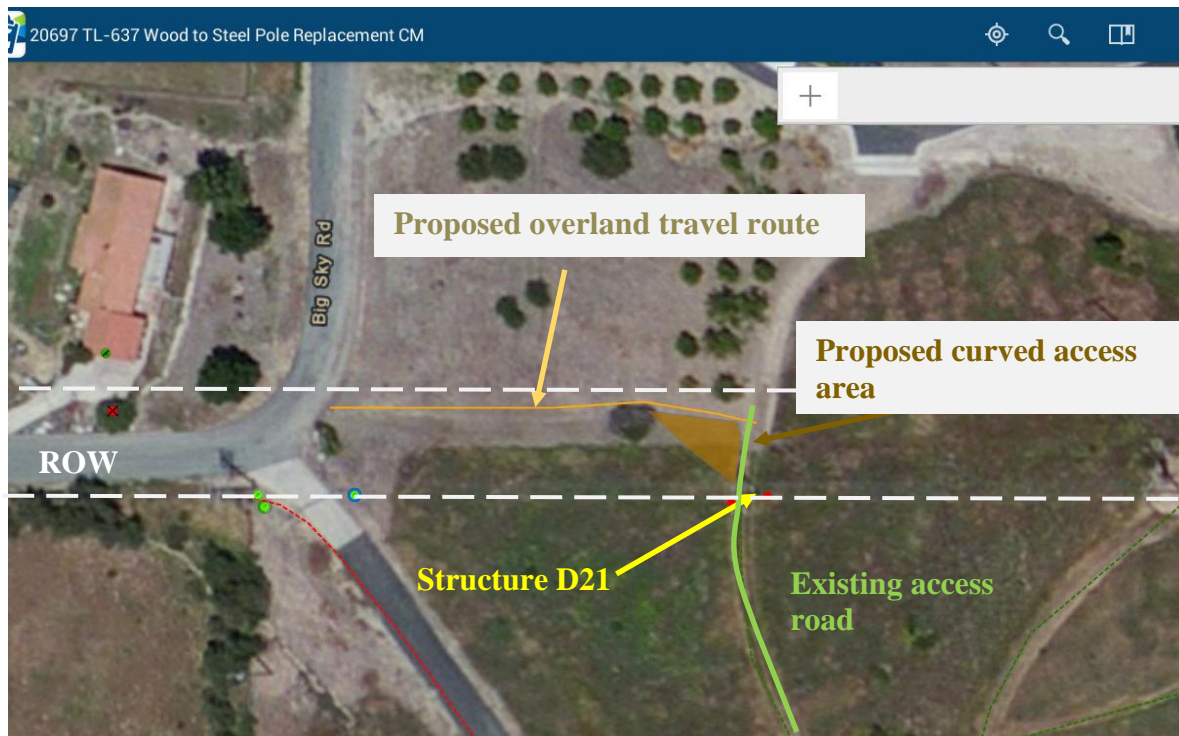
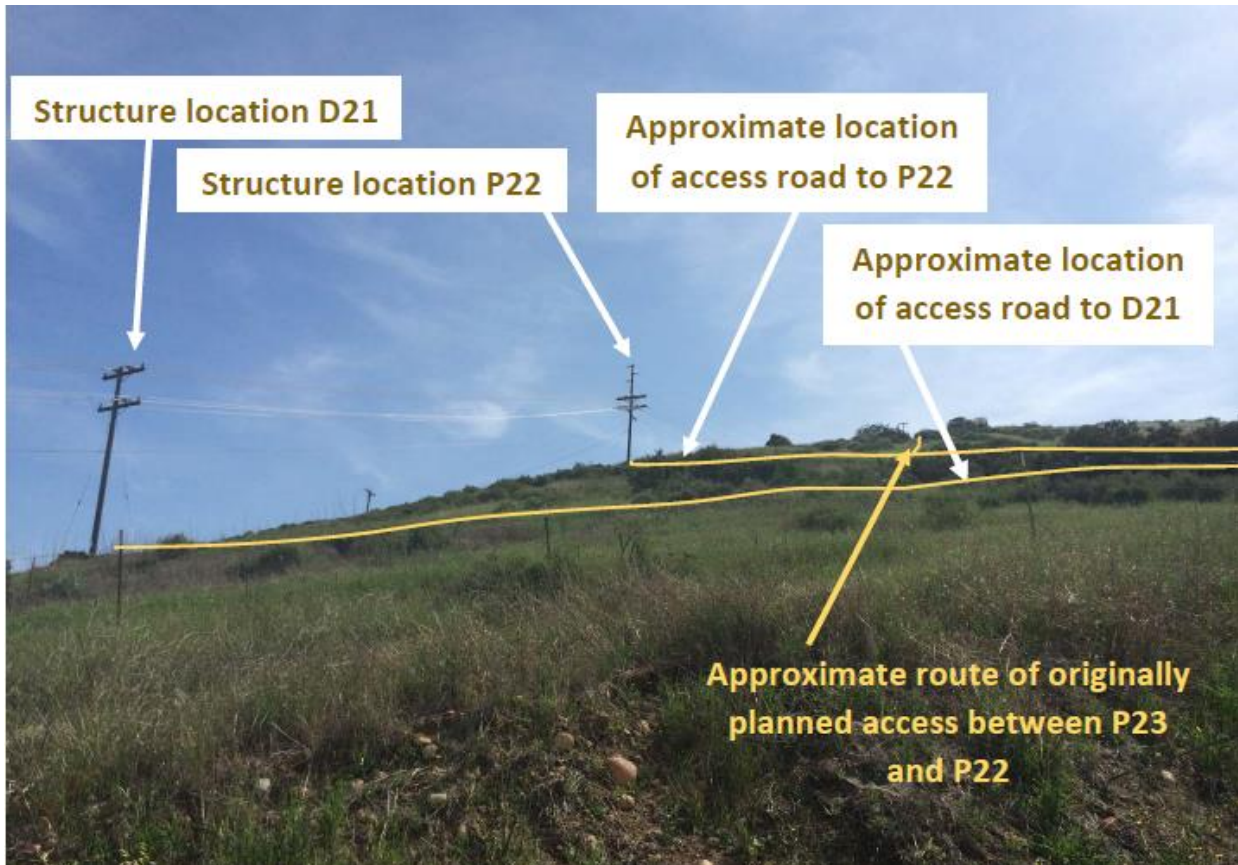


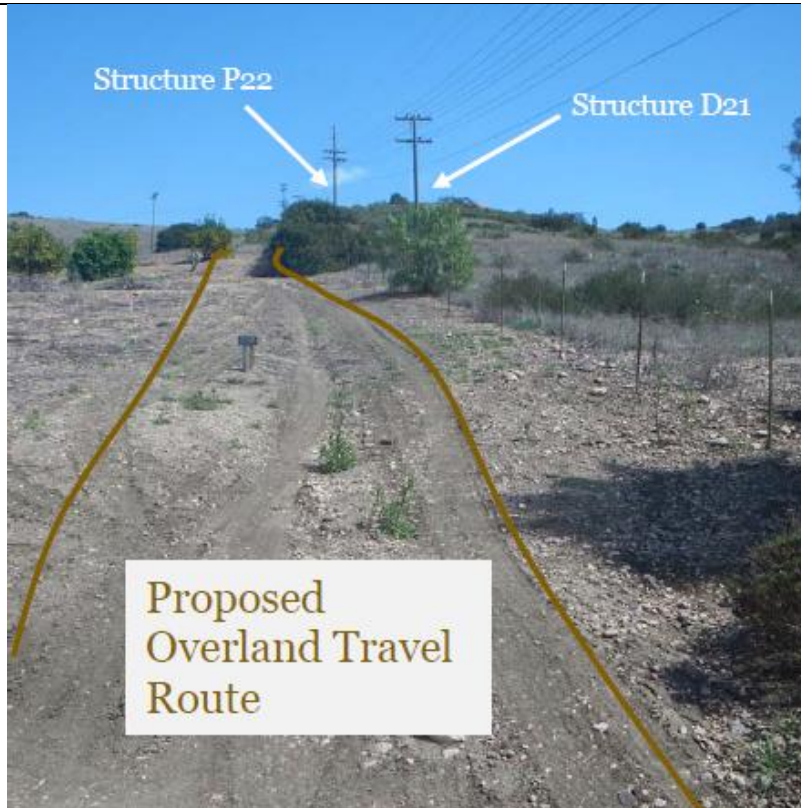
Figure 2: Overland Travel Route Detail Map



Photograph 1: View of Original Access Road facing West



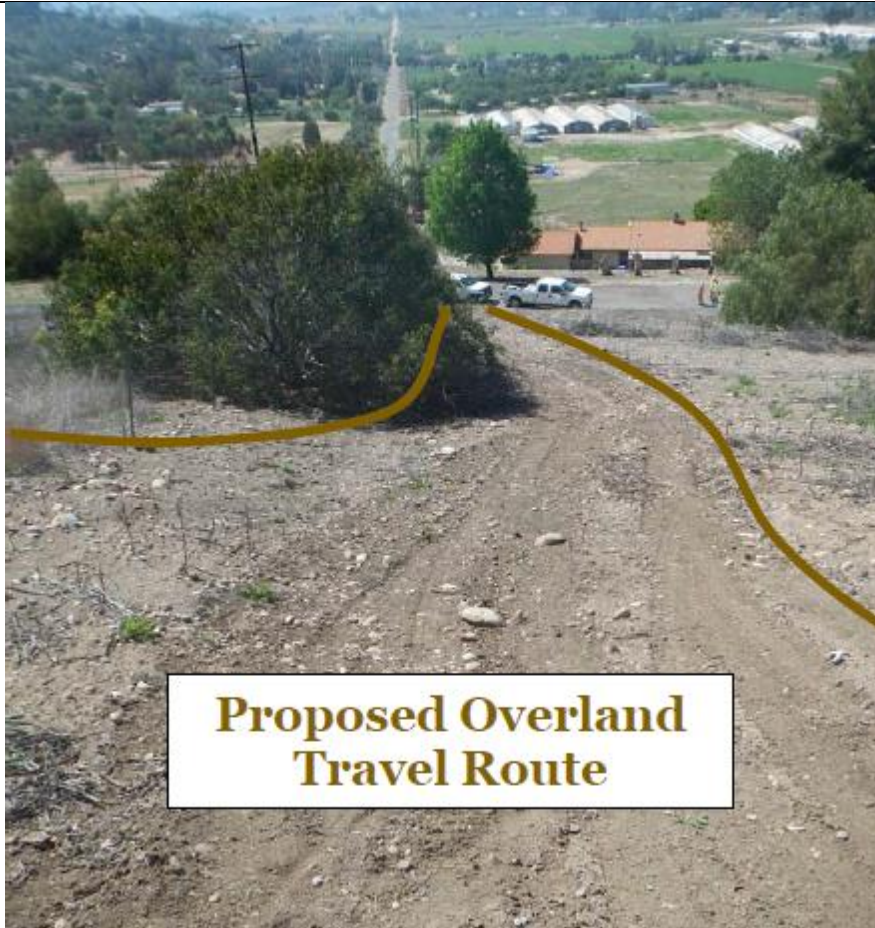
Photograph 2: View of Original Access Road facing West



Photograph 3: View of proposed overland travel route, facing east from Creelman Lane.



Photograph 4: View of area for curved access area where overland travel route intersects existing access road, facing southeast.



Photograph 5: View of proposed overland travel route, facing west.

Environmental Impact:

Utilization of the new overland travel route to Structure Nos. D21 and P22 in place of the originally identified access road would not change the nature or increase the severity of any impacts disclosed within the TL 637 California Environmental Quality Act (CEQA) Mitigated Negative Declaration (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 new regulatory consultation. Additionally, utilization of the overland travel route is anticipated to reduce total temporary impacts for the Project due to the shorter length of the overland travel route compared to the originally identified access road and the less sensitive habitat present at the overland travel route. The original access road would require road smoothing and trimming of sensitive vegetation (coastal sage scrub) in order to make the road safe and usable by construction equipment. Specific discussions for each resource area are provided below.

Concurrence:

The new overland travel route would be located within SDG&E ROW.

Resources:

Biological	<input checked="" type="checkbox"/> No Resources Present	<input type="checkbox"/> Resources Present	<input type="checkbox"/> 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 Permit to Construct (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 MND).

No significant impacts to biological resources are anticipated to occur as a result of the new proposed overland travel

route and access to Structure Nos. D21 and P22. The proposed impact area occurs primarily within bare ground and non-native grassland.

Aquatic Resources:

As designed, the new proposed overland travel and work area access to Structure Nos. D21 and P22 would avoid Federal and State jurisdictional waters 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	<input checked="" type="checkbox"/> No Resources Present	<input type="checkbox"/> Resources Present	<input type="checkbox"/> Within Project Component
	<input type="checkbox"/> 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 MND).

No impacts to cultural resources are anticipated to occur as a result of the proposed activities. The proposed area has been surveyed for potential resources by an archeologist and no resources were found. No cultural monitoring will be required for use of this overland route. No impacts to paleontological resources are anticipated to occur as a result of the proposed activities.

Disturbance Acreage Changes?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
-------------------------------------	---	-----------------------------

Original Disturbance Acreage:

The previously contemplated length of access road (approximately 340 feet) would have resulted in a disturbance area of approximately 4,760 square feet (area calculated assuming a 14-foot wide route over 340 linear feet between Structure Nos. P22 and P23 – refer to Figure 1).

New Disturbance Acreage:

The proposed overland travel access route (approximately 230 linear feet) and associated work area preparation are anticipated to result in a disturbance area of approximately 1,820 square feet (920 square feet for vehicle disturbance area on the overland portion and 900 square feet for the curved access area between the overland route and existing access road). This would result in a reduction in disturbance area of approximately 2,940 square feet as a result of the proposed construction activities.

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	The new proposed overland travel route and work area access to Structure Nos. D21 and P22 would not affect any of the CEQA criterion relating to geology, soils, or seismicity. The new overland travel and work area access would be designed and constructed in a similar manner as other overland travel and work area access routes included as part of the TL 637 project. Applicable design standards, applicable APMs relating to geology, soils, and seismicity would be applied to the overland travel and work area access and would not be required to be altered, expanded, or otherwise changed in order to ensure that no impacts would result. When the overland travel and work area access is no longer needed for construction access, the disturbed area will be recontoured to the original slope, and the sloped area will be raked for potential hydro seeding, if required, pursuant to the Project SWPPP and BMP Manual.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed overland travel route and work area access to Structure Nos. D21 and P22 would not require agency consultation relating to geology, soils, or seismicity.
Hazardous Materials and Waste	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Utilization of the proposed overland travel route and work area access to Structure Nos. D21 and P22 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 originally identified access road was determined to be more hazardous for construction personnel than the new proposed overland travel access route. Applicable design standards, applicable APMs, and mitigation measures relating to hazards and hazardous materials would be applicable to the overland travel and work area access 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 overland travel route and work area access would not require agency consultation relating to hazards or hazardous materials.
Hydrology	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Utilization of the new overland travel route in place of the originally planned access road 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 overland travel route. Any excavated soils shall be covered in order to prevent runoff and will be removed offsite or compacted within the existing disturbed workspace.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed overland travel route and work area access to Structure Nos. D21 and P22 would not require agency consultation relating to hydrology.

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.
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 area will be surveyed for potential resources by an archaeologist and no resources are expected to be found as the area is not near any existing cultural resource. Assuming no resources are encountered, no cultural monitoring will be required for use of this overland route.</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 resources to a level less than significant. No agency or tribal consultation would be required.
Traffic and Circulation	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	Constructing the new proposed overland travel route and work area access to Structure Nos. D21 and P22 would not affect traffic and circulation in a manner different from the impacts assessed as part of the CEQA review. The new proposed overland travel and work area access would be constructed utilizing construction crews and equipment that is already present on the project. No new traffic on public roadways would be generated.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	No new agency consultation is required because SDG&E has already obtained approval of traffic control plans for work along Creelman Lane from the County of San Diego and the proposed work would not require additional approval.
Air Quality	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed overland travel route to Structure Nos. D21 and P22 would be established utilizing construction crews and equipment that are already active on the TL 637 project. Any change in the anticipated air emissions would be negligible as the increase in use of equipment to establish the overland travel route would be comparable to the level of effort that would have been required to re-establish the originally contemplated access road west of Structure P22.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed overland travel route to Structure Nos. D21 and P22 would not require agency consultation relating to air quality.
Noise and Vibration	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed overland travel route and work area access to Structure Nos. D21 and P22 is located near noise sensitive areas (residences). Construction of overland travel and work area access would not require different construction equipment than the originally identified access road. Regardless, existing mitigation measure NOI-2 would apply to the overland travel and work area access area in the same manner as with the originally identified access road and no change in impacts or mitigation would occur.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new proposed overland travel route to Structure Nos. D21 and P22 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 overland travel route. Temporary impacts would not differ from those analyzed and disclosed within the CEQA review process.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new overland travel route to Structure Nos. D21 and P22 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 type="checkbox"/> Y <input checked="" type="checkbox"/> N	<p>No significant impacts to biological resources are anticipated to occur as a result of the new proposed overland travel route and access to Structure Nos. D21 and P22. The proposed impact area occurs primarily within bare ground and non-native grassland. Some minimal trimming to native vegetation (laurel sumac; <i>Malosma laurina</i>) may be required. Crews would avoid removal of the single laurel sumac south of the proposed overland travel route to the greatest extent possible. Smoothing of the curved access area will result in temporary impacts to grassland habitat dominated by non-native species including <i>Avena</i> sp. and <i>Brome</i> sp. However, these impacts are expected to result in a lower amount of temporary impacts to sensitive habitats than the proposed refreshing of the original unmaintained access road which occurs within native coastal sage scrub habitat. Additionally, temporary impacts to grassland habitat within the curved access area would be expected to fully restore through natural recruitment without additional enhancement measures; however, they may be successfully mitigated for through the SDG&E Enhancement and Monitoring Program if necessary. The new proposed overland travel route to Structure Nos. D21 and P22 is expected to result in less impacts to sensitive habitats.</p> <p>The proposed overland travel route to Structure No. D21 will result in approximately 1,820 square feet of temporary impacts to sensitive and non-sensitive habitats. The proposed 230 linear foot overland travel route will occur within bare ground. Impacts were calculated assuming a 2-foot wide impact area for each tire, for a total impact width of 4 feet; therefore, anticipated temporary impacts to bare ground will total approximately 920 square feet. The proposed temporary work area required to accommodate large equipment turning radii will result in approximately 200 square feet of temporary impacts to non-native grassland habitat and 700 square feet of temporary impacts to bare ground. As a result of the proposed access route, the total anticipated temporary impacts to sensitive habitats (non-native grassland) are 200 square feet.</p> <p>The previously contemplated access route to Structure Nos. D21 and P22 was through an access road south of Structure No. P23 (refer to Figure 1). The proposed construction activities would eliminate the need for road maintenance and vegetation trimming along this previously contemplated length of road, totaling 4,760 square feet (impacts calculated assuming a 14-foot wide route over 340 linear feet between Structure Nos. P22 and P23 – refer to Figure 1). Habitat within the previously described access road is best characterized as coastal sage scrub habitat and bare ground. Maintenance of the access road would result in impacts to approximately 1,820 square feet of coastal sage scrub habitat and 2,940 square feet of bare ground (calculated based on a 14-foot wide road within 130 linear feet of coastal sage scrub habitat and 210 linear feet of bare ground). The total anticipated impacts to sensitive habitats, associated with the previously contemplated access road, are 1,820 square feet and non-sensitive habitats are 2,940 square feet.</p> <p>As a result, the proposed overland travel access route to Structure Nos. D21 and P22 are anticipated to reduce temporary impacts to sensitive habitats by 1,620 square feet. The proposed construction activities within non-sensitive habitats would decrease by 1,320 square feet. Total anticipated temporary impacts to all habitat types would be reduced by 2,940 square feet as a result of the proposed construction activities.</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.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The new overland travel to Structure Nos. D21 and P22 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
				<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