



## EAST COUNTY SUBSTATION PROJECT MINOR REFINEMENT REQUEST FORM

|  |   |   |   |
|--|---|---|---|
| <b>Date Submitted:</b>   | 01-16-14  | <b>Request #:</b>   | 11  |
| <b>Date Approval Required:</b>   | 01-28-14  | <b>Landowner:</b>   | [This information has been redacted due to its confidential nature] |
| <b>APN:</b>  | [This information has been redacted due to its confidential nature] |   |   |
| <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                                    |
| <b>Identify source (mitigation measure, project description, etc.):</b>  |   |   |   |
| Pages B-51, B-52, B-58, B-62, B-63, and B-65 and Figures B-7, B-9, and B-17 in Section B. Project Description of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the East County Substation Project (Project) describe and depict the anticipated staging areas for construction equipment and deliveries to the Project. The information in this Minor Project Refinement (MPR) request describes the use of an existing, developed parking lot located off of Carrizo Gorge Road as a temporary meeting location for material and equipment deliveries prior to escort to Project work areas.   |   |   |   |
| <b>Attachments (check all that apply):</b>   |   |   |   |
| <input checked="" type="checkbox"/> Refinement Screening Form<br>(Attachment A: Refinement Request Screening Form)   | <input checked="" type="checkbox"/> Maps (Attachment B: Site Map)   | <input checked="" type="checkbox"/> Photos (Attachment C: Representative Photographs) |   |
| <b>Under Order 3 of the Decision Granting SDG&amp;E Permit to Construct the East County Substation Project (D.12-04-022), the CPUC may approve minor project refinements under certain circumstances. In accordance with Order 3 of the Decision, respond “yes” or “no” to the following questions (a) through (d).</b>  |   |   |   |
| <b>(a) Is the proposed refinement outside the geographic boundary of the EIR/EIS study area?</b> Yes. The proposed use of the existing parking lot is within the extent of the EIR/EIS study area for visual resources, agriculture, air quality, climate change, cultural resources, public health and safety, fire and fuels management, water resources, social and economic conditions, public services and utilities, wilderness and recreation, transportation and traffic, and noise. In addition, the parking lot is within the 1,000-foot buffer of a Project component for which landowners were notified of construction activities. However, the parking lot is not within the extent of the EIR/EIS study area for biological resources or geology, mineral resources, and soils. |   |   |   |
| <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> No. Attachment A: Refinement Request Screening Form provides a detailed assessment.  |   |   |   |
| <b>(c) Does the proposed refinement conflict with any mitigation measure or applicable law or policy?</b> No.  |   |   |   |
| <b>(d) Does the proposed refinement trigger an additional permit requirement?</b> No. The Project’s use of the existing parking lot will not impact jurisdictional resources; therefore, no additional permit or permit amendment will be required.  |   |   |   |
| <b>Describe refinement being requested (attach drawings and photos as needed):</b>   |   |   |   |
| This MPR request proposes to use an existing, developed parking lot located across Carrizo Gorge Road from the Chevron gas station as a temporary meeting location. The lot is currently being used as a parking lot for the Chevron and Shell gas stations and is proximate to the primary point of entry for Project-related traffic exiting   |   |   |   |

Interstate 8 and traveling to the East County substation and Sections 2 and 3 via the Carrizo Gorge Road and the dirt access roads off Old Highway 80. The requested use will allow construction staff to meet with the materials and equipment delivery drivers prior to their entry to construction sites and direct the drivers to the correct Project locations. In addition, project vehicles and equipment may park or stage throughout the day. No construction or road improvements will be necessary, and no material storage or long-term staging of equipment or vehicles will occur at the refinement location. Because the refinement is located within a previously disturbed area covered in crushed asphalt and currently used for vehicle parking purposes, no change in the temporary or permanent impacts of the Project will result from the proposed refinement.

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

The refinement to use the existing parking lot as a temporary meeting and parking location is being requested to allow San Diego Gas & Electric Company and its contractor’s construction staff to meet with and direct all materials and equipment delivery drivers to the Project construction sites. As materials and equipment deliveries reach peak levels for the Project, the use of the existing parking lot as a predetermined meeting location prior to travel to the Project construction sites will allow for better management of deliveries and facilitate instructions about existing project limits and mitigation requirements, including identification of the Project-approved access roads.

**Date refinement is expected to be implemented:** 01-29-14

**SDG&E Approvals**

| Title                          | Name                             | Approval Initials | Date     | Conditions (see attached)    |  |
|--------------------------------|----------------------------------|-------------------|----------|------------------------------|--|
| Environmental Project Manager  | Don Houston                      | DFH               | 01-13-13 | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Environmental Compliance Lead  | Kirstie Reynolds                 | KR                | 01-13-13 | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Project Managers               | Molly Amendt<br>Brian Telesmanic | MA<br>BT          | 01-13-13 | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Environmental Field Supervisor | Jeff Coward                      | JC                | 01-13-13 | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

**Landowner Approval (if required)**

| Landowner Name  | Signature or Other Consent (see attached)   | Date |
|---|---|------|
| [This information has been redacted due to its confidential nature] | SDG&E’s contractor, Beta Engineering, has a lease agreement directly with the property owner. |      |

**Resource Agency Coordination**

| Resource Agency | Name | Action Required | Date | Documentation (see attached if yes) |
|-----------------|------|-----------------|------|-------------------------------------|
|-----------------|------|-----------------|------|-------------------------------------|

No resource agency coordination is required, as no additional impacts to jurisdictional resources are expected to occur as a result of the proposed refinement.

**ATTACHMENT A: REFINEMENT REQUEST SCREENING FORM**



# MINOR PROJECT REFINEMENT REQUEST SCREENING FORM

## RESOURCE EVALUATION

The proposed Minor Project Refinement (MPR) request was evaluated to verify that it 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 East County Substation Project (Project). The following table provides a brief summary of the potential impact for each resource area analyzed in the Final EIR/EIS.

| EIR/EIS Section  | Summary of Potential Impacts  |
|------------------|---|
| Visual Resources | <p><i>No Change.</i> This MPR request includes the use of an existing parking lot that is covered in crushed asphalt for temporary meeting purposes and would not significantly change the current use of the parking lot. The existing parking lot, which is directly across the street from the Chevron gas station, is currently used as temporary vehicle parking for gas station customers and other travelers along Interstate 8. No temporary or permanent structures will be constructed for the proposed refinement, and no material storage or long-term staging of equipment or vehicles will occur at the refinement location. Therefore, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to visual resources, which was determined to be significant and unmitigable (Class I) in the Final EIR/EIS.</p>  |
| Agriculture      | <p><i>No Change.</i> The proposed refinement area is not located within agricultural or designated farmland area; therefore, the refinement will not increase the Project’s impacts to agriculture. Thus, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to agriculture, which was determined to be less than significant (Class III) in the Final EIR/EIS.</p>   |
| Air Quality      | <p><i>No Change.</i> Activities associated with the utilization of the refinement area will be consistent with those described in the Final EIR/EIS. The proposed refinement will not increase the amount of heavy equipment utilized or the number of trips needed to construct the Project as no improvements to the parking lot will be required. Therefore, equipment emissions and objectionable odors resulting from the refinement will also not exceed those described in the Final EIR/EIS.</p> <p>The refinement will not impact the estimated construction schedule in Section 1.3.1, Table 2 of the Mitigation Monitoring, Compliance, and Reporting Program. The refinement will not be located closer to any sensitive receptors than the approved Project components analyzed in the Final EIR/EIS. San Diego Gas &amp; Electric Company (SDG&amp;E) will continue to implement Mitigation Measures AQ-1 and AQ-2—which include reduced idling times for construction equipment, cleaner engine technology, and appropriate transport of fill materials—to reduce potential air quality impacts. As a result, the total emissions for the refinements will be consistent with what was analyzed in the Final EIR/EIS.</p> <p>As described in the preceding discussion, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to air quality, which was determined to be significant and unmitigable (Class I) in the Final EIR/EIS.</p> |
| Climate Change   | <p><i>No Change.</i> The Climate Change section of the Final EIR/EIS calculates the maximum annual construction-related greenhouse gas (GHG) emissions to be approximately 9,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>E) per year, which is well under the National Environmental Policy Act threshold of 25,000 MTCO<sub>2</sub>E per year. Because the</p>   |

| EIR/EIS Section                                     | Summary of Potential Impacts  |
|---|---|
|   | amount of heavy equipment and the number of trips will not increase due to the refinement, GHG emissions will not increase beyond what was analyzed in the Final EIR/EIS; therefore, the proposed refinement will not trigger an exceedance of this threshold. The refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to climate change, which was determined to be less than significant (Class III) in the Final EIR/EIS.   |
| Biological Resources                                | <i>No Change.</i> The refinement area is entirely within a previously disturbed area that is covered with crushed asphalt, void of vegetation, and currently used as a parking lot for the Chevron and Shell gas stations, so there is no potential for the refinement to impact biological resources. Therefore, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to biological resources, which was determined to be significant and unmitigable (Class I) in the Final EIR/EIS.  |
| Cultural and Paleontological Resources              | <i>No Change.</i> The refinement area is entirely within a previously disturbed area that is currently used as a parking lot for the Chevron and Shell gas stations. The parking lot is covered in crushed asphalt, and the requested refinement will not involve any ground-disturbing activity. Therefore, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified potential impact to cultural or paleontological resources, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.   |
| Geology, Minerals, and Soils                        | <i>No Change.</i> No ground-disturbing activity will be conducted as part of the proposed refinement. As a result, no additional impacts to soils caused by erosion are anticipated. In addition, there are no identified mines located within the refinement areas. Thus, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to geology, mineral resources, and soils, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.   |
| Public Health and Safety; Fire and Fuels Management | <i>No Change.</i> The proposed use of the existing parking lot will not significantly change its current use. The activities performed at the proposed refinement area will occur in accordance with the description of uses provided in the Project's Final EIR/EIS. The refinement area will not create new hazards, since no hazardous materials will be stored at the parking lot. In addition, the parking lot is void of vegetation and use of the area will be conducted in accordance with the Project's Construction Fire Prevention Plan; therefore, the refinement is not expected to create a new fire hazard. Therefore, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to public health and safety or fire and fuels management, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.  |
| Water Resources                                     | <i>No Change.</i> The proposed refinement is located on an existing parking lot that has been graded and covered with crushed asphalt, and will not impact any California Department of Fish and Wildlife- or United States Army Corps of Engineers-jurisdictional drainages. Because no construction, ground-disturbing, refueling, or equipment maintenance activity will occur as a result of the proposed refinement, it is not expected to degrade water quality due to erosion, sedimentation, or spills of potentially harmful materials. No change in the amount of impervious surface or change to the existing condition of the refinement area will occur. No additional construction water will be necessary for the utilization of the proposed refinement area because no improvements are proposed; therefore, no increase in water use during construction will result from the proposed refinement. As described in the preceding discussion, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to water resources, which was |

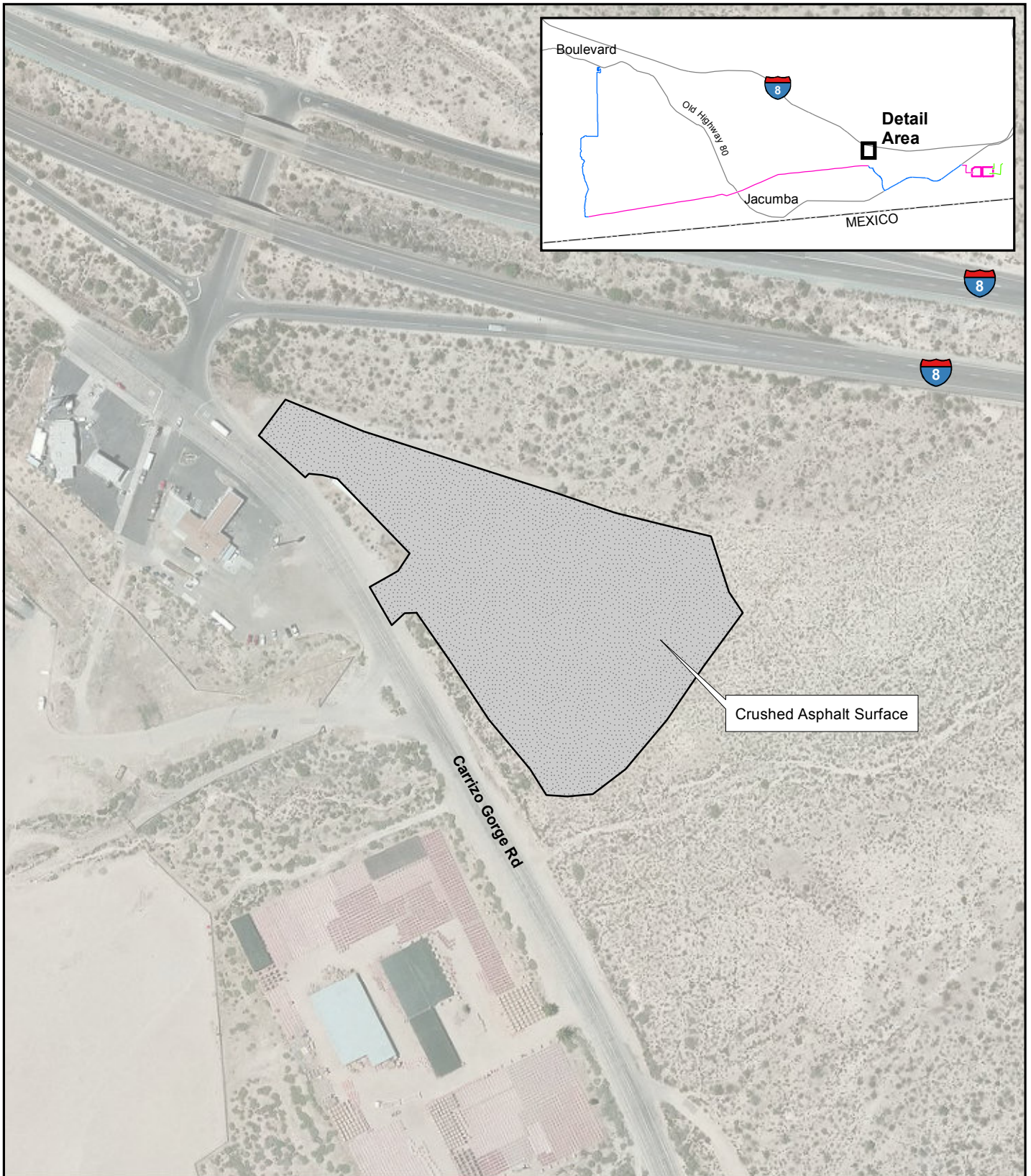
| EIR/EIS Section                | Summary of Potential Impacts   |
|--------------------------------|--|
|                                | determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.  |
| Land Use                       | <p><i>No Change.</i> As discussed in the Final EIR/EIS, land use impacts would be significant under the California Environmental Quality Act if the Project results in a conflict with an applicable land use plan, policy, or regulations and/or results in a division of an established community or disrupts a recently approved land use. The refinement area will be located on land designated as Commercial Use and Public/Semi-Public Facilities in the County of San Diego General Plan. The use of the refinement area will be consistent with the analysis in the Final EIR/EIS because its use will not conflict with any land use plans, policies, or regulations. The landowner lease agreement allows Beta Engineering to use the parking lot as a delivery meeting location for the duration of the lease term. The addition of the refinement area will also not affect any additional landowners not already notified in compliance with the approved Construction Notification Plan as required by mitigation measure LU-1a</p> <p>No additional landowners will be affected during construction of the Project as a result of the proposed refinements. As a result, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to land use, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p> |
| Noise                          | <p><i>No Change.</i> The proposed refinement area is currently utilized as a parking lot for the Chevron and Shell gas stations, and the proposed refinement will not significantly change this use as SDG&amp;E and its contractors will utilize the area only as a temporary meeting location for deliveries. As discussed in the Air Quality section of this MPR request, no additional heavy equipment will be required for the proposed refinement, aside from the activities and equipment analyzed in the Final EIR/EIS. The refinement area will not be closer to sensitive receptors than the approved Project components analyzed in the Final EIR/EIS and no additional noise-generating activities will be conducted as a result of the proposed refinement. The overall construction schedule will not be affected by the refinements. Therefore, the impacts from noise will be consistent with those analyzed for construction of the Project in the Final EIR/EIS. Thus, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact related to noise, which was determined to be significant and unmitigable (Class I).</p>  |
| Social and Economic Conditions | <p><i>No Change.</i> The refinement will not cause any additional residential displacement nor have an effect on employment of construction personnel beyond what was analyzed in the Final EIR/EIS. As a result, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to social and economic conditions, which were determined to be less than significant (Class III) in the Final EIR/EIS.</p>  |
| Public Services and Utilities  | <p><i>No Change.</i> Overall impacts of the Project on public services and utilities will not increase with the use of the refinement area, and no additional water will be necessary for use of the proposed refinement area. The refinement does not have the potential to impact any overhead or underground utilities or to generate waste. Furthermore, the overall construction schedule will not be affected, and no additional water trucks will be required beyond those anticipated for construction of the Project. Therefore, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to public services and utilities, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>   |
| Wilderness and Recreation      | <p><i>No Change.</i> The refinement area is located within an existing parking lot that is currently</p>   |

| EIR/EIS Section                   | Summary of Potential Impacts   |
|-----------------------------------|--|
|                                   | <p>being used for parking purposes. The refinement area is not located close to a wilderness area and will not restrict access to any recreation area. As a result, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to wilderness and recreation, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p>   |
| <p>Transportation and Traffic</p> | <p><i>No Change.</i> The construction vehicles and delivery trucks that will utilize the proposed refinement area as a meeting location were already required for construction of the approved Project and were analyzed in the Final EIR/EIS. The proposed refinement will be utilized as a temporary meeting location for material and equipment deliveries, where SDG&amp;E personnel will then direct the delivery drivers to the correct Project locations. Use of the refinement area will not require additional deliveries; therefore, overall traffic impacts will remain the same. In addition, use of the refinement area will be conducted in accordance with the Project’s Transmission Line Traffic Control Plan. Therefore, the refinement will not result in a new, significant impact nor a substantial increase in the severity of a previously identified impact to transportation and traffic, which was determined to be less than significant with mitigation (Class II) in the Final EIR/EIS.</p> |




**ATTACHMENT B: SITE MAP**

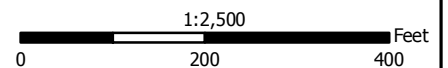




**Attachment B: Site Map**

**East County Substation Project**

 Requested Use of Parking Lot





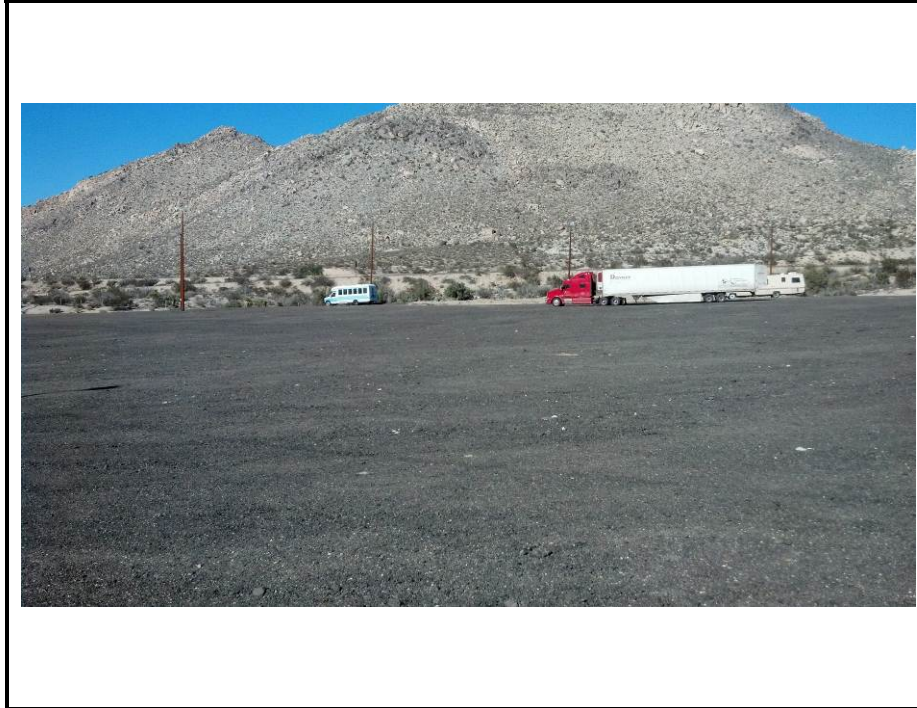
**ATTACHMENT C: REPRESENTATIVE PHOTOGRAPHS**



**ATTACHMENT C: REPRESENTATIVE PHOTOGRAPHS**



**Photograph 1:**  
The southeast corner of the parking lot facing west.



**Photograph 2:**  
The southeast corner of the parking lot facing northwest.



**Photograph 3:**  
The southeast corner of the parking lot facing north.