ES.0 EXECUTIVE SUMMARY

ES.1 INTRODUCTION

Southern California Edison (SCE), in its California Public Utilities Commission (CPUC) application (A.06-12-032), seeks a Permit to Construct (PTC) for the proposed project, which consists of: (i) the construction of a 66/12 kilovolt (kV) substation (Kimball Substation) on an approximately 2-acre site located in the City of Chino; (ii) the modification of approximately 6.7 miles of the Chino-Corona-Pedley 66 kV subtransmission line and construction of two 340-foot underground 66 kV subtransmission lines that will connect Kimball Substation through a tubular steel pole (TSP) riser to an existing 66 kV overhead transmission line; (iii) the addition of a second 66 kV subtransmission line circuit to an approximately 0.9 mile segment of the Archibald-Chino-Corona 66 kV subtransmission line and construction of a new 0.4 mile segment within public street rights-of-way to connect the Chino-Corona-Pedley 66 kV line to the Archibald-Chino-Corona 66 kV line (these modifications would form the new Chino-Cimgen-Kimball 66 kV subtransmission line); (iv) construction of six 12 kV underground circuits extending from the proposed Kimball Substation to the nearest public street; and (v) installation of new fiber optic cable and communication equipment to connect the Kimball Substation to SCE's existing telecommunication system.

If SCE's application is approved by the CPUC, SCE proposes to begin construction activities in 2009. This Draft MND considers environmental impacts that would occur from the potential development and operation of the cable line and associated project components as proposed by SCE. The analysis of this Draft MND concludes that any environmental impacts associated with SCE's proposed project can be mitigated to a less than significant level with implementation of mitigation measures identified in this document.

ES.2 DOCUMENT ORGANIZATION

The Draft Final MND is organized as follows:

- This Executive Summary introduces the project, describes the method for reviewing and submittal of comments, describes the organization of the document, and provides a summary of the impacts and mitigation measures.
- The Project Description (Section 1) provides objectives and components of the proposed project and details of proposed construction activities.
- The Impacts Discussion (Section 2) includes all required California Environmental Quality Act (CEQA) checklist items and a discussion of the impacts and their significance for the proposed project.
- The Reference Section (Section 3) includes a full list of references that were used in the preparation of this Draft MND
- The Environmental Determination (Section 4) includes a statement by the CPUC as to the type of environmental review that is required.
- The Summary of Preparers and Consultants (Section 5) summarizes the names and affiliation of persons involved with development of this MND.
- The Appendices include all technical material prepared to support the analysis.

ES.3 PROJECT DESCRIPTION

The Kimball Substation Project (proposed project) contains the following components:

- Construction of a new 66/12 kilovolt (kV) substation. The proposed substation would be constructed on an approximately 2-acre site in the City of Chino, California. The proposed substation would be an unmanned, automated, low-profile, 56 megavolt-ampere (MVA) 66/12 kV substation. The proposed substation would include underground distribution circuits leaving the substation, a perimeter wall surrounding the substation equipment with a gate to provide access in and out of the substation, and an access road to the substation from the public road.
- Modification of approximately 6.7 miles of the existing Chino-Corona-Pedley 66 kV subtransmission line and the construction of two new 340-foot long underground circuits to extend the Chino-Corona-Pedley line into the proposed substation. The existing lines to be modified are located in either SCE-owned rights-of-way or public street rights-of-way. Along approximately 5.6 miles of the line, the existing wood poles would be replaced with lightweight steel (LWS) poles and the conductor would be replaced. Along approximately 1.1 miles of the line, the conductor would be replaced on existing LWS poles. These modifications would form the new Chino-Kimball 66 kV subtransmission line.
- Addition of a second circuit to an approximately 0.9 mile segment of the existing Archibald-Chino-Corona 66 kV subtransmission line and construction of a new 0.4 mile segment within public street rights-of-way to connect the Chino-Corona-Pedley 66 kV line to the Archibald-Chino-Corona 66 kV line. These modifications would form the new Chino-Cimgen-Kimball 66 kV subtransmission line.
- Construction of six 12 kV underground circuits extending from the proposed substation to the nearest public street.
- Installation of new fiber-optic cable and communication equipment to connect the proposed Kimball Substation to SCE's existing telecommunication system.

ES.4 POTENTIAL ENVIRONMENTAL IMPACTS

The attached Mitigated Negative Declaration presents and analyzes potential environmental impacts that would result from for construction and operation of the new transmission line and substation modifications, and proposes mitigation measures, as appropriate.

Based on the Mitigated Negative Declaration, approval of the application would have no impact or less than significant effects in the following areas:

- Agricultural Resources
- Mineral Resources
- Population and Housing
- Noise
- Public Services
- Utilities

The Draft Mitigated Negative Declaration indicates that approval of the application would result in potentially significant impacts in the areas of:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Land Use and Planning
- Transportation and Traffic
- Mandatory Findings of Significance

ES.5 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Please refer to Table ES-1 on the following page.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Aesthetics			
Implementation of the proposed project would substantially degrade the existing visual character or quality of the site and its surroundings.	Significant	MM AES1: The substation shall be screened behind an 8-foot high perimeter wall with exterior drought tolerant landscaping.	Less than significant
Air Quality			
Under state and federal standards, the proposed project is located in a non-attainment area for O3, PM_{10}, and $PM_{2.5}$. Implementation of the proposed project would contribute substantially to an existing air quality violation.	Significant	MM Air1: SCE shall prepare a Construction Emissions Control Plan that outlines SCE's approach for ensuring that daily construction emissions do not exceed the SCAQMD's significance thresholds for construction activities. The plan shall be submitted to the CPUC for review and approval at least 30 days prior to the estimated start of construction activities. SCE shall require the approved plan to be implemented during all construction activities. The plan shall include, at a minimum, the following requirements: • A detailed description of construction activity phasing that would be required to ensure that emissions remain below SCAQMD daily significance thresholds. All assumptions and rationale for all assumptions, including truck trips per day, miles per trip, daily equipment inventories, equipment hours, and amounts of total areas and volumes of material to be disturbed shall be defined in the plan. • All construction material deliveries shall be scheduled to occur outside of peak traffic hours (7:00 to 10:00 a.m. and 4:00 to 7:00 pm) to the extent feasible; truck trips during peak traffic hours shall be minimized to the extent feasible. • Engine idle time shall be restricted to no more than five minutes in duration. • All on-road construction vehicles shall be licensed. • All off-road stationary and portable gasoline powered equipment shall have USEPA Phase 1/Phase 2 compliant engines.	Less than significant
Implementation of the proposed project would result in GHG emissions.	Significant	MM GHG1: SCE shall replace a circuit breaker with an SF6 capacity of at least 30 pounds that is estimated to be leaking at a rate of at least six percent of its SF6 content each year. At the time of replacement, the circuit breaker to be replaced shall have an expected remaining life of at least two additional years. The replacement breaker shall have a one percent leakage rate guaranteed by manufacturers. SCE shall provide documentation to the	Less than significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		CPUC that verifies that the replacement has occurred prior to commencement of project operations, and that the replaced circuit breaker has been permanently removed from service (e.g., destroyed or recycled as scrap metal). MM GHG2: Prior to the commencement of operations of the Kimball Substation project, SCE shall replace four diesel powered forklifts that have horsepower (hp) ratings of at least 50 hp with electric forklifts. SCE shall provide documentation to the CPUC that verifies the replacement has occurred, and that the replaced forklifts have been permanently removed from SCE's equipment inventory.	
Biological Resources			
Implementation of the proposed project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS).	Significant	MM Bio1: If construction activities are to occur during the nesting season (February 1 through August 31), a preconstruction survey shall be conducted by a qualified biologist at least one week prior to the commencement of construction activities to determine the presence/absence of active nests on the construction site. If an active nest is found, an adequate buffer shall be established around the nest and construction shall be prohibited within this designated area until the juveniles fledge. Construction buffers of 300 feet would only apply to the portion of the project site where the active nest is located. If vegetation or structures containing a raptor nest must be removed during the nesting season, or if work is scheduled to take place in close proximity to an active nest in vegetation or an existing structure, SCE would coordinate with the CDFG and USFWS and obtain written concurrence prior to moving the nest. Construction activities may continue within the project site if the activities take place outside of the designated buffer. (In practice, the presence of an active nest on the proposed substation site would halt construction of the substation because the buffer would incorporate the entire site; however, an active nest located within the alignment would only halt construction within a specific portion of the alignment.) MM Bio2: All new structures shall be designed to be raptor safe in accordance with current standards and guidelines. MM Bio3: A preconstruction burrowing owl survey shall be conducted no more than 30 days prior to the commencement of ground disturbing activities along the segment of the alignment that parallels Magnolia Avenue between Edison and Kimball Avenues to determine if any occupied burrows are present. If nesting pairs are found, adequate buffers shall be established around	Less than significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		occupied burrows (50 meters/160 feet) from non-breeding burrows and 75 meters (250 feet) from breeding burrows) during the breeding season (February 1-August 31). If active burrows cannot be avoided, an appropriate relocation strategy would be developed in conjunction with the CDFG and may include: collapsing burrows outside of nesting season and the use of exclusionary devices to reduce impacts to the burrowing owl.	
Implementation of the proposed project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Significant	Bio1–Bio3	Less than significant
Cultural Resources			
Implementation of the proposed project may encounter currently unknown cultural resources, either prehistoric or historic, pursuant to CEQA Guidelines Section 15064.5 or CEQA Section 21083.2(g).	Significant	MM Cul1: In the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and SCE and/or the CPUC shall consult with a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, representatives of SCE and/or the CPUC and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation, with the ultimate determination to be made by the CPUC. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, as necessary and a report prepared by a Specialist according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeologist resources, the CPUC shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, proposed project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the proposed project site while mitigation for historical resources of unique archaeological resources is carried out. If the CPUC, in consultation with the qualified archaeologist, determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the CPUC shall require SCE to:	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		• Re-design the proposed project to avoid any adverse effect on the significant archeological resource; or • Implement an archeological data recovery program (ADRP) unless the qualified archaeologist determines that the archeological resource is of greater interpretive use than research significance, and that interpretive use of the resource is feasible. If the circumstances warrant an ADRP, such a program shall be conducted. The project archaeologist and the CPUC shall meet and consult to determine the scope of the ADRP. The archaeologist shall prepare a draft ADRP that shall be submitted to the CPUC for review and approval. The ADRP shall identify how the proposed ADRP would preserve the significant information the archeological resource is expected to contain. That is, the ADRP shall identify the scientific/historical research questions that are applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.	
Implementation of the proposed project may result in accidental discovery of human remains.	Significant	MM Cul2: If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 dictates that no further disturbance would occur until the County Coroner has made the necessary findings as to origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Should human remains be identified as a Native American burial, the Native American Heritage Commission shall be contacted to determine the appropriate repatriation efforts.	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Geology and Soils			
Implementation of the proposed project would result in an estimated level of soil disturbance greater than one acre resulting in impacts associated with soil erosion and loss of topsoil.	Significant	MM Geo1: The applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit and prepare a Storm Water Pollution Prevention Plan (SWPPP) which meets the requirements of the Santa Ana Regional Water Quality Control Board. Specific erosion control measures would be outlined in the NPDES permit and SWPPP and would be required to be in place prior to the commencement of grading activities. The standard erosion control measures outlined in the NPDES permit and SWPPP would be required during surface and subsurface construction activities associated with the subtransmission and telecommunication alignments (e.g., grading, boring of holes for the LWS poles; burying of underground conductors; and TSP riser and vault installation) to reduce the erosion potential of the minor quantities of excavated soil. The permit shall be required prior to construction and submitted to the CPUC.	Less than Significant
Hazards and Hazardous Materials			
Implementation of the proposed project would result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Significant	MM Haz1: The design of the proposed substation shall provide containment and/or diversionary structures or equipment to prevent the discharge of oil or other hazardous material. These design features shall be included as part of the Spill Prevention Control and Countermeasure (SPCC) requirements (40 Code of Federal Regulations (CFR) Part 112.1 through Park 112.7) that would be prepared by SCE prior to construction of the substation and submitted to the CPUC.	Less than Significant
Implementation of the proposed project would create a significant hazard to the public or the environment	Significant	MM Haz2: In the event that contaminated soil is encountered during excavation activities along the subtransmission and/or telecommunication alignments, the soil shall be segregated and tested to determine the appropriate disposal and treatment options. Should a soil test positive for hazardous materials, the soil shall be properly transported to a Class I landfill or other appropriate soil treatment or recycling facility. The wooden poles to be removed as part of the subtransmission line modifications shall be either returned to the manufacturer, disposed of in a Class I hazardous waste landfill, or disposed of in the lined portion of a Regional Water Quality Control Board (RWQCB)-approved municipal landfill.	Less than Significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Implementation of the proposed project would result in a safety hazard for people residing or working in the project area.	Significant	MM Haz3: Coordination with the FAA would be required during construction to ensure compliance with FAA obstruction standards (FAR 77.11 guidelines). MM Haz4: FAA notification would be required for the LWS pole installation along the portion of the alignment of the subtransmission modifications within the airport's southwest- to northeast-oriented take-off zone, approximately 2,650 feet from the end of the runway to ensure compliance with FAA obstruction standards (FAR 77.11 guidelines).	Less than significant
Hydrology and Water Quality			
Implementation of the proposed project would impact water quality standards.	Significant	MM Geo1	Less than significant
Implementation of the proposed project would substantially degrade water quality	Significant	MM Geo1	Less than significant
Land Use and Planning			
Implementation of the proposed project would conflict with an applicable habitat conservation plan.	Significant	MM Bio 3	Less than significant
Traffic and Transportation			
Implementation of the proposed project would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.	Significant	MM Traffic1 SCE shall implement a Traffic Control Plan (TCP) to limit potential traffic impacts to the project area. Specifically, the measures outlined in the TCP will ensure an adequate flow of traffic in both directions by providing sufficient signage to alert drivers of construction zones, notifying emergency responders prior to construction, conducting community outreach, and controlling traffic around schools. The measures shall include the following: • To the extent feasible, truck traffic shall be scheduled for off-peak hours to reduce impacts during periods of peak traffic. • Truck traffic shall be phased throughout the five-week grading period and site preparation construction phase. • Truck traffic shall use designated truck routes when arriving to and from the proposed substation site. • If lane closures are required, SCE shall comply with BMPs established by the Work Area Protection and Traffic Control Manual (California Joint Utility Traffic Control Committee 1996). All	Less than significant

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		work within public roadway rights-of-way shall be subject to the conditions established by the appropriate jurisdiction in an encroachment permit to be secured prior to initiating work within the right-of-way.	
Implementation of the proposed project would exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.	Significant	Traffic1	Less than significant
Implementation of the proposed project would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	Significant	Haz3 – Haz4	Less than significant
Implementation of the proposed project would result in inadequate emergency access.	Significant	MMTraffic1	Less than significant