

Addendum

VINCENT SUBSTATION CONTROL BUILDING

ON SOUTHERN CALIFORNIA EDISON'S APPLICATION FOR THE

Tehachapi Renewable Transmission Project

Application No. A.07-06-031

SCH No. 2007081156

Prepared By:



October 2010

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A – SCE’s Request for EIR Addendum

A. Introduction and Background

On June 29, 2007, Southern California Edison (SCE) submitted to the California Public Utilities Commission (CPUC) application A.07-06-031 for a Certificate of Public Convenience and Necessity (CPCN) and a Proponent's Environmental Assessment (PEA) for the construction and operation of the proposed Tehachapi Renewable Transmission Project (TRTP or Project). The TRTP includes new and upgraded transmission infrastructure along approximately 173 miles of new and existing rights-of-way (ROW) in southern Kern County, portions of Los Angeles County, including the Angeles National Forest (ANF), and the southwestern portion of San Bernardino County, California, to interconnect new wind energy projects in eastern Kern County to the electrical grid. The Project will provide the electrical facilities necessary to integrate levels of new wind generation in excess of 700 megawatts (MW) and up to approximately 4,500 MW in the Tehachapi Wind Resource Area.

In reviewing SCE's application, the CPUC determined that the proposed Project could cause a significant adverse effect on the environment and, therefore, determined that the preparation of an Environmental Impact Report (EIR) would be needed. The CPUC filed a Notice of Preparation (NOP) with the State Clearinghouse in the Office of Planning and Research as an indication that a Draft EIR would be prepared. A Draft EIR was prepared and distributed on February 13, 2009, for public review and comment in accordance with CEQA procedures (State CEQA Guidelines §15087). Responses to substantive comments received on the Draft EIR were prepared by the Lead Agency (CPUC) and published in the Final EIR (State CEQA Guidelines §15088) on October 30, 2009 (Aspen, 2009). The Final EIR was certified and a CPCN was granted by the CPUC (Decision 09-12-044, SCH #2007081156) on December 17, 2009 (CPUC, 2009).

Since that time, SCE has completed final engineering on portions of the approved Project. Based on final engineering, additional details of various components of the Project have been further defined, as presented in an email to the CPUC from SCE dated September 24, 2010 (SCE, 2010). This Addendum is required to determine whether or not these modifications to the Project were previously covered by the analysis completed in the Final EIR or would result in any new or different impacts from what was previously analyzed in the Final EIR. These modifications are described in detail in Section C, below. A description of the Project, as approved by the CPUC, is also provided below (Section B).

Based on the evaluation of SCE's proposed modifications to the approved Project described in Section D below, no new or substantially different impacts have been identified, no changes to impact significance conclusions are needed, and no new mitigation is necessary. Therefore, there is no need for any additional CEQA analysis of the project modifications described in Section C, below.

B. Overview of the Approved Project

The Project, as approved by the CPUC, includes the installation of new and upgraded transmission infrastructure along approximately 173 miles of new and existing ROW in southern Kern County, portions of Los Angeles County, including the ANF, and the southwestern portion of San Bernardino County, California.

For descriptive purposes, the Project is separated into eight distinct segments, referred to as Segments 4 through 11. Segments 4 through 8, as well as Segments 10 and 11 of the Project are transmission

facilities, while Segment 9 addresses the addition and upgrade of substation facilities. The Project's major components include (see Section 2 of the Final EIR for a detailed description of the Project):

- Two new single-circuit 220-kilovolt (kV) transmission lines traveling in parallel approximately 4 miles over new right-of-way (ROW) from the Cottonwind Substation to the proposed new Whirlwind Substation (Segment 4 - 220 kV).
- A new single-circuit 500-kV transmission line, initially energized to 220 kV, traveling approximately 15.6 miles over new ROW from the proposed new Whirlwind Substation to the existing Antelope Substation (Segment 4 - 500 kV).
- Replace approximately 17.4 miles of the existing Antelope-Vincent 220-kV transmission line and the existing Antelope-Mesa 220-kV transmission line with only one new transmission line built to 500-kV standards in existing ROW between the existing Antelope Substation and the existing Vincent Substation (Segment 5).
- Rebuild approximately 31.9 miles of existing 220-kV transmission line to 500-kV standards from existing Vincent Substation to the southern boundary of the Angeles National Forest (ANF). This segment includes the rebuild of approximately 26.9 miles of the existing Antelope-Mesa 220-kV transmission line and approximately 5 miles of the existing Rio Hondo-Vincent 220-kV No. 2 transmission line (Segment 6).
- Rebuild approximately 15.8 miles of existing 220-kV transmission line to 500-kV standards from the southern boundary of the ANF to the existing Mesa Substation. This segment would replace the existing Antelope-Mesa 220-kV transmission line (Segment 7).
- Rebuild approximately 33 miles of existing 220-kV transmission line to 500-kV standards from a point approximately 2 miles east of the existing Mesa Substation (the "San Gabriel Junction") to the existing Mira Loma Substation (Segment 8A). This segment would also include the rebuild of approximately 7 miles of the existing Chino-Mira Loma No. 1 line from single-circuit to double-circuit 220-kV structures (Segment 8B). A new circuit between Chino Substation and approximately 0.8 mile west of the Mira Loma Substation (6.4 miles) would also be installed on the new double-circuit 500-kV structures built as part of Segment 8A (Segment 8C).
- Whirlwind Substation, a new 500/220-kV substation located approximately 4 to 5 miles south of the Cottonwind Substation near the intersection of 170th Street and Holiday Avenue in Kern County near the TWRA (Segment 9).
- Upgrade of the existing Antelope, Vincent, Mesa, Gould, and Mira Loma Substations to accommodate new transmission line construction and system compensation elements (Segment 9).
- Build a new 500-kV transmission line traveling approximately 16.8 miles over new ROW between the approved Windhub Substation (not part of this project) and the proposed new Whirlwind Substation (Segment 10).
- Rebuild approximately 18.7 miles of existing 220-kV transmission line to 500-kV standards between the existing Vincent and Gould Substations. This segment would also include the addition of a new 220-kV circuit on the vacant side of the existing double-circuit structures of the Eagle Rock-Mesa 220-kV transmission line, between the existing Gould Substation and the existing Mesa Substation (Segment 11).
- Installation of associated telecommunications infrastructure.

C. Modifications to the Project

Based on final engineering completed to date by SCE for the TRTP, additional modifications to the Project have been identified within the Vincent Substation. The Vincent Substation is located approximately 0.5 mile east of Highway 14 and Sierra Highway in unincorporated Los Angeles County, California, near Acton (see Project Location Map in Appendix A). The Control Building at Vincent

Substation was referenced in the Final EIR, but the building design was based on preliminary engineering. The final design for the Control Building includes new system and security requirements, and has been enlarged to replace a conference room and office space that would be lost as a result of the planned conversion of existing onsite facilities to relay rooms (see Appendix A for site plan).

There would be an addition of an estimated up to 15 permanently-stationed, operations and maintenance personnel (up to 30 intermittent staff) at Vincent Substation; the conference room space would be utilized for training by visiting SCE staff and visitors (estimated up to 30 people approximately twice per week). The Control Building design revision is needed because the expansion of the existing control building is not technically feasible with the existing consoles. The consoles are very old and cannot be expanded to meet current Operational Standards.

The revised final design Control Building would be an approximately 15,000 square foot, stand-alone, two-story (approximately 33 to 36 feet high from the first floor slab to highest point of the roof parapet) above grade structure. The first floor would provide conference rooms and office space. The second floor would provide a North American Electrical Reliability Corporation/Critical Infrastructure Protection (NERC/CIP) secure facility.

A temporary control building would be established in temporary onsite trailers that are planned to be used for up to 30 months. The conference rooms and offices in the existing control building would be converted to relay rooms after the temporary control facilities (trailers) are operational.

The new Control Building would be powered by three sources:

- Primary source: Bank 3AA tertiary 13.8 kV to an 8' x 10" pad mounted 750 kVA (Edison Coded material) transformer.
- Second source: SCE 12 kV Distribution Line to a second pad 8' x 10' mounted 750 kVA (Edison Coded material) transformer.
- Emergency source: A 250 kW diesel generator that is located just outside the new building. The outline dimensions of the generator are: 65"(w) x 188" (l) X 65" (h) with sound level 72 dB.

A septic system would be installed adjacent to the proposed new Control Building for sanitary waste.

As detailed below, the proposed new Control Building would be located on developed/disturbed land within the existing substation facility. The equipment types and construction methodologies needed would be similar to those required for the Control Building expansion presented in the Final EIR (Aspen, 2009), as updated in the CPUC's Decision 09-12-044 (CPUC, 2009).

D. Evaluation of Modifications

After review of the Final EIR, the CPUC has determined that the proposed modifications would not result in any impacts that are new or substantially different from those described in the Final EIR, as discussed below. Those environmental issue areas for which a potential change in the nature or magnitude of an impact could occur as a result of the proposed modifications are discussed in Section D.1 and are indicated in Table 1 below. The determination made from this evaluation is that all impacts from the proposed modifications are either within the range of impacts already discussed in the Final EIR or are substantially similar to those impacts. No new significant impacts would result from the proposed modifications and there would be no significant change in the magnitude of impacts previously disclosed in the Final EIR. As a result, no new mitigation measures are needed. Those issue

areas for which it was determined that no change in impacts would occur as a result of the proposed modifications are discussed briefly in Section D.2.

Table 1 – Environmental Issue Areas Where Potential Change May Occur

<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Biological Resources
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils/Paleontology	<input type="checkbox"/> Hazards and Hazardous Materials
<input checked="" type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use	<input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems	<input checked="" type="checkbox"/> Visual Resources

D.1 Issue Areas Where Modifications Result in a Potential Change in Impacts

Air Quality

Air quality impacts as a result of the proposed modifications would be slightly higher than the impacts described in the Final EIR. Construction of the new Control Building at the Vincent Substation would result in an increase of approximately 10,680 square feet of ground disturbance inside the Vincent Substation. Increased vehicle trips resulting from this modification would also introduce a minor increase in the emissions stated in the Final EIR. An emissions increase due to the proposed modifications would be very minor considering the total Project emissions, would not result in an increase in the maximum daily construction or operational emissions, and would be mitigated to the extent feasible through implementation of Mitigation Measures AQ-1a through AQ-1i; therefore, no new or substantially different air quality impacts would occur, and no new mitigation measures would be necessary. Air quality impacts associated with the Project would remain significant and unavoidable.

Hydrology and Water Quality

The increased amount of ground disturbance associated with the proposed modifications would incrementally increase erosion, which could contribute to degradation of surface water quality. Mitigation Measure H-1a (Implement an Erosion Control Plan and demonstrate compliance with water quality permits) would require the implementation of an Erosion Control Plan and APMs HYD-1 (Construction SWPPP) and GEO-3 (Construction SWPPP) would require substation construction activities to be performed in accordance with the soil erosion/water quality protection measures specified in the Construction Storm Water Pollution Prevention Plan (SWPPP) to be developed for the Project. These measures would reduce any increase in erosion impacts. Implementation of Mitigation Measure H-1a would implement an Erosion Control Plan and require compliance with water quality permits, such as the National Pollutant Discharge Elimination System (NPDES) General Permit or other required dewatering discharge permits (if dewatering is required). APM HYD-6 (Drilling and Construction Site Dewatering Management) would also require dewatering operations (if required) to use sediment traps and sediment basins per BMP NS-2 (Dewatering Operations) from the California Stormwater Quality Association’s California Stormwater BMP Handbook – Construction. Any groundwater encountered during construction would be returned to the subsurface as part of the dewatering process. Therefore, such activities would not contribute to the depletion of groundwater supplies or interfere with groundwater recharge. As such, any incremental impact to groundwater

would be reduced to a less than significant level. Therefore, no new or substantially different hydrology and water quality impacts would occur and no new mitigation measures would be necessary.

Noise

Additional construction associated with the modifications at Vincent Substation would have the potential to increase construction noise affecting sensitive receptors located near this substation. The increased truck trips to haul excavated material would also have the potential to generate noise levels that could impact receptors along truck routes. Implementation of APMs NOI-1 (Limit Hours and Days for Construction), NOI-3 (Advance Notification), NOI-4 (Establish Toll Free Number), as well as Mitigation Measures N-1a (Implement Best Management Practices for construction noise) and N-1b (Avoid sensitive receptors during mobile construction equipment use) would reduce the effects of construction noise on sensitive receptors during construction to the maximum extent possible; however, impacts would remain significant and unavoidable, same as the approved Project. Therefore, the proposed modifications would not introduce any new or substantially different noise impacts and no new mitigation measures would be necessary.

Population/Housing

New employees hired for proposed commercial and industrial development projects and population growth resulting from residential development projects represent direct forms of growth. The proposed modifications would require the addition of an estimated up to 15 permanently-stationed and up to 30 intermittent, operations and maintenance personnel at Vincent Substation. Since the number of operational workers required represents such a small increase in population in the study area, no adverse impacts to the study area population would result from Proposed Project operation. Therefore, no direct population growth would occur as a result of the proposed modifications, no new population and housing impacts would occur, and no new mitigation measures would be necessary.

Transportation/Traffic

The volume of traffic required during construction of the proposed Project may increase slightly to accommodate newly introduced construction elements as a part of the proposed modifications. For example, increased ground disturbance at Vincent Substation would require additional vehicle trips for material hauling, which would result in a slight increase in traffic volumes. The addition of staff during the operational phase (estimated 15 permanent staff and up to 30 intermittent staff) would result in a minor increase of traffic on local roadways. These changes are considered to be minimal considering the total trips required for the entire Project; therefore, the newly introduced impacts due to the proposed modifications would be negligible. No new or substantially different traffic/transportation impacts would occur and no new mitigation measures would be necessary.

Visual Resources

The proposed modifications would generally occur within the Vincent Substation. This substation is industrial in character and the proposed modifications would readily fit in with this description and would therefore not change the landscape character or visual quality of the area. The addition of the two-story control building on the east side of Vincent Substation would not substantially decrease visual quality of nearby views of the substation area. The existing substation equipment would block views of the Control Building from the residences to the west of the substation as well as from motorists on

Highway 14. The Control Building would be visible to motorists on Angeles Crest Highway, but the Control Building would not substantially diminish the quality of views toward the substation, as the Control Building is located within the existing substation boundary. Therefore, no new or substantially different visual impacts would occur and no new mitigation measures would be necessary.

D.2 Issue Areas Where Modifications Result in No Change

The proposed modifications to the Project would occur within an existing disturbance area and not outside of the proposed Project area analyzed in the Final EIR. Therefore, potential environmental impacts to agricultural resources, biological resources, cultural resources, geology, soils and paleontology, hazards and hazardous materials, land use, mineral resources, public services, and utilities and service systems are not expected to change or increase in severity from the approved Project.

E. Other CEQA Considerations

E.1 Significant Unavoidable Impacts

The environmental impacts of the approved Project are described in detail in Section 3 (Effected Environment and Environmental Consequences) of the Final EIR, and for the proposed modifications, in Section D (Evaluation of Modification) of this Addendum. All the significant and unavoidable (Class I) impacts identified for the approved Project, as discussed in Section 5.1.3 (Adverse Environmental Effects that Cannot Be Avoided) of the Final EIR, would be the same as for the approved Project with implementation of the proposed modifications.

E.2 Irreversible and Irretrievable Commitment of Resources

Construction of the proposed modifications identified by SCE would result in the same irretrievable commitment of natural resources as described in the Final EIR. Please see Section 5.1.2 of the Final EIR for a complete discussion of irreversible and irretrievable commitment of resources for the approved Project.

E.3 Growth-Inducing Effects

Construction and operation of the proposed modifications identified by SCE would not change the growth-inducing effects described for the approved Project in the Final EIR. Please see Section 5.1.4 of the Final EIR for a complete discussion of growth-inducing effects for the approved Project.

E.4 Cumulative Impact Analysis

Construction and operation of the proposed modifications identified by SCE would not change the cumulative impacts described for the approved Project in the Final EIR. Please see Section 3 (Cumulative Impact Analysis by Issue Area) of the Final EIR for a discussion of the impacts of the Project that could potentially be “cumulatively considerable” or might be able to combine with similar impacts of other identified projects in a substantial way.

F. References

Aspen Environmental Group (Aspen). 2009. Final Environmental Impact Report, Tehachapi Renewable Transmission Project. Report prepared for the California Public Utilities Commission. October 2009. Agoura Hills, California.

California Public Utilities Commission (CPUC). 2009. Decision Granting a Certificate of Public Convenience and Necessity for the Tehachapi Renewable Transmission Project (Segments 4-11). Decision 09-12-044. December 17.

Southern California Edison (SCE). 2010. Email communication from Heather Neely of SCE to Jody Fessler of Aspen Environmental Group, "TRTP 4-11: Vincent Substation Control Room Addendum". September 24.

Appendix A
SCE's Request for EIR Addendum

Request for Environmental Impact Report Addendum for the Vincent Substation Control Building Tehachapi Renewable Transmission Project (TRTP) Segment 9

1.0 Overview

This document contains a project description for a project component associated with the Tehachapi Transmission Project (TRTP) Segment 9. The Control Building at Vincent Substation was referenced in the Final Environmental Impact Report/Draft Environmental Impact Statement (FEIR/DEIS), but the building design was based on preliminary engineering. The final design for the Control Building includes new system and security requirements, and has been enlarged to replace conference room and office space that would be lost as a result of the planned conversion of existing onsite facilities to relay rooms. There would be an addition of an estimated up to 15 permanently-stationed, operations and maintenance personnel at Vincent Substation; the conference room space would be utilized for training by visiting SCE staff and visitors (estimated up to 30 people approximately twice per week).

The following sections of this request for addendum briefly describe the project area (Section 2.0) and revised Control Building (Section 3.0). Section 4.0 provides a discussion of potential impact to EIR/EIS environmental resources due to construction and operation of the revised Control Building.

2.0 Project Area

The Vincent Substation is located approximately 0.5 mile east of Highway 14 and Sierra Highway in unincorporated Los Angeles County, California, near Acton (refer to Project Location Map in Attachment A).

3.0 Vincent Substation Control Building

3.1 Project Overview

The Control Building design revision is needed because the expansion of the existing control building is not technically feasible with the existing consoles. The consoles are very old and cannot be expanded to meet current Operational Standards. The new Vincent Substation Control Building would be built in compliance with the current North American Electrical Reliability Corporation/Critical Infrastructure Protection (NERC/CIP) standards. These standards define requirements of utilities that operate, plan, and use the Bulk Electric System. These standards ensure protection of the critical assets and critical cyber assets (i.e., facilities, systems, and equipment that, if destroyed, would affect the reliability of the Bulk Electrical System). Additional information on NERC CIP standards can be found at: www.nerc.com/page.php?cid=2%7C20.

A summary of the proposed final design revisions is provided in Table 1. A site plan for the Vincent Substation showing the existing and proposed final design Control Building structure locations is provided in Attachment A.

The description of the proposed expansion of the Vincent Substation in Section 2.2.10.3 of the FEIR/DEIS specified construction of a new 60-foot by 72-foot (4,320 square feet) block wall control house attached to the existing Control Building. This preliminary building design would have below-grade vault space and a single-story abovegrade component.

The revised final design Control Building would be an approximately 15,000 square foot, stand-alone, two-story (approximately 33 to 36 feet high from the first floor slab to highest point of the roof parapet) above grade structure. The first floor would provide conference rooms and office space to replace those being converted to relay rooms in the existing Control Building. The second floor would provide a NERC/CIP secure facility. The new Control Building would be powered by three sources:

- Primary source: Bank 3AA tertiary 13.8 kV to an 8' x 10" pad mounted 750 kVA (Edison Coded material) transformer.
- Second source: SCE 12 kV Distribution Line to a second pad 8' x 10' mounted 750 kVA (Edison Coded material) transformer.
- Emergency source: A 250 kW diesel generator that is located just outside the new building. The outline dimensions of the generator are: 65"(w) x 188" (l) X 65" (h) with sound level 72 dB.

A septic system would be installed adjacent to the proposed Control Building for sanitary waste.

3.2 Project Construction

The proposed Control Building construction would be located on developed/disturbed land within the existing substation facility. The equipment types and construction methodologies needed would be similar to those required for the Control Building expansion presented in the FEIR/DEIS.

4. Evaluation of CEQA/NEPA Resource Areas

This section presents an overview of the CEQA/NEPA resource areas as they pertain to the planned final design Control Building. There are no changes to the analysis for potential environmental impacts presented in the FEIR/DEIS for the following resource areas and, as such, no further discussion of these resource areas is presented:

- | | |
|-------------------------------------|---------------------------------|
| • Agricultural Resources | • Hydrology and Water Resources |
| • Air Quality | • Noise |
| • Biological Resources ¹ | • Socioeconomics |

¹ The planned Control Building location was previously surveyed for biological and cultural resources (reports were previously submitted as part of the Notice to Proceed Request for the Vincent Substation expansion). There are no changes to the information or findings presented in these documents.

- Cultural Resources¹
- Environmental Contamination and Hazards
- Geology, Soils, and Paleontology
- Land Use
- Wilderness and Recreation
- Wildfire Prevention and Suppression
- Electrical Interference and Hazards

Following are brief discussions of the potential for impacts to environmental resources to the remaining CEQA/NEPA resource areas due to construction and operation of final design Control Room:

Traffic and Transportation. Construction of the final design Control Room and addition of staff during the operational phase (estimated 15 permanent staff and up to 30 intermittent staff) would result in a minor increase of traffic on local roadways. As stated in the FEIR/DEIS, existing traffic volumes in the vicinity of Vincent Substation are generally low. Therefore, the minor additions of traffic associated with the Control Building construction and operation would not substantially affect traffic and transportation. Parking for construction and commuter vehicles would occur within the existing substation and, therefore, would not affect public roads (refer to site plan in Attachment A).

Public Services and Utilities. Currently, sanitary waste from the permanent buildings at Vincent Substation is accommodated through an onsite septic system. For the final design Control Building, a new septic system would be installed near the south side of the structure, entirely within the substation boundary.

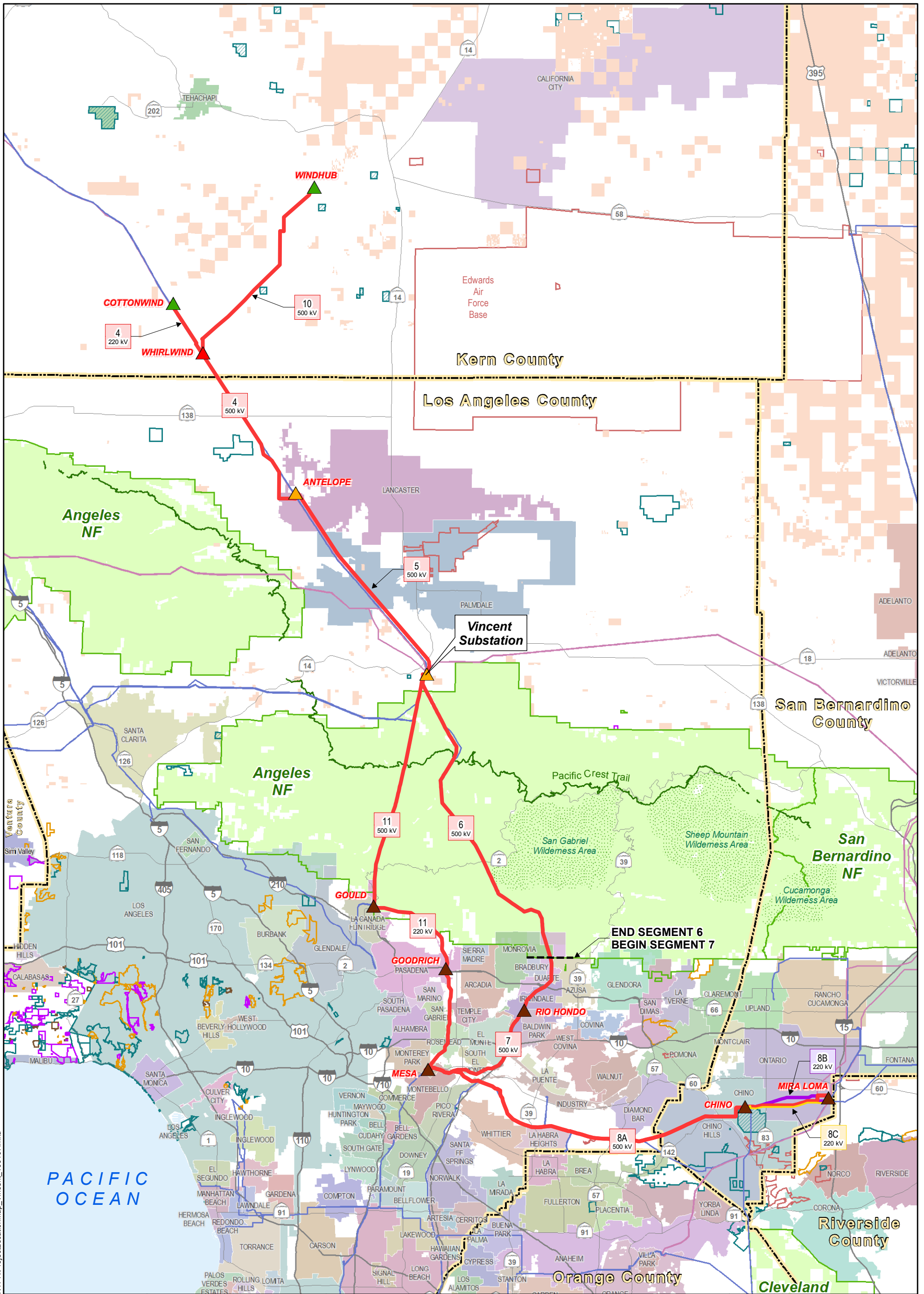
Visual Resources. Vincent Substation is primarily visible to occupants of residences west of the substation, motorists on Angeles Forest Highway, and motorists on Highway 14. The existing visual quality of views toward the substation are considered to be low to moderately low and of industrial character as the existing substation is the dominant feature of views. The addition of the two-story control building on the east side of Vincent Substation would not substantially decrease visual quality of nearby views of the substation area. The existing substation equipment would block views of the Control Building from the residences to the west of the substation as well as from motorists on Highway 14. The Control Building would be visible to motorists on Angeles Crest Highway, but the Control Building would not substantially diminish the quality of views toward the substation, as the Control Building is located within the existing substation boundary.

Figures

Figure 1: Project Location Map

Figure 2: Control Building Site Plan

Table 1 Summary of Design Modifications Vincent Substation Control Building		
Control Building Description in FEIR/DEIS	Revised Description and Construction Sequencing	Differences Between FEIR/DEIS and Revised Description
<p>The Vincent Substation expansion would also require construction of a new 60-foot by 72-foot block control house attached to the existing control house. This expansion would have below-grade vault space and a tunnel between the outdoor cable trench and the vault for cable routing. The expansion would be equipped a dual air conditioning to house lighting and power panels, AC/DC panels, and circuit-breaker control switches.</p>	<p>Design and build a new 15,000-square foot (ft²), two-story Control Building (control theatre, maintenance and test facility, offices, office central café, and conferencing/classrooms). The scope includes a NERC/CIP secure second story.</p> <p>A Temporary Control Building would be established in temporary onsite trailers that are planned to be used for up to 30 months.</p> <p>The conference rooms and offices in the Existing Control Building would be converted to Relay Rooms after the temporary control facilities (trailers) are operational.</p> <p>The New Control Building engineering is planned to be completed and issued for construction in February 2011. The construction start date may occur sooner, as needed.</p>	<p><u>Existing Control Building</u>: Existing conference rooms and offices demolished and converted to Relay Rooms.</p> <p><u>Proposed New Control Building</u>: The new approximately 15,000-square foot (ft²) structure would be approximately 10,680 ft² (15,000 ft² – 4,320 ft²) larger and consist of two aboveground floors instead of a single aboveground floor and underground vault. Engineering for the building is planned to be completed and issued for construction in February 2011. The start date may be moved forward to allow for any additional time needed for construction.</p> <p><u>Temporary Control Building</u>: A Temporary Control Building (temporary trailers) to be used for up to 30 months.</p> <p><u>Conference Rooms/Classroom Facilities</u>: Conference rooms/classroom facilities would not be available in the Temporary Control Building (conference rooms would be available for use after new Control Building is completed).</p> <p><u>Parking</u>: Sufficient parking is available within the boundary of the substation on an existing graded and graveled pad located northwest of the proposed location of the new Control Building, south of the new Control Building, and south of the temporary Control Building (see site plan).</p> <p><u>Staffing</u>: Full-time use by an estimated 15 additional staff and intermittent use (two times per week) by up to 30 additional staff.</p> <p><u>Septic System</u>: A new septic system would be installed near the south side of the structure, entirely within the substation boundary.</p>



\\galt\proj\SoCal\EDISON\393759\MapFiles\NTPR\Project_LocationMap_Vincent_100107.mxd



1 inch = 36,960 feet
0 4 8
Miles



Source: Southern California Edison / California Resources Agency Legacy Project 2005 / Remote Sensing Lab, Region 5, USDA Forest Service.
Image Source: California Digital Raster Graphics, 7.5 Minute (O) Series, Albers Nad83 Trimmed provided online by the California Spatial Information Library (CaSIL) and produced by the State of California, Stephen P. Teale Data Center, GIS Solutions Group (Teale) from scanned USGS topographic maps.

Tehachapi Renewable Transmission Project

Southern California Edison (SCE) has no indication or reason to believe that there are any inaccuracies or defects with information incorporated in this work and makes no representations of any kind, including, but not limited to, the warranties of merchantability or fitness for a particular use, nor are any such warranties to be implied, with respect to the information or data, furnished herein. No part of this map may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording systems, except as expressly permitted in writing by SCE.

2010

Legend

- ▲ New Substation (Part of TRTP)
- ▲ Existing Substation - Expansion/Upgrade (Part of TRTP)
- ▲ Permitted Substation (Not Yet Constructed - Not Part of TRTP)
- ▲ Existing Substation (No Change Under TRTP)

TRTP Proposed Route

- Segments 4 - 11
- Segment 8B
- Segment 8C

Highways

- Interstate/US Route
- State Route

Existing Transmission Lines

- 220 kV
- 500 kV

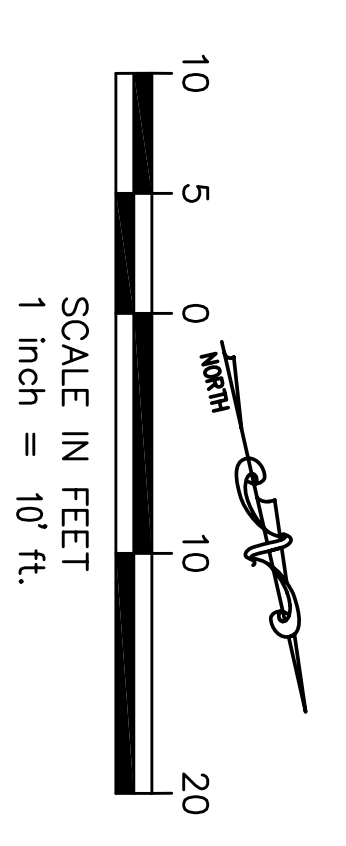
Public & Conservation Lands

- BLM
- DOD
- NPS
- Local
- State
- NGO/Other
- Pacific Crest Trail
- County Boundary
- Incorporated Cities
- Unincorporated County
- USDA FS
- Wilderness Area
- State Lands Commission

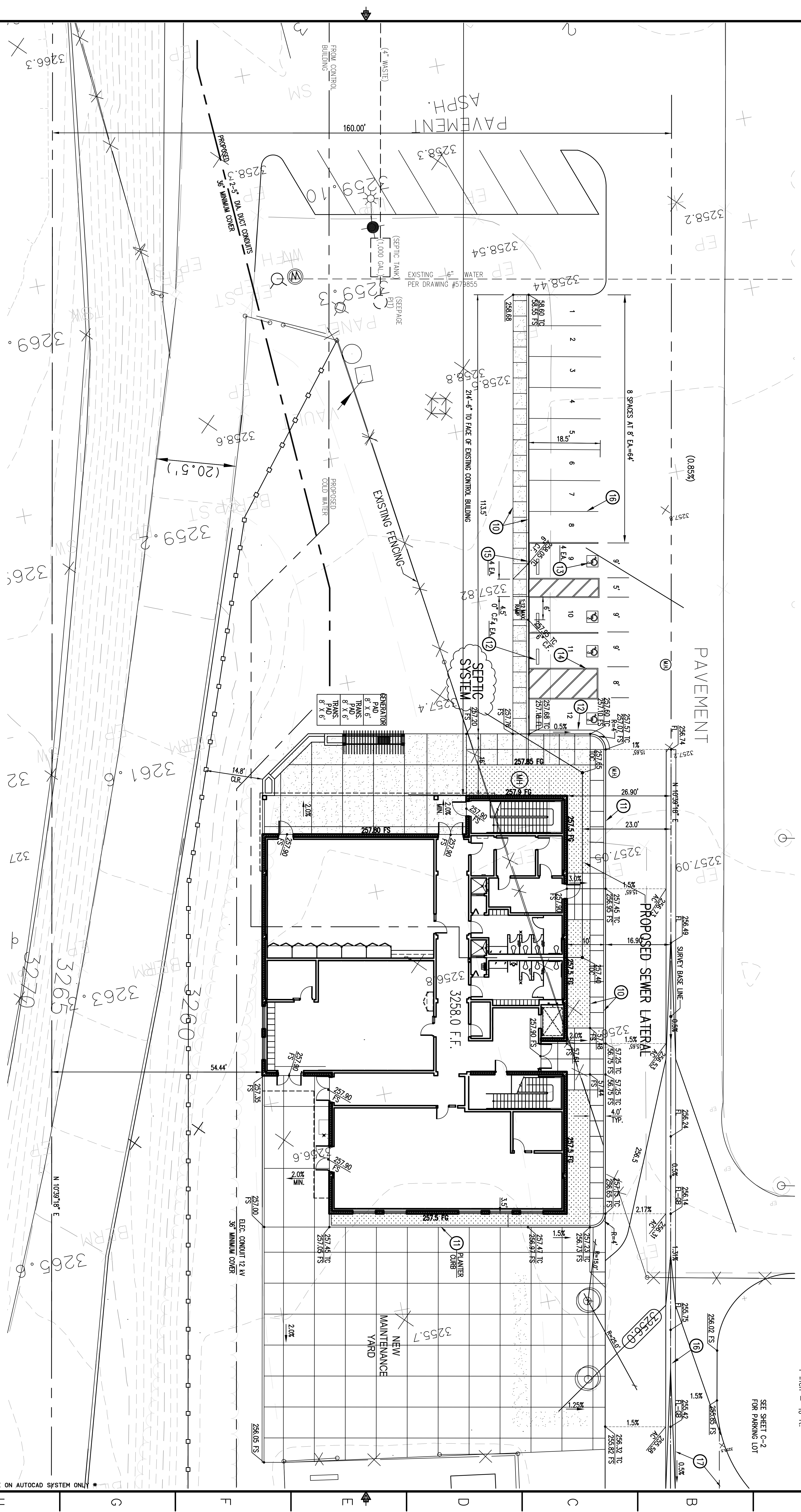
Note: Data shown are from the 2007 Tehachapi Renewable Transmission Project PEA

PROJECT LOCATION MAP VINCENT SUBSTATION

1 2 3 4 5 6 7 8 9 10 11 12



SEE SHEET C-2
FOR PARKING LOT



ANGELES FOREST HIGHWAY

SOUTHERN CALIFORNIA EDISON
AN EDISON INTERNATIONAL Company

EXHIBIT A
8/11/2010

LOCATION: VINCENT SUBSTATION
CONTROL BUILDING
DRAINAGE PLAN

SHEET NO. C-1.0
SCALE: 1"=10'-0"

NO.	REVISIONS	DATE	SUP. NO.	SUPV.	APPROVED	ENGR. CK'D. MADE	P.E. NO.	ISSUE FOR PERMIT	REVISIONS	DATE	SUP. NO.	SUPV.	APPROVED	ENGR. CK'D. MADE	P.E. NO.

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