ENVIRONMENTAL (INITIAL STUDY) CHECKLIST

Project Title: Chino –Villa Park 220-kV Transmission Line and CEP "O" 115-kV Transmission Line Tower Removal Project, Chino Hills State Park

Project ID# 09/10-IE-15

Lead Agency: California Department of Parks and Recreation
Inland Empire District
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Project Sponsor: Southern California Edison
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Checklist Date: June 3, 2010

Project Description:

This project consists of removing some vacant transmission towers and conductor lines from Chino Hills State Park (CHSP) and one connecting portion in the Southern California Edison (SCE) Right of Way (ROW) outside of CHSP within the City of Chino Hills, California. The towers and lines to be removed are portions of the 115 kV "O" Line and Chino-Villa Park 220 kV line. Twenty eight (28) transmission towers, portions of their foundations and vacant conductor lines of the "O" Line will be removed from CHSP. A total of twelve (12) transmission towers, portions of their foundations and vacant conductor lines of the Chino-Villa Park 220 kV Line will be removed. Ten (10) of these towers and associated foundations and vacant conductor lines are located in CHSP and two (2) of these towers and associated foundations and vacant conductor lines are located in the SCE ROW that lies outside of CHSP and within the City of Chino Hills.

All associated facilities that make up the portion of the "O" Line that is energized and provides electric service to CHSP will remain. In addition, two transmission towers of the "O" Line that provide vital raptor perching within CHSP will remain. See PROJECT SPECIFICATIONS below for more details.

This project is being completed in order to fulfill Southern California Edison's (SCE) obligations under a 1982 PUC order and Letter of Agreement (LOA) between SCE and California State Parks dated December 14, 2009.

The specifications and implementation of the project are the responsibility of SCE. SCE consulted with California State Parks during the development of the implementation plans in order to plan the project in such a way to avoid all impacts to sensitive biological and cultural resources within CHSP. This goal will be accomplished by the following methods:

1) All implementation activities will be timed to avoid breeding seasons of sensitive species.
2) No impacts to sensitive habitats such as coastal sage scrub and riparian woodland will be allowed.
3) Where access roads exist and are currently maintained to towers that will be removed, ground equipment may be used on those roads for tower removal activities. However, for old towers that do not have established and consistently maintained roads to them, removal of the towers will be done with helicopters and hand crews in order to avoid any new road grading in CHSP.
4) All tower and transmission line removal and dismantling activities will be staged on previously disturbed areas such as roads, road shoulders and the CHSP Equestrian Staging Area.
5) All ground excavation needed for tower foundation removal will be minimal and done within the original zone of disturbance by a small "BOBCAT" flown to each site by helicopter or trucked in on adjacent existing roads, where available. Topsoil containing plant propagules from these areas will be set aside and used to restore the site after removal of the foundation pieces. Surveys will be conducted by qualified State Park staff or CHSP approved biologist to determine if any sensitive plants have established themselves around tower footings prior to project implementation. In the case of sensitive plants being found, no ground disturbance will take place and those particular tower foundations will remain underground.
6) With the exception of the "BOBCAT" described in number 5 above, staging and use of all ground equipment and vehicles will be on approved, previously disturbed sites only, such as existing roads, road shoulders, established turn-outs and the Equestrian Staging Area. Vehicles will not drive or park off of roads, road shoulders or established pull-outs.
7) Necessary helicopter landing areas will be designated at sites where the vegetation consists of non-native annual grassland species such as wild oat (*Avena fatua*), ripgut brome, (*Bromus diandrus*), black mustard (*Brassica nigra*) and milk thistle (*Silybum marianum*). These designated areas will be surveyed by qualified State Park staff prior to project implementation to verify that they have no sensitive plants or other species located in them. Mowing of the annual vegetation in these landing sites will be done after bird breeding season and prior to project implementation activities.
8) Two tower structures of the "O" Line that have been known to be important perching locations for sensitive raptor species since CHSP was established will not be removed. They were inspected by SCE staff in the spring of 2010 to determine if they currently have adequate structural integrity so that they can remain. No problems were detected.
9) Biological and archaeological monitoring by qualified personnel will be conducted during appropriate phases of the project to insure that there will be no impacts to sensitive biological or cultural resources.

Strict compliance will be followed by SCE and its contractors regarding all environmental issues and CHSP rules and policies.

Project target start date is October 1, 2010.

Project target completion date is November 30, 2010 (weather permitting).

For public safety purposes, portions of CHSP will be closed during implementation of this project, coordinated by State Park staff.

Completion of this project will result in enhancement of views and the quality of recreational experiences within CHSP.

See "PROJECT SPECIFICATIONS" below and attached maps and exhibits for further details.

PROJECT SPECIFICATIONS:

Dismantle and Removal of a portion of the CEP "O" 115-kV Transmission Facilities

The project will require the removal of structures 1-22 and 24-29 from the de-energized portion of the "O", line which are located inside CHSP and identified on the project map labeled Lattice Steel Tower (LST). This portion of work will include the removal of (27) lattice steel structures and one (1) Tubular Steel Pole (TSP), portions of the foundations, conductor and associated line hardware, and approximately 23,400 total feet of 2/0 copper conductor.

Lattice structure #23 and lattice structure #272163E will remain in place, at the request of CHSP, for raptor perching.

Establish Material and Equipment locations:

Currently two (2) locations have been identified for material and equipment lay down yards. One (1) yard is located inside the Park, known as the "Equestrian Staging Area". The second area is located outside the Park directly south of Soquel Substation on SCE Right-of-Way (ROW). The yard at Soquel Substation will be the contractor show-up yard and to park their personal vehicles. The contractor will be required to install a temporary fence around this area. Both of these yards will be used to park construction equipment during non working time. The "Equestrian Staging Area" yard would also support helicopter operations. The yards will also be staging areas to disassemble lattice towers. The yards may also accommodate construction equipment including portable toilet facilities, portable storage facilities, an office trailer, and if required, a generator to supply electric power to the office trailer. A fuel truck will be used to fuel equipment and a separate fuel truck with Jet-A to fuel the helicopter. These fuel trucks will be relocated to the Soquel Yard at night and on weekends. Under no circumstances will any hazardous material, other than gas, diesel, hydraulic fluid, and motor oil, be stored in these yards. All equipment/vehicles containing fuel, oil or other fluids will be required to have plastic or some type of container to catch any fluids that may spill/leak while in these yards. The contractor will be required to provide a spill plan. Any spillage or leakage of any fluids onto the ground will be immediately reported to the SCE representative who will notify the CHSP representative. If any hazardous spills or leaks do occur, all approved containment actions will be put in place by the contractor. These requirements also include any spills or leaks of any fluids on CHSP property.
These lay down yards will be kept clean and all equipment, vehicles, and material will be kept in an orderly manner. All trash and other construction debris will be placed into proper trash bins provided by the contractor, they will be emptied on a regular basis, and the contents disposed of in an approved manner.

Un-clipping the Conductor and Placing it into Rollers:

Contractor shall instruct their linemen that before the suspension clamp is loosened, a "safety" will be installed between the points of contact from the suspension shoe. After the safety has been installed, the suspension clamp can be removed. Before the safety is removed the condition of the copper conductor will be inspected for broken strands. If any copper strands are broken the conductor will be cut out and a compression splice or other connector will be installed.

Line Splices:

Contractor is aware that the 2/0 copper conductor has numerous line splices installed on all three conductor phases.

Conductor Removal from the Tower Structures:

It is anticipated the removal of the 2/0 copper can be accomplished in three separate pulls.

1. The pull from the west side of structure #30, (which is the wood tap pole that will remain) to structure #26 is approximately 3,300 feet. (If possible) this pulling site is located on the existing paved road next to a picnic area. In order to keep the conductor and tensioning line out of the Sycamore tress, it is recommended to use a boom truck with a roller between structure location #26 and #27.

2. The pull from structure #26 to structure #15 is approximately 9,700 feet.

3. The pull from structure #14 to the TSP, structure #1, is approximately 10,400 feet.

Equipment Necessary to Remove the Conductor:

- Wire/conductor puller to pull out the copper conductor.
- Rope machine/hold back tensioner to hold the copper conductor as it is pulled out.
- Rough terrain (R/T) crane to unload the copper conductor from the conductor puller.
- Flat bed trucks to transport the copper conductor to the lay-down yards.

Construction equipment/vehicles to be used on this project must have the under carriage, tires, and wheels cleaned one time before entering onto CHSP property. The cleaning process will consist of a high pressured hose using clean water.

There are two different types of tower structures, **suspension** (see example: Appendix A) and **dead-ends (**see example: Appendix A). Suspension towers hold the conductor by vertical means. Dead-end towers hold the conductor not only by vertical means but also by horizontal means. Due to unbalanced loading on the dead-end structures, while sections of conductor are removed, the use of down guys might be required. Down guys are cables that are rigged to the steel structure (tower), the end of the cable is connected to an anchor rod (see example C). Anchor rods are rods approximately one inch in diameter and have a metal plate attached to the other end of the rod, which is buried approximately 10 feet into the ground. The anchor rods can be installed into the ground using a back-hoe or hand dug holes. After the conductor has been removed, the anchor rod will be removed. The anchor plate remains buried in the ground and is not removed.

Each tower location will have an area approximately 10 feet around the structure cleared of vegetation by mowing, leaving “root” structure in place. Where road access is not available, a helicopter landing site close to each structure will be mowed leaving “root” structure in place approximately 50 feet in diameter to allow helicopters to land to drop off workers and hand tools. These areas are referred to as Landing Zones (LZ’s) and have been identified on the construction map labeled helicopter landing areas. The LZ’s will be surveyed by qualified State Park personnel or CHSP approved biologist prior to project implementation to verify that no sensitive plants or other species are present in them.

Each tower structure will require access by linemen to install rollers. The linemen will install the conductor into the rollers. It will be the contractor’s responsibility to locate the rollers on the tower structure at such locations as to withstand the pulling tension placed on the structure while pulling out the conductor.

The conductor will be pulled out by a “controlled tension process”. A piece of equipment called a conductor puller will be located on one end of the pull. On the other end of the pull, a piece of equipment rope machine to

hold tension will be connected to the conductor and will pull out the rope as the pulling machine pulls the conductor.

Sites have been identified to place the tensioners/pulling machines and are identified on the construction map labeled as Tensioning/Pulling Sites. When the conductor reel is full it will be removed from the conductor pulling machine using a R/T crane or similar type of equipment. The coil of 2/0 conductor will then be loaded onto a flat bed truck and moved to a secure location. SCE is responsible for salvaging the copper conductor.

Once a section of conductor is removed the rope machine will rewind (pull back) the rope. When the rope is brought back through the tower rollers, the rope will make contact with the ground between each tower. While the rope is being pulled back the tail of the rope will be observed to make sure that it does not get hung-up on the structures or any tree branches.

Wood Pole Guard Structures:

Should there be any areas encountered during the pulling of the conductor wires where sensitive vegetation could be damaged by the tail of the line, guard structures, consisting of two (2) upright vertical wood poles and one (1) horizontal wood pole, to serve as a cross member and attached to the two upright poles, forming an "H" frame structure. These are temporary structures that could be used in some areas to keep the conductor off the ground during the conductor removal process. The two (2) upright poles are set into the ground by digging holes approximately 6 feet deep and approximately 30 inches wide. The poles are then placed into the holes and back filled with the native dirt. Locations of these temporary structures will be selected to avoid any impacts to sensitive vegetation. Once all conductors have been removed, these guard structures will be removed and the holes will be backfilled and compacted as required.

Tower Removal:

After the conductor has been removed from the tower structures the towers will be removed.

Structures #2-#13 will be lifted by helicopter to areas along the South Ridge Trail. These areas are shown on the construction map labeled tower lay down areas. These structures will be loaded onto trucks and hauled to the "Equestrian Staging Area" to be dismantled.

Structures #15-#22 and #24-#29 will be lifted by helicopter to the "Equestrian Staging Area" lay-down yard. These structures will be dismantled and hauled by truck to the appropriate salvage facility.

All LST's, except tower #14, tower # 23, and tower 232721E, will be removed from their foundations by helicopter.

Structure #14

Structure #14 is located under two (2) 500-kV transmission lines, therefore this tower will be removed using a R/T crane. This structure can be accessed using an existing ROW road. It will be required to get clearances or Hot Line Orders (HLO) on the two 500-kV circuits while this structure is being removed.

TSP Removal

One (1) TSP, construction site #1, will be removed using a R/T crane or similar type of equipment which will be set-up on the existing dirt road. The TSP will be unbolted from the foundation, the cement foundation will be exposed approximately 2 feet below ground level and removed, and the excavation will be back filled and compacted with native dirt as required. Rigging will be installed between the two sections to help insure that while the TSP is being pulled off its foundation the two sections do not separate. The TSP will be transported to SCE's Rio Hondo facility where it will be off-loaded

Foundation Removal:

Once the structures have been removed from their locations, a portion of the foundation will be excavated, approximately 2 feet below grade. Once the foundation is exposed the proposed method for removing the exposed portion is to use an electric or gas powered saw or hydraulic shear cutting tool to cut the steel. To expedite the excavation around each tower foundation a small "BOBCAT" with an excavator and a shear device could be flown to (or hauled where there are existing access roads) each location to dig around the foundation and then shear the steel. The "BOBCAT" operator will separate the topsoil from other excavated soil and set it aside. The topsoil has plant propagules in it that will germinate and sprout when winter rains occur. Once this portion of the foundation has been removed the excavated area around the foundation will be filled and compacted with the non-topsoil from the excavation and the topsoil will be spread on top to restore the site.

The cut-off portion of the steel foundations from structures #15 - #22 and #24 - #29 will be flown to the "Equestrian Staging Area". The cut-off portion of the steel foundations from structures #2 - #13 will be flown to approved areas located off the existing dirt road identified on the construction map as" Temporary Lay Down" areas.

Anchor Rod Removal:

All existing anchor rods will be removed using the same method that will be used for foundation removal. Dirt will be removed around the anchor rod approximately 2 feet from the surface then the anchor rod will be cut off. Native dirt will be used to back fill the hole and will be compacted as required.

Dismantle and Removal of the Chino-Villa 220-kV Transmission Facilities
This portion of the project will require the removal of the idle portion of the 220-kV transmission line consisting of ten (10) tower structures located inside CHSP and two (2) structures located on SCE ROW located in the City of Chino Hills. Work will also include removal of tower foundations (2 feet below grade), conductor and associated line hardware, and approximately 16,000 feet of 605 aluminum conductor.

Establish Material and Equipment Locations:

Currently two (2) locations have been identified for material and equipment lay down yards. One (1) yard is located inside the Park, known as the "Equestrian Staging Area". The second area is located outside the Park directly south of Soquel Substation on SCE Right-of-Way (ROW). The yard at Soquel Substation will be the contractor show-up yard for their personal vehicles to be parked. The contractor will be required to install a temporary fence around this area. Both of these yards will be used to park construction equipment during non working time. The "Equestrian Staging Area" yard would also support helicopter operations. The yards will also be staging areas to disassemble lattice towers. The yards may also accommodate construction equipment including portable toilet facilities, portable storage facilities, an office trailer, and if required a generator to supply electric power to the office trailer. A fuel truck will be used to fuel equipment and a separate fuel truck with Jet-A to fuel the helicopter. These fuel trucks will be relocated to the Soquel Yard at night and on weekends. Under no circumstances will any hazardous material, other than gas, diesel, hydraulic fluid, and motor oil, be stored in these yards. All equipment/vehicles containing fuel, oil or other fluids will be required to

have plastic or some type of container to catch any fluids that may spill/leak while in these yards. The contractor will be required to provide a spill plan. Any spillage or leakage of any fluids onto the ground will be immediately reported to the SCE representative who will notify the CHSP representative. If any hazardous spills or leaks do occur, all approved containment actions will be put in place by the contractor. These requirements also include any spills or leaks of any fluids on CHSP property.
These lay down yards will be kept clean and all equipment, vehicles, and material will be kept in an orderly manner. All trash and other construction debris will be placed into proper trash bins provided by the contractor, they will be emptied on regular bases, and the contents disposed of in an approved manner.

Conductor Removal from the Tower Structures:

There will be four, possibly five, major pieces of equipment that will be used to remove the conductor from the towers. The conductor will have to be removed in two separate sections. Pulling sites will be located at Lattice Steel Tower (LST) #12, LST #6, and between LST #5 and a TSP located just outside Soquel Substation (outside CHSP). There are two different types of tower structures, **suspension** and **dead-ends**. Suspension towers hold the conductor by vertical means. Dead-end towers hold the conductor not only by vertical means but also by horizontal means.

The TSP located outside Soquel Substation has an energized 66-kV transmission line attached to it. The line is the Chino-Soquel 66-kV and will remain in place on the TSP. An outage will be required while the conductor on the west side of the TSP is being removed.

The contractor is aware that all three phases of the 605 conductor have line splices and shunts installed. The contractor will use a “safety” on the conductor located at the pulling site to provide a back up in case the splice/shunts break while the conductor is being wound onto the reel.

Equipment Necessary to Remove the Conductor:

- Wire/conductor puller to pull out the aluminum conductor.
- A cable/hold back tensioner to hold back tension as the aluminum conductor is being pulled out by the conductor puller.
- Rope machine or similar type of equipment to hold back tensioner as the aluminum conductor is pulled out.
- Rough terrain crane (R/T) to unload the aluminum conductor from the conductor puller.
- Flat bed trucks to transport the aluminum conductor to the lay-down yards.

The conductor will be pulled out by a “controlled tension process”. A piece of equipment called a conductor puller will be located on one end of the “pull”. On the other end of the pull a piece of equipment (tensioner) will be connected to the conductor to hold tension on the conductor as it is being pulled out. Once the conductor has been removed, the cable will have a “rope machine” connected to the cable that will hold tension while the cable is being pulled back. When the rope is brought back through the tower rollers, the rope will be dragged on the ground between each tower. Pulling sites are identified on the construction map labeled "Pulling/Tensioning Sites."

Guard Structures:

Should there be any areas encountered during the pulling of the conductor wires where sensitive vegetation could be damaged by the tail of the line, guard structures, consisting of two (2) upright vertical wood poles and

one (1) horizontal wood pole, to serve as a cross member and attached to the two upright poles, forming an "H" frame structure. These are temporary structures that could be used in some areas to keep the conductor off the ground during the conductor removal process. Potential areas for use of these structures would be road crossings and over sensitive environmental areas. The two (2) upright poles are set into the ground by digging holes approximately 6 feet deep and approximately 30 inches wide. The poles are then placed into the holes and back filled with the native dirt. Locations of these temporary structures will be selected to avoid disturbing sensitive vegetation. Once all conductors have been removed, these guard structures will be removed and the holes will be backfilled and compacted as required.

The removal of the 220 kV conductor crosses over Soquel Canyon Road which is a heavily traveled four lane highway, and also crosses over Los Seranos Rd. Guard structures or boom trucks could be used to guard these crossings including an approved traffic control plan to keep the conductor from making contact with the ground. Just outside the main entrance into the Park, the conductor also crosses over the residential street Sapphire Street.

LST #2 is located adjacent to Alterra City Park and will require coordinating construction activities with the City of Chino Hills.

LST # 1 currently has a cell site attached to the structure. At this time the construction plan will require the contractor to remove the top portion of the tower, leaving the remaining structure in place. The scope of work at this location could be revised depending on the owner of the cell site requirements.

Tower Removal:

After the conductor has been removed from the structures the towers will be removed. The towers will be removed by conventional method using an R/T crane. Each tower structure is accessible using existing access roads; the towers will be dismantled at the tower site. Depending on road repairs restrictions structures #7 and #8 might have to be flown out by helicopters.

Foundation Removal:

Once the structures have been removed from their locations, the foundations will be removed. The proposed method to remove the tower foundations is to expose approximately two 2 feet of steel foundation and cut the steel using an electric or gas powered saw or hydraulic shear cutting tool. The foundations can be exposed by excavating them with a small "BOBCAT". The topsoil will be set aside before excavating the rest of the soil underneath. After the steel foundation has been removed, the excavated area will then be filled in and compacted with the non-topsoil. Then the topsoil will be spread on top to restore the site. Plant proagules in the topsoil will germinate and cover the site with vegetation when winter rains occur

Access Roads:

A. All equipment and project related vehicles will use the park's main entrance off Sapphire Street to gain access to the project areas. The use of existing SCE ROW roads will be used. These roads have been identified on the construction map labeled "Access Roads".

B. Regular annual maintenance road grading will be required on existing ROW roads prior to the project.

C. At no time will any established park road(s) be blocked to through traffic by construction equipment, tower structures, or vehicles.

Days and Hours of Construction Activities:

A. Hours will be 7 am till 6 pm weekdays.

B. Days of work will be Monday – Friday unless other arrangements are made with CHSP.

Emergencies Involving Fires and Evacuating:

Before the start of the removal, a project review will be conducted with the contractor, SCE and a CHSP Official(s) so that all personnel working on the project have an understanding of the potential for fire hazards and identify incipient fire stages. This will include the review of the emergency response protocol and staging areas in case of fire or emergencies, and review different extinguishing methods using available fire fighting equipment.

Fire Prevention

Smoking will not be permitted while inside CHSP. Approved spark arresters are required on all internal combustion engines. Heavy equipment that is diesel and turbo charged or motor vehicles equipped with a maintained muffler are exempt from this requirement.

Where vegetation mowing is required the use of "weed eaters" with gas powered engines or other similar type equipment will be allowed as long as the "weed eater" or other equipment is equipped with a nylon line. No metallic blades will be permitted inside the Park.

During activities that have the potential to generate sparking, a minimum of two crew members will be assigned to these activities and will have a "Fire Box" painted red and will contain the following equipment at each sparking location. The Fire Box will be constructed so that they can be transported to each location via helicopter.

- Two (2) shovels not less than 46 inches in overall length.
- Two (2), five 5 gallon backpack pump-type fire extinguisher filled with water.
- Two (2) axes (Pulaski) with a 2 ½ pound head or larger and not be less than 28 inches in overall length.
- Shall have some type of communicating capability to summon assistance in the case of fire or emergencies.

All vehicles and equipment used on the project will have a minimum of one (1) shovel and a fully charged fire extinguisher U.L. rated at 2-A: 10- B: C or larger at all times.

The ground area adjacent to project activities that have the potential to generate sparking will be dampened with water prior to such work commencing.

The contractor will be required to furnish a Fire Patrol Person for this project. The sole responsibility of the fire patrol person will be to patrol the construction activity areas for prevention and detection of fires. The fire patrol person will have a four wheel drive pick-up with a water tank that can hold a minimum of 150 gallons of water. A combination straight stream-fog nozzle connected to 250 feet of 1 inch fire hose with a pump capable of delivering 23 gallons per minute at 150 pounds psi. The fire patrol person will have a means to communicate with all personnel working on the project. The fire patrol person will remain on duty at least one hour after the close of work or sunset whichever comes first.

Weather Conditions:

If it is decided by the Park Superintendent or his/her representative that weather conditions are too extreme causing hazardous conditions, i.e. Santa Ana wind or heat or saturated road conditions from rain events all work will be suspended immediately. All personnel will then proceed to their designate areas for further instructions.

Helicopter Operations:

In this plan a helicopter will be used to remove the LST's and transport them to approved designated areas located inside the Park. These areas will be the "Equestrian Staging Area" and temporary tower lay down areas and have been identified on the construction map. The structures will be lowered to the ground where ground crews using mechanical equipment will disassemble the structures.

The helicopter, using a "long line", will hover approximately 75 feet above the structure where it will connect to the top portion of the steel structure using a hook type devise while the linemen remove the last few bolts at the footings.

The helicopter will then fly the structure to the designated area. The helicopter will avoid flying over buildings or other structures located inside the Park.

Helicopter operations will only take place during day light hours and when weather permits.

Dust Control:

Dust control during construction activities will consist of a water truck(s). The source of water will be the responsibility of the contractor. It is estimated that approximately 10,000 gallons of water could be used on a daily basis. The areas for dust control will include all dirt roads used by construction traffic, staging and helicopter landing areas located at the "Equestrian Staging Area" and any other areas that are identified as potentially causing fugitive dust. Additives to the water will not be used.

Traffic Control:

If required during working hours the contractor will be responsible for providing warning signs and flagmen at the main entrance to CHSP. This will facilitate the safety of crews and the public while construction equipment enters and leaves the park onto Sapphire Street.

"Rumble Plates" or similar type equipment will be used at the Parks main entrance off of Sapphire Rd. This will facilitate the removal of mud/dirt from equipment/vehicles when leaving the park. All construction mud/dirt deposited on paved City or Park roads will be swept up by a street cleaner or similar type of equipment provided by the contractor. At no time will the contractor be allowed to wash down the City streets using water.

Construction equipment and vehicles, while inside the Park, will be limited to 15 MPH.

At no time during construction activities will any equipment or vehicles be allowed off the Park's main dirt road. No ground disturbance will be allowed except in marked and approved areas.

Transmission Gas Line**:**

Several High Pressure Transmission Gas lines are buried inside CHSP. Contractor will be made aware of these pipe locations and any restrictions to the type of construction equipment that can safely cross over them.

Drainage Crossings:

Construction activities will require crossing over several buried culverts, pipe drainages, and bridges. Contractor will use appropriate measures i.e., steel plating or other approved methods to insure these facilities are crossed safely and without damage.

Disturbed Area:

Contractor will only be allowed to use areas that are pre approved for wire pull and tension sites. No vehicles or equipment will be allowed to go on Park land without approval from SCE. All equipment and vehicles will stay on approved roads.

Clean Up:

All trash, material, and equipment will be removed from CHSP after construction has been completed. After all major construction activities have been completed; a walk-down will be conducted with representatives from CHSP, SCE, and the contractor. The purpose of this walk-down is to review the entire construction area to identify any issues resulting from construction activities that need to be corrected prior to releasing the contractor from the project. SCE and its contractor will work in conjunction with the CHSP Representatives to resolve any construction related items and/or issues.

Surrounding land uses and setting: Briefly describe the project's surroundings:

Chino Hills State Park lies within the densely populated urban communities of the Southern California metropolitan complex. Approximately 15 million people live within a one-hour drive of the park. Chino Hills State Park is within the Puente-Chino Hills, which are at the northern end of the Peninsular Ranges Geomorphic Province. The Cleveland National Forest in the Santa Ana Mountains is just 2 miles south of the park boundary on the opposite side of Highway 91. It is biologically connected to Chino Hills State Park via the Coal Canyon biocorridor, which is the only remaining viable link between them. Other parks in the vicinity include Carbon Canyon Regional Park to the west, Prado Regional Park to the east, Featherly Regional Park to the south, and Yorba Regional Park to the southwest. Chino Hills State Park was acquired primarily for the purpose of preserving its natural landscape features, its biological diversity, and the opportunities for solitude and recreation that open space provides for people in densely populated areas. The park is one of few in the Los Angeles Basin that offers opportunities for tranquility, solitude, and relief from the hectic urban life that surrounds it. It gives visitors a place to explore and recreate at their leisure.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): none

ENVIRONMENTAL FACTORS POTENTIALLY ADVERSELY AFFECTED:

The environmental factors checked below would be potentially negatively affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology /Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

_____ _____

Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Comments: Park aesthetics will be improved through the removal of these transmission lines from the natural landscape. This project is in accordance with the Chino Hills State Park General Plan (1999), which notes that the park was acquired "for the purpose of preserving its natural landscape features, its biological diversity, and the opportunities for solitude and recreation that open space provides …"(p. 3). It later (p. 35) notes that "the hills are laced with utility easements…that are significant negative visual features in the park."

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland	☐	☐	☐	☒

Production (as defined by Government Code section 51104(g))?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
de) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Comments: There are no agricultural or forest lands within the project area.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Comments: Dust control during construction activities will consist of a water truck(s). The source of water will be the responsibility of the contractor. It is estimated that approximately 10,000 gallons of water could be used on a daily basis. The areas for dust control will include all dirt roads used by construction traffic, staging and helicopter landing areas located at the "Horse Corrals Yard" and any other areas that are identified as potentially causing fugitive dust. Additives to the water will not be used.

IV. BIOLOGICAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) 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 or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural	☐	☐	☐	☒

community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Comments: No significant impacts to biological resources are anticipated for the implementation of this project as described in the Project Description and Project Specifications.

V. CULTURAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Comments: The present project is designed to minimize impacts to previously disturbed locations. Tower sites and staging areas have all been previously surveyed for cultural resources; none have been identified. DPR District Archaeologist Larrynn Carver revisited both the "O" Line and Chino-Villa Lines on April 6-7, 2010 and did not identify any cultural resources. Following DPR standard procedure, should any potential historic or archaeological resources be discovered during construction, all work shall cease in the area of the discovery until the District Archaeologist can visit the site and take appropriate action.

VI. GEOLOGY AND SOILS -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of	☐	☐	☐	☒

loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Comments: The project should not have any permanent impacts to geology or soils.

VII. GREENHOUSE GAS EMISSIONS -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Comments: The project is of limited duration and should not generate significant greenhouse gasses.

VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the	☐	☐	☐	☒

environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Comments: Evacuation and fire prevention plans have been incorporated into the project. Smoking will not be permitted while inside CHSP. Approved spark arresters are required on all internal combustion engines. Heavy equipment that is diesel and turbo charged or motor vehicles equipped with a maintained muffler are exempt from this requirement.

If vegetation mowing is required the use of “weed eaters” with gas powered engines or other similar type equipment will be allowed as long as the “weed eater” or other equipment is equipped with a nylon line. No metallic blades will be permitted inside the Park.

During activities that generate sparking, a minimum of two crew members will be assigned to these activities and will have a “Fire Box” painted red and will contain the following equipment at each sparking location. The Fire Box will be constructed so that they can be transported to each location via helicopter.

- Two (2) shovels not less than 46 inches in overall length.
- Two (2), five 5 gallon backpack pump-type fire extinguisher filled with water.
- Two (2) axes (Pulaski) with a 2 ½ pound head or larger and not be less than 28 inches in overall length.
- Shall have some type of communicating capability to summon assistance in the case of fire or emergencies.

All vehicles and equipment used on the project will have a minimum of one (1) shovel and a fully charged fire extinguisher U.L. rated at 2-A: 10- B: C or larger at all times.

The ground area adjacent to all sparking and/or torching activities will be dampened with water prior to such work commencing.

The contractor will be required to furnish a Fire Patrol Person for this project. The sole responsibility of the fire patrol person will be to patrol the construction activity areas for prevention and detection of fires. The fire patrol person will have a four wheel drive pick-up with a water tank that can hold a minimum of 150 gallons of water. A combination straight stream-fog nozzle connected to 250 feet

of 1 inch fire hose with a pump capable of delivering 23 gallons per minute at 150 pounds psi. The fire patrol person will have a means to communicate with all personnel working on the project. The fire patrol person will remain on duty at least one hour after the close of work or sunset whichever comes first.

Weather Conditions:

If it is decided by the Park Superintendent or his/her representative that weather conditions are too extreme, i.e. Santa Ana wind or heat, are too dangerous and/or pose a fire threat, all work will be suspended immediately. All personnel will then proceed to their designate areas for further instructions

Evacuation/ Emergency
Before the start of the removal, a project review will be conducted with the contractor, SCE and a CHSP Official(s) so that all personnel working on the project have an understanding of the potential for fire hazards and identify incipient fire stages. This will include the review of the emergency response protocol and staging areas in case of fire or emergencies, and review different extinguishing methods using available fire fighting equipment.

IX. HYDROLOGY AND WATER QUALITY -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood	☐	☐	☐	☒

flows?

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Comments: This project is not anticipated to have any impact upon hydrology or water quality.

X. LAND USE AND PLANNING - Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Comments: This project is in accordance with the Chino Hills State Park General Plan (1999), which notes that the park was acquired "for the purpose of preserving its natural landscape features, its biological diversity, and the opportunities for solitude and recreation that open space provides …"(p. 3). It later (p. 35) notes that "the hills are laced with utility easements…that are significant negative visual features in the park."

XI. MINERAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Comments:

XII. NOISE - - Would the project result in:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of	☐	☐	☐	☒

excessive groundborne vibration or groundborne noise levels?				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Comments:

XIII. POPULATION AND HOUSING -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Comments:

XIV. PUBLIC SERVICES-- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒

Other public facilities?	☐	☐	☐	☒

Comments:

XV. RECREATION --	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Comments: This project will improve the visitor experience in Chino Hills State Park.

XVI. TRANSPORTATION/TRAFFIC – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Comments: This project will not result in any permanent traffic impacts.

XVII. UTILITIES AND SERVICE SYSTEMS - - Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Comments:

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a	☐	☐	☐	☒

plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should,

where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

    a) the significance criteria or threshold, if any, used to evaluate each question; and

    b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Appendix A. Maps and Graphics

Appendix B. Biological Assessment for Private Lands

Appendix C. Archaeological Survey Report for Private Lands