

*Southern California Edison*  
**Presidential Substation Project A.08-12-023**

**DATA REQUEST SET Presidential ED-03 (Part 1)**

**To:** CPUC  
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**Title:** Engineer  
**Dated:** 05/19/2009

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**Question 44:**

**Alternatives**

Alternative Substation Site B – Describe any major grading, filling, or drainage activities required for construction on the Alternative Substation B site. Additionally, it is assumed that all existing buildings would be demolished. Please describe if any existing structures would remain.

**Response to Question 44:**

The development of the Alternate Substation Site B would consist of the complete demolition of all above ground and any below ground structures. The existing site would be cleared of all buildings, hardscape, landscape, irrigation, perimeter fencing or block walls, and foundations. All debris unsuitable for reclaimed materials would be lawfully disposed of to an approved landfill.

Proposed grading for Alternate Substation Site B would involve creating a pad consisting of a 1.5% minimum to 3% maximum slope to accommodate positive drainage across all substation equipment. Since the existing site is terraced from the lower parking lot and internal roads to the upper building pad and parking lot, it would be necessary to fill over the lower level up to the upper level elevations. It is anticipated that the remainder of the existing site would be graded as cut to create the required fill quantity. The effort to create a balance earthwork site would be made by the use of grading appropriate areas.

The existing site drainage is directed towards a concrete swale and storm drain inlet located at the southwest corner of this site. All existing impervious surfaces, such as asphalt pavement, roof structures, and sidewalks would be eliminated. These surfaces would be dedicated to pervious surfaces where storm water runoff could be minimized. Proposed impervious surfaces to be constructed on the Alternative Substation Site B would include the typical equipment foundations, asphalt concrete driveways, the MEER, and access roads to the substation. Post-development runoff may be less than pre-development levels. Based on preliminary engineering, it is not anticipated that any below ground storm drain pipes would be needed.

The existing slope and concrete terrace drains along the north hill could remain undisturbed. Drainage from the slope may be directed in a controlled method using concrete swales toward Olsen Road and into the existing catch basin inlet as noted above. The substation footprint may accommodate this slope.