

## 1 ES.0 Executive Summary

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3 On March 13, 2015, Southern California Edison (SCE, or the applicant) filed an application (A.15-  
4 03-003) and Proponent’s Environmental Assessment (PEA) with the California Public Utilities  
5 Commission (CPUC) for a Permit to Construct (PTC) the Mesa 500-kilovolt (kV) Substation Project  
6 (proposed project). The proposed project would involve rebuilding the Mesa Substation and  
7 upgrading a portion of its transmission infrastructure in the Western Los Angeles Basin, primarily  
8 in the City of Monterey Park, with additional major project components located in Montebello,  
9 Rosemead, South El Monte, Commerce, Bell Gardens, Pasadena, and portions of unincorporated Los  
10 Angeles County.

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12 The CPUC is the lead agency for review of the proposed project, pursuant to the California  
13 Environmental Quality Act (CEQA) (Public Resources Code section 21000 et seq.). As lead agency,  
14 the CPUC must determine through the CEQA process whether the proposed project would result in  
15 significant impacts on the environment and whether those impacts could be avoided, eliminated,  
16 compensated for, or reduced to less than significant levels. This ~~Draft~~ Final Environmental Impact  
17 Report (EIR) will become part of a body of evidence that the CPUC will use in deciding whether to  
18 approve SCE’s application for a PTC.

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20 The CPUC ~~is seeking~~ sought public comments on ~~this~~ Draft EIR. The CPUC has responded ~~will~~  
21 ~~respond~~ to comments on the Draft EIR (refer to Volume 3) as part of the Final EIR, ~~conduct~~  
22 ~~additional analysis as necessary, and modify mitigation measures as appropriate; a Final EIR will~~  
23 ~~follow and will also be released for public review.~~ If the CPUC approves the proposed project, CPUC  
24 staff will closely monitor the applicant’s compliance with the requirements imposed by the  
25 mitigation measures.

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27 CEQA requires that an EIR “contain a brief summary of the proposed action and its consequences.”  
28 (CEQA Guidelines § 15123(a)). The summary must identify: “(1) Each significant effect with  
29 proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) Areas of  
30 controversy known to the Lead Agency including issues raised by agencies and the public; and (3)  
31 Issues to be resolved including the choice among alternatives and whether or how to mitigate the  
32 significant effects.” This section provides this information.

## 34 ES.1 Proposed Project Overview

### 36 ES.1.1 Objectives of the Proposed Project

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38 The CPUC has developed objectives of the proposed project based on the PEA and applicant’s  
39 responses to the CPUC’s requests for information (SCE 2015a, 2015b). The CPUC’s objectives of the  
40 proposed project are to:

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42 1. Address projected violations of the North American Electric Reliability Corporation (NERC)  
43 Standard TPL-001-04, Western Electricity Coordinating Council (WECC) Regional Business  
44 Practice TPL-001-WECC-RBP-2, and California Independent System Operator (CAISO)  
45 Planning Standards that would occur upon retirement by December 31, 2020, by  
46 generators that use once-through cooling.

2. Avoid introduction of new violations of NERC, WECC, and CAISO standards.
3. Maintain electrical service by minimizing service interruptions during project implementation.

A complete discussion of the objectives of the proposed project and how the CPUC formulated them is provided in Chapter 1, "Introduction."

### ES.1.2 Proposed Project Overview

Table ES-1 summarizes the major components of the proposed project. A complete description of the proposed project and maps of the proposed project are provided in Chapter 2, "Project Description."

**Table ES-1 Major Components of the Proposed Project**

Component and Location	Detail
Mesa Substation (Monterey Park)	<ul style="list-style-type: none"> <li>• Construction of the proposed 500/220/66/16-kilovolt (kV) Mesa Substation within an 86.2-acre site in the City of Monterey Park, California.</li> <li>• Demolition of the existing 220/66/16-kV Mesa Substation (currently occupying 21.6 acres of the site<sup>(1)</sup>).</li> <li>• <u>Grading of approximately 85.1 acres on the Mesa Substation site.</u></li> <li>• Relocation of a portion of an existing 72-inch-diameter Metropolitan Water District of Southern California waterline that traverses the same substation site with an 84-inch-diameter pipeline.</li> </ul>
Electrical transmission (Monterey Park, Montebello, Rosemead, South El Monte, and Commerce, and unincorporated Los Angeles County)	<ul style="list-style-type: none"> <li>• Removal, relocation, modification, and/or construction of transmission,<sup>(2)</sup> subtransmission,<sup>(3)</sup> distribution, and telecommunication structures.</li> <li>• Work will accommodate the new 500/220/66/16-kV Mesa Substation within existing applicant-owned properties, rights-of-way,<sup>(4)</sup> and franchise areas.</li> </ul>
Temporary Structure at Goodrich Substation (Pasadena)	<ul style="list-style-type: none"> <li>• Installation of a temporary 220-kV transmission structure to connect the Eagle Rock–Mesa 220-kV Transmission Line to Goodrich Substation and maintain a second line of service to the City of Pasadena.</li> </ul>
Tower replacement (Commerce)	<ul style="list-style-type: none"> <li>• Replacement of an existing 220-kV double-circuit transmission structure supporting the existing Goodrich-Laguna Bell (future Laguna Bell-Mesa No.1) and Mesa-Redondo 220-kV Transmission Lines to increase the rating<sup>(5)</sup> of the future Laguna Bell–Mesa No.1 220-kV Transmission Line.</li> </ul>
Street light source conversion (Bell Gardens)	<ul style="list-style-type: none"> <li>• Conversion from overhead to underground of three spans of existing street light conductor.</li> </ul>

**Table ES-1 Major Components of the Proposed Project**

Component and Location	Detail
Existing Substation modifications  (Various locations; see Table 2-5)	<ul style="list-style-type: none"> <li>Minor internal modifications (equipment replacement and upgrades and testing of equipment) within the perimeter of 27 existing substations operated by the applicant within the applicant’s service area.</li> </ul>

Notes

- (1) The total acreage of property owned by the applicant is 86.2 acres.
- (2) *Transmission lines* are designed to operate at or above 200 kV (CPUC 1995).
- (3) For the purposes of this document, the term *subtransmission line* refers to a powerline designed to operate between 50 kV and 200 kV.
- (4) For the purposes of this document, the term *Right-of Way* indicates an area to which the applicant would have legal access for construction and operation of the proposed utility facilities. Legal access may be acquired in various ways, including purchase, easement, or franchise agreement.
- (5) *Continuous rating* is defined as the specific level of electrical loading that a system, a facility, or element can support or withstand through the daily demand cycles without loss of equipment life (Edison Electric Institute 2005).

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**ES.2 Impacts, Mitigation Measures, and Alternatives**

This section identifies the effects of the proposed project and the mitigation measures that would be implemented to reduce the significant effects. Some impacts could be mitigated to less than significant, but others would remain significant. The content of all mitigation measures is provided within the resource sections in Chapter 4, “Environmental Analysis,” as well as in Chapter 9, “Mitigation Monitoring and Reporting Plan.”

**ES.2.1 Impacts and Mitigation Measures**

Table ES-2 identifies impacts of the proposed project as well as mitigation measures that would be implemented to reduce significant impacts.

**ES.2.2 Alternatives**

Nine alternatives to the proposed project were screened for further evaluation in the EIR; as a result of the screening process, three alternatives were retained for analysis in the EIR, in addition to the “No Project” alternative. All nine screened alternatives are discussed further in Chapter 3, “Description of Alternatives.” Chapter 5, “Comparison of Alternatives,” compares the impacts of each of the three alternatives carried forward for analysis and of the No Project alternative to the impacts of the proposed project. The analysis concludes that the One-Transformer (1600 megavolt ampere) Alternative is the Environmentally Superior Alternative. Table ES-3 summarizes which significant impacts each alternative would reduce.

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Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<b>Aesthetics</b>	
<p><b>Impact AE-1: Substantially degrade the existing visual character or quality of the site and its surroundings.</b> Under Landscape Option 1, aesthetic impacts at the substation site would be significant and unavoidable with mitigation until landscaping trees mature. Under Landscape Option 2, aesthetic impacts at the substation site would be significant even after implementation of mitigation. The view of the substation from North Vail Avenue would result in significant impacts to aesthetics after mitigation. <i>(Significant and unavoidable)</i></p>	<p><b>MM AES-1: Staging Area Screening.</b> For Staging Yards 1, 2, 6, and 7, the applicant shall at a minimum screen most views of the interiors of these areas using perimeter screening fences or other effective screening. Perimeter screening fences will be a minimum of 6 feet high and covered with a dark-colored (e.g., dark green, brown, or black) fabric or other material that provides at least 50 percent screening and covers the fence exterior.</p> <p><b>MM AES-2: Minimize Clearing and Ground Disturbance and Restore Improve Disturbed Areas to Pre-Project Conditions.</b> Clearing and ground disturbance required for construction, including but not limited to, access roads, pulling sites, construction and maintenance pads, and construction laydown areas, shall be the minimum required, and the applicant shall <del>restore</del> <u>improve</u> all disturbed areas not required for operation and maintenance to pre-construction conditions <u>or better</u> to the extent feasible. <del>Restoration Improvement</del> would not be feasible if, for example, a landowner other than SCE does not wish the area to be <del>restored</del> <u>improved</u>. Areas around new or rebuilt transmission structures that must be cleared during the construction process or other areas of ground disturbance shall be <del>regraded and revegetated to be restored to</del> <u>be restored to</u> an appearance that would replicate <u>or improve</u> pre-construction conditions. The CPUC shall verify appropriate <del>restoration improvements</del> of disturbed areas. For all paved areas (e.g., streets, sidewalks, and parking areas) disturbed by construction, the applicant shall restore these areas <del>to pre-project conditions</del> in compliance with permits for work within these areas.</p> <p><b>MM AES-3: Landscape and Aesthetic Treatment along Potrero Grande Drive.</b> Prior to construction, the applicant shall prepare a Landscape and Aesthetic Treatment Plan that will, at a minimum, provide vegetative screening, <u>with the use of California native and/or drought tolerant vegetation</u>, and other aesthetic treatments (e.g., <u>decorative caps on block walls</u>) along Potrero Grande Drive and in the vicinity of the new entry drive at the substation, and provide aesthetic treatment of the operations and test and maintenance buildings and their immediate surroundings. The Landscape and Aesthetic Treatment Plan shall not conflict with NERC CIP requirements in CIP-014-2 (Physical Security) or related NERC findings. Aesthetic treatments along Potrero Grande Drive shall include design enhancements for the masonry screening wall, adjacent walkway, pavement surfaces, and planting areas and may include raised and median planters or other design enhancements. Aesthetic treatment of the operations and test and maintenance buildings and their immediate surroundings shall include improved color selection and design for the buildings and landscaping of their surroundings that will help screen views of the buildings and blend them with their surroundings. All color finishes for built elements shall be flat and non-reflective. The final Landscape and Aesthetic Treatment Plan along Potrero Grande Drive shall be prepared by a professional landscape architect licensed to work in California. The applicant shall consult with the City of Monterey Park in development of the Landscape and Aesthetic Treatment Plan and both this plan and the final designs for the buildings shall be subject to design review and approval by the City. <del>The Landscape and Aesthetic Treatment Plan shall be provided to the CPUC for final review and receive final approval from the CPUC prior to construction of these buildings and aesthetic treatments along Potrero Grande Drive. The final approved Landscape and Aesthetic Treatment Plan shall be fully implemented within four months of beginning operation of the new substation. The Landscape and Aesthetic Treatment Plan shall include the Landscape and Irrigation Plan and Wall Plan required to be submitted to the City for its review and approval as part of the overall permitting process. Copies of the final approved Landscape and Aesthetic Treatment Plan and associated City permits shall be provided to the CPUC prior to construction of these buildings and aesthetic treatments along Potrero Grande Drive. The final approved Landscape and Aesthetic Treatment Plan shall be fully implemented within four months of beginning operation of the new substation.</del></p> <p><b>MM AES-4: Graffiti Deterrence.</b> Prior to construction, the applicant shall prepare a Graffiti Prevention and Abatement Plan that will, at a minimum, provide measures for the installation of vegetative screening, <u>with the use of California native and/or drought tolerant vegetation</u>, and the removal of graffiti within 48 hours of report or implement other measures to screen or substantially reduce aesthetic impacts associated with graffiti on the new 12-foot-high perimeter wall facing SR 60 along the southeast edge of the proposed Mesa Substation site, such as vegetative screening or other measures intended to fully or mostly screen views from SR 60 of the southeast-facing portion of the wall that is likely to provide a surface that attracts graffiti generally considered unattractive or offensive. <u>The applicant shall consult with the City of Monterey Park in development of the Graffiti Prevention and Abatement Plan, and this plan shall be subject to review and comment by the City.</u> The Graffiti Prevention and Abatement Plan shall be provided to the CPUC for final review and approval prior to beginning construction. The final approved Graffiti Prevention and Abatement Plan shall be fully implemented, including installation of all plants for vegetative screening, within four months of beginning operation of the new substation.</p> <p><b>MM AES-5: Glare Reduction.</b> To reduce potential glare from components of the proposed project and help blend them into the landscape setting, the finishes on all new transmission and other structures with metal surfaces shall be non-reflective and new conductors shall be non-specular. With the exception of LSTs, TSPs, and switchracks, all metal structures up to 35 feet high, <u>including transformer banks and new permanent buildings</u>, visible from the vicinity of KOP 7 shall have finishes that are dark in color or otherwise colored to help blend the structures with their surroundings.</p>
<p><b>Impact AE-2: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.</b> Long-term nighttime lighting as proposed for nighttime construction activities at staging areas would create a new source of substantial light for nearby sensitive receptors. <i>(Less than significant with mitigation)</i></p>	<p><b>MM AES-6: Night Lighting.</b> To minimize the effect on any nearby sensitive receptors, night lighting for construction activities, staging areas and other areas used for construction, and nighttime facility operations shall be the minimum necessary to ensure safety and security for nighttime activities and operations. All night lighting used for construction or operations and maintenance shall orient lights downward and be shielded to eliminate off-site light spill at times when the lighting is in use. Lighting at the proposed Mesa Substation shall consist of light-emitting diode lights in all areas where nighttime operations or maintenance activities would occur and be either motion-activated or use timers to the maximum extent feasible to ensure safety and security and reduce the impact of additional light pollution at night.</p>
<b>Air Quality</b>	
<p><b>Impact AQ-1: Conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan. (No impact)</b></p>	<p>None</p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<p><b>Impact AQ-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation.</b> The proposed project would result in significant unavoidable impacts after mitigation related to construction emissions of carbon monoxide. <i>(Significant and unavoidable)</i></p>	<p><b>MM AQ-1: Construction Emission Reduction Measures.</b> SCE shall implement the following emission reduction measures for all construction activities:</p> <ol style="list-style-type: none"> <li>All off-road diesel-powered construction equipment with engines greater than 100 horsepower (hp) shall be compliant with Tier 4 off-road emissions standards where available. In the event that equipment with a Tier 4 engine is not available for any off-road engine larger than 100 hp, <del>that engine shall be operated with tailpipe retrofit controls that reduce exhaust emissions of NO<sub>x</sub> to no more than Tier 4 emission levels.</del> <u>SCE shall investigate all available diesel retrofit technologies to reduce emissions. Any technologically feasible retrofit control technologies must be implemented. If emission levels equivalent to Tier IV standards cannot be reached, the emissions shall be reduced to the maximum extent possible based on the selected retrofit technology. Diesel retrofit technologies investigated shall include, but are not limited to, the Air Resource Board currently verified diesel emission control strategies. SCE shall document the results of its investigation for review by the CPUC.</u></li> <li>All off-road diesel-powered construction equipment with engines greater than 50 hp shall be compliant with Tier 3 off-road emissions standards where available. In the event that equipment with a Tier 3 engine is not available for any off-road engine larger than 50 hp, <del>that engine shall be operated with tailpipe retrofit controls that reduce exhaust emissions of NO<sub>x</sub> to no more than Tier 3 emission levels.</del> <u>SCE shall investigate all available diesel retrofit technologies to reduce emissions. Any technologically feasible retrofit control technologies must be implemented. If emission levels equivalent to Tier III standards cannot be reached, the emissions shall be reduced to the maximum extent possible based on the selected retrofit technology. Diesel retrofit technologies investigated shall include, but are not limited to, the Air Resource Board currently verified diesel emission control strategies. SCE shall document the results of its investigation for review by the CPUC.</u></li> <li>Equipment with an engine not compliant with the Tier 3 or Tier 4 standards, as applicable, will be allowed on a case-by-case basis only when the applicant has documented that no Tier 3 or Tier 4 equipment (or emissions equivalent retrofit equipment) is available for a particular equipment type. Each case shall be documented with signed written correspondence by the appropriate construction contractor, along with documented correspondence from at least two construction equipment rental firms representing a good faith effort to locate engines that meet Tier 3 or Tier 4 requirements, as applicable. Documentation will be submitted to CPUC staff for review before equipment is used on the project.</li> <li>Submit to CPUC staff and/or construction monitors a copy of each piece of construction equipment's certified tier specification, best available control technology (BACT) documentation, and/or CARB or SCAQMD operating permit, as applicable, at least 15 days prior to mobilization of each applicable unit of equipment. <u>In the event that unforeseen equipment replacement is required after the initial notification, replacement equipment may be used so long as notification is submitted 24 hours prior to mobilization of the replacement equipment.</u></li> <li><u>Idling construction equipment will be turned off when not in use for periods longer than 15 minutes.</u></li> </ol> <p><b>MM AQ-2: Volatile Organic Compounds Credits.</b> The remaining emissions of VOC/ ROG resulting from construction of the proposed Mesa Substation Project shall be mitigated through the purchase of Emissions Trading Credits (ETCs) for every pound of VOC/ROG in excess of the SCAQMD regional significance threshold of 100 pounds per day, as measured. The total amount of VOC/ROG ETCs to be purchased shall be calculated once the construction schedule is finalized. The applicant shall purchase and submit documentation of purchase of the required ETC to the SCAQMD prior to the start of construction. The applicant shall also track actual daily ROG emissions during construction according to a monitoring plan that includes records of equipment and vehicle usage and submit the results of this tracking to CPUC staff on a monthly basis. If monthly reports indicate that too few credits have been purchased to compensate for ROG emissions after implementation of all applicable mitigation measures, the applicant shall purchase additional ROG credits within 6 months of the end of construction. The applicant shall submit proof of the purchase of credits within 7 months of the end of construction.</p> <p><b>MM AQ-3: Measures to Reduce NO<sub>x</sub> Emissions.</b> Prior to construction, the applicant and SCE will submit proposed additional measures to reduce daily emissions of NO<sub>x</sub> to CPUC staff for review and approval, with the measures implemented depending on the amount of Tier III and Tier IV engines available at the time of construction. Measures may include the following:</p> <ol style="list-style-type: none"> <li>The use of 2010 and newer haul trucks (e.g., material delivery trucks and soil import/export) or the use of trucks that meet EPA 2007 model year NO<sub>x</sub> emissions requirements if 2010 model year or newer diesel trucks cannot be obtained.</li> <li><del>A requirement that, during project construction, all construction equipment shall be outfitted with BACT devices certified by CARB and that achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</del></li> <li>Other measures as determined appropriate by the applicant and SCE in consultation with the SCAQMD.</li> </ol> <p><b>MM AQ-4: Mitigation Agreement for Purchase of Oxides of Nitrogen (NO<sub>x</sub>) Credits.</b> Twenty days prior to the start of project construction, the applicant shall provide CPUC staff with an estimate of the total construction-related NO<sub>x</sub> emissions after implementation of all applicable mitigation measures, broken down by individual construction day. All NO<sub>x</sub> emissions that would exceed the daily threshold of 100 pounds per day shall be offset through the purchase of either Regional Clean Air Incentive Market Trading Credits (RTCs), Mobile Source Emission Reduction Credits (MSERCs), or a combination of RTCs and MSERCs. For each day that estimated NO<sub>x</sub> emissions are less than 100 pounds per day, the purchase of NO<sub>x</sub> offset credits is not required.</p> <p>The total amount of NO<sub>x</sub> RTCs and/or MSERCs to be purchased shall be determined by the CPUC after the construction schedule and operating conditions are finalized, based on estimates provided by the applicant as described above. The NO<sub>x</sub> emission credits shall be purchased and submitted to the CPUC prior to the start of project construction. Credits must be current for the time the project takes place. The applicant shall also track actual daily NO<sub>x</sub> emissions during construction according to a monitoring plan that includes records of equipment and vehicle usage and submit the results of this</p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	tracking to CPUC staff on a monthly basis. If monthly reports indicate that too few credits have been purchased to compensate for NO <sub>x</sub> emissions after implementation of all applicable mitigation measures, the applicant shall purchase additional NO <sub>x</sub> credits within 6 months of the end of construction. The applicant shall submit proof of the purchase of credits within 7 months of the end of construction.
<p><b>Impact AQ-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment.</b> Emissions generated by the proposed project from construction activities are anticipated to cause temporary increases in ambient air pollutant concentrations for which the project region is nonattainment (particulate matter less than or equal to 2.5 microns in diameter proposed project [PM<sub>2.5</sub>] and particulate matter less than or equal to 10 microns in diameter [PM<sub>10</sub>]) and would exceed regional significant thresholds for oxides of nitrogen [NO<sub>x</sub>]. <i>(Less than significant with mitigation)</i></p>	<p><b>MM AQ-1: Construction Emission Reduction Measures.</b> See above.  <b>MM AQ-2: Volatile Organic Compounds Credits.</b> See above.  <b>MM AQ-3: Measures to Reduce NO<sub>x</sub> Emissions.</b> See above.  <b>MM AQ-4: Mitigation Agreement for Purchase of Oxides of Nitrogen (NO<sub>x</sub>) Credits.</b> See above</p>
<p><b>Impact AQ-4: Expose sensitive receptors to substantial pollutant concentrations.</b> The proposed project would result in significant unavoidable impacts after mitigation related to construction emissions of NO<sub>x</sub>. <i>(Significant and unavoidable)</i></p>	<p><b>MM AQ-1: Construction Emission Reduction Measures.</b> See above.  <b>MM AQ-3: Measures to Reduce NO<sub>x</sub> Emissions.</b> See above.  <b>MM AQ-4: Mitigation Agreement for Purchase of Oxides of Nitrogen (NO<sub>x</sub>) Credits.</b> See above</p>
<p><b>Impact AQ-5: Creation of objectionable odors affecting a substantial number of people.</b> <i>(Less than significant)</i></p>	None
<b>Biology</b>	
<p><b>Impact BR-1: Substantial adverse direct or indirect effect on special-status species.</b> Direct and indirect impacts on special status-species and their habitat, including Nevin's barberry, black walnut, southern tarplant, Plummer's mariposa lily, intermediate mariposa lily, western spadefoot, Belding's orange-throated whiptail, western pond turtle, southern grasshopper mouse, California coastal gnatcatcher, least Bell's vireo, loggerhead shrike, western burrowing owl, yellow warbler, and general avian species would result from construction activities and would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM BR-1: Pre-construction Surveys.</b> Prior to construction and activities <u>in a new work area</u> that may include vegetation clearing, staging, and stockpiling, or other activities with the potential to directly or indirectly affect wildlife, the applicant shall retain a qualified biologist approved by the CPUC to conduct pre-construction surveys for sensitive biological resources, including special-status plant species and special-status wildlife, and nesting birds in all areas of temporary and permanent disturbance. Pre-construction surveys shall be species and resource appropriate and typically conducted a maximum of 14 days prior to construction, as approved by the CPUC; <u>If there is no work in an area for 14 days or more, the area shall be considered a "new work area" if construction begins again.</u> Nesting bird and burrowing owl pre-construction surveys shall be consistent with the timing specified in the Nesting Bird Management Plan required by MM BR-11. <u>Additional western spadefoot surveys shall be conducted at any time of year where project activities cause vibrations and where artificial wetting of ground surface may result in spadefoot emergence. Western pond turtle pre-construction surveys shall include live trapping in areas where visual observation may be compromised due to water depth or dense vegetation growth near water.</u> The information gathered from these surveys shall be used to develop site- and resource-specific actions to minimize impacts on sensitive resources from project-related activities.</p> <p>Additionally, a CPUC-approved qualified biologist shall conduct pre-construction clearance sweeps for special-status species at all access, staging, and laydown/work areas where suitable habitat is present within approximately 24 hours of construction activities each day.</p> <p><b>MM BR-2: Limits of Construction Activities: Project Boundaries and Sensitive Areas Clearly Marked.</b> In all locations of the project, construction activities, vehicular traffic (including movement of all equipment), and storage of construction materials shall be restricted to approved access roads and established construction areas indicated by flagging, fencing, and/or signage. The applicant shall ensure that exclusionary fencing is installed prior to the start of construction activities around laydown and work and staging areas, where necessary <u>and appropriate</u>, to prevent inadvertent encroachment into the <u>project area by special status species and the inadvertent encroachment by project activities into habitat adjacent to areas of impact.</u> Identified sensitive resources such as aquatic features, special-status plants and natural communities, and known wildlife habitat of special-status species (e.g., nests, burrows, or dens) shall be assigned a buffer as appropriate and clearly marked (e.g., with signs, flagging, ropes, and/or fencing) to ensure they are avoided unless disturbance was previously approved. A CPUC-approved qualified biologist shall determine the appropriate buffer depending on the species and the construction activity. The CPUC-approved qualified biologist shall perform or supervise flagging and fencing to ensure that these activities are conducted without harm to sensitive species or habitat.</p> <p>If special-status wildlife, or evidence of special-status wildlife or special-status plant species not previously analyzed in this document, is found at any time, the applicant shall immediately halt work and contact the appropriate wildlife agency(ies) and the CPUC. Work will resume once the CPUC provides approval.</p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	<p><b>MM BR-3: Habitat Restoration and Mitigation.</b> Prior to construction of the proposed project the applicant shall ensure that seasonally-appropriate surveys of vegetation are completed by a qualified botanist familiar with these vegetation associations. SCE shall develop a Habitat Restoration and Mitigation Plan that shall include an estimate of the total area of sensitive natural communities, including all coastal California gnatcatcher habitat and riparian habitat. With the consultation, <del>and review, and comment from</del> of the USFWS, CDFW, and CPUC, SCE shall prepare the plan to ensure restoration of all temporary impact areas and to ensure mitigation for permanent impacts on sensitive natural communities and coastal California gnatcatcher habitat. The plan must be submitted 60 days prior to the planned start of construction. CPUC approval is required before the plan is implemented. Required plan details include but are not limited to:</p> <ul style="list-style-type: none"> <li>• All temporarily impacted areas shall be restored. All temporary disturbances to sensitive natural communities shall be restored with the pre-disturbance natural community <u>(except for areas burned in the 2015 “Lincoln” fire, which shall be restored to the pre-fire natural community)</u>. All other temporarily impacted areas <u>observed to be utilized by the coastal California gnatcatcher shall be restored with the appropriate coastal sage scrub community if feasible and appropriate. Temporary impacts on sensitive natural communities and habitat utilized by gnatcatchers shall be mitigated by restoration at a minimum ratio of 1.5:1; if restoration is not feasible within 1 mile of the project area, SCE shall purchase credits and/or mitigation lands at a minimum ratio of 2.5:1 from an entity approved by CDFW and/or USFWS, as appropriate.</u> Areas that do not provide habitat to coastal California gnatcatcher, other special-status species, or sensitive resources may be restored to the conditions agreed upon between the landowner and the applicant.</li> <li>• The restoration plan shall specify how each type of vegetation community, including sensitive natural communities, shall be addressed in terms of the following restoration details: topsoil segregation and conservation; vegetation treatment and removal; revegetation methods, including seed mixes, rates, <u>appropriate habitat structure</u>, and transplants; criteria to monitor and evaluate revegetation success (minimum of four years of monitoring and 80% <u>successful native plant establishment</u><del>cover for sensitive natural communities</del>); and compensation and remedial measures to be implemented as needed.</li> <li>• For sensitive natural communities, mitigation of permanent impacts shall occur after construction at a <u>minimum</u> level of 1.5:1. In addition, permanent disturbances to coastal California gnatcatcher habitat that is not coastal sage scrub or another sensitive natural community shall be mitigated at a <u>minimum 1.5:1 ratio with appropriate coastal sage scrub</u>. Mitigation for permanent impacts shall be completed through one of the following methods:             <ol style="list-style-type: none"> <li>1. Establishing the natural community within the proposed project areas (onsite);</li> <li>2. Establishing the natural community outside the proposed project areas (within one mile of the project area); or</li> <li>3. If Options 1 and 2 are not feasible, SCE shall purchase credits and/or mitigation lands at a <u>minimum</u> ratio of 2.5:1 from an entity approved by CDFW and USFWS, as appropriate.</li> </ol> <p>For Options 1 and 2 (onsite and offsite), the plan shall specify restoration details, including that post-construction monitoring shall be performed for a minimum of four years, a success criteria of 80% <u>successful <del>cover</del> native plant establishment</u> shall be met, and remedial measures shall be implemented if success criteria are not met.</p> </li> <li>• Impacts on areas that were previously restored for SCE’s TRTP shall be avoided if possible. The plan shall identify any impacts on areas that were previously restored for TRTP and provide detailed restoration plans for these areas. Restoration in these areas shall follow restoration criteria that are consistent with the goals and criteria of TRTP restoration, per TRTP Mitigation Measure B-1a: Provide restoration/compensation for impacts to native vegetation communities.</li> </ul> <p>With CPUC approval, requirements described in this mitigation measure and the Habitat Restoration and Mitigation Plan may be satisfied through compliance with permit conditions, if these requirements are equally or more effective.</p> <p>SCE shall also minimize the removal of coastal sage scrub or other suitable coastal California gnatcatcher habitat, particularly within designated critical habitat for the coastal California gnatcatcher. To minimize the removal of vegetation in habitat areas of the coastal California gnatcatcher, SCE shall ensure that trimming of all native vegetation, riparian vegetation, and vegetation that provides potential habitat for coastal California gnatcatcher is monitored by a qualified biologist approved by the CPUC. Trimming of native trees and native arborescent shrubs shall be completed outside of the nesting bird season and shall be monitored by a qualified <del>arborist</del> <u>biologist</u>.</p> <p><b>MM BR-4: Noxious and Invasive Weed Control Plan.</b> Prior to construction, the applicant shall submit a Noxious and Invasive Weed Control Plan that shall be implemented before, during, and after construction, including during the project restoration phase. This plan shall include measures designed to avoid the introduction and spread of noxious weeds and invasive plant species designated by the state, the counties, and local weed control boards. This plan shall be developed in consultation with CDFW and the CPUC and <del>shall be provided to these agencies for review and comment. The plan</del> must be submitted to the CPUC 60 days prior to the planned start of construction. CPUC approval is required before the plan is implemented.</p> <p>At a minimum, this plan shall include the following measures:</p> <ul style="list-style-type: none"> <li>• Pre-construction surveys for special-status plant species (APM BIO-01 and MM BR-1) shall include surveys for state-, county-, and locally-designated noxious weed species. The applicant shall coordinate with the appropriate agencies, including the CPUC, to determine appropriate species-specific measures to implement, or whether control or treatment of a species is feasible and preferable.</li> </ul>



Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	<ul style="list-style-type: none"> <li>• All vehicles and equipment shall be clean and free of dirt, mud, and any debris that may carry invasive plant seeds or parts prior to arrival at the project location, including prior to use of access roads.</li> <li>• Vehicle and equipment wash stations (mobile or built in place) shall be erected at strategic locations on the ROW where designated weed species have been detected, and where doing so would help prevent the spread of these species.</li> <li>• Straw, hay, gravel, soil, or other construction or erosion control materials that could inadvertently contain unwanted plant propagules shall come from state-cleared sources that are free of invasive weeds.</li> <li>• All seeds to be used in revegetation and reclamation activities shall come from weed-free sources.</li> <li>• All temporary disturbance areas that will be restored post-construction shall be monitored for invasive species establishment on a monthly basis <u>during the growing season and on a quarterly basis outside of the growing season</u> for at least one year after project restoration is completed. If evidence of the expansion or increase in abundance of a known invasive species or introduction of a new invasive species is found, the applicant shall initiate appropriate control measures, which may include mowing or trimming of weeds prior to seed set, as outlined in the plan.</li> </ul> <p><b>MM BR-5: Worker Environmental Awareness Program.</b> The applicant shall develop and implement a WEAP for all project personnel. The program must be submitted to the CPUC at least 30 days prior to the start of construction for review. CPUC approval is required before the program is implemented. All project personnel shall undergo training prior to entering the ROW. The training shall include a description of the species of concern and their habitats, the general provisions of applicable environmental regulations, the need to adhere to the provisions of the regulations, the penalties associated with violating the provisions of the regulations, the general measures that are being implemented to conserve the species of concern as they relate to the project, the access routes to the project, and project boundaries within which the project-related activities must be accomplished. This training shall include a detailed review of how project personnel can identify sensitive biological resources in the project area which need to be avoided or where work activities will be restricted.</p> <p><b>MM BR-6: Avoidance of Nevin’s barberry.</b> The project shall be designed to avoid impacts on occurrences of Nevin’s barberry during construction and operation and maintenance. Prior to the start of construction, the applicant’s CPUC-approved qualified biologist shall complete pre-construction surveys in suitable habitat <del>during the appropriate blooming period</del> to identify any occurrences. Where Nevin’s barberry occurs, all construction and operation and maintenance activities shall occur outside a restrictive buffer, which shall be established by a CPUC-approved qualified biologist. Vehicles and crew members shall be prohibited from coming within 200 feet of identified Nevin’s barberry unless a buffer reduction is approved by the CPUC after <del>consultation</del> <u>coordination</u> with USFWS. A reduced buffer shall be a minimum of <u>approximately 1525 feet or greater</u> from a Nevin’s barberry plant. A qualified biologist approved by the CPUC shall monitor crew members and the Nevin’s barberry to ensure all project activities stay away from Nevin’s barberry within the buffer. The biologist shall have the authority to halt work if it is determined that Nevin’s barberry could be impacted.</p> <p>In the event that previously unknown occurrences of Nevin’s barberry are discovered during pre-construction surveys or during construction or operations, a 200-foot buffer shall be established and the USFWS and CPUC shall be contacted within 24 hours.</p> <p><b>MM BR-7: Restoration of Southern California Black Walnut.</b> SCE shall take measures to avoid and minimize impacts on Southern California black walnut resulting from project construction activities, and shall plant replacement trees for any impacted or removed specimens. Prior to construction (after completion of final engineering design of project features), black walnut tree evaluation surveys shall be completed by a qualified arborist (an arborist with extensive local or regional expertise in the planting, care, and maintenance of black walnut trees). The arborist must be approved by the CPUC. The arborist shall record a brief description (e.g., location, height, diameter at breast height, condition) of each black walnut tree with a dripline within 25 feet of construction activities. All construction activities that take place within the driplines of black walnut trees (i.e., the outermost extent of the canopy) that are not being intentionally removed shall be monitored by a qualified arborist to reduce, to the extent feasible, impacts on the tree, including roots.</p> <p>California black walnut trees that are impacted within the drip line or intentionally removed shall be replaced at a <del>23:1</del> <u>2:1</u> ratio. If the diameter at breast height of the tree to be removed is 24 inches or less, it shall be replaced with a 24-inch box tree. If the diameter at breast height of the tree to be removed is greater than 24 inches, it shall be replaced with a 36-inch box tree. Replacement trees shall be planted on site as near to the original location as feasible and biologically appropriate, and shall be monitored by a qualified arborist who will ensure the replacement trees are placed in a suitable area. Replacement trees shall be monitored for seven years after the initial planting or until the arborist determines that 80 percent of trees are successfully established. <u>If onsite replacement is not feasible, SCE shall plant replacement trees offsite as near to the proposed project as is appropriate and feasible. The same monitoring requirements and success criteria would apply as for those trees planted onsite. If neither of the two options above are feasible, SCE shall purchase credits and/or mitigation lands from an entity approved by CDFW such that a restoration ratio of 4:1 is achieved.</u></p> <p>Tree removal shall not be permitted until a detailed plan for restoration, including identification of planting location, <u>or offsite mitigation lands</u>, is approved by the CPUC, and in consultation with USFWS and CDFW. Replacement trees shall be planted before tree removal, or if not feasible or if potentially harmful to the replacement trees, as soon as possible after removal.</p> <p><b>MM BR-8: Restoration of Special-status Plants.</b> The applicant shall complete pre-construction surveys during the appropriate blooming period to identify special-status plants, including <u>Coulter’s Matilija poppy</u>, Plummer’s mariposa lily, intermediate mariposa lily, and Southern California tarplant populations in the proposed project component areas where suitable habitat is present. Special-status plants shall be identified by a qualified biologist and flagged or surrounded with fencing in such a way that disturbance of the populations or individuals shall be avoided. In the event that populations or individuals of special-status plants (other than Southern California black walnut—see MM BR-7) cannot be avoided, the applicant shall develop and implement a restoration plan for each plant which will be submitted to CPUC and CDFW for review and comment no less than 60 days prior to construction activities within the work area where impacts would occur. <u>The CPUC will</u></p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	<p><del>coordinate with and</del> CDFW, and CPUC approval is required before the plan is implemented. <del>In the case of Southern California black walnut trees, a restoration plan will be completed and approved as described in MM BR-7.</del></p> <p>For temporary impacts to special-status plants, restoration shall occur after construction <del>at a minimum ratio of 1.5:1 and to an extent such that “no net loss” is ensured</del> for all special-status plants in the proposed project component areas. The number of plants at seven years will be <del>a minimum of 1.5 times equal to or greater than</del> the number destroyed.</p> <p>Mitigation for <del>temporary and</del> permanent impacts shall be completed by:</p> <ol style="list-style-type: none"> <li>1. Establishing individual plants within the proposed project areas (onsite);</li> <li>2. Establishing individual plants outside the project areas (offsite); or</li> <li>3. Purchase of credits and/or mitigation lands at a ratio of <del>2.5:1</del> from an entity approved by CDFW.</li> </ol> <p>For Options 1 and 2 (establishing plants onsite or offsite), the plan shall include the following elements: planting/seeding palettes; monitoring and contingency program; monitoring schedule, including duration (seven years) and performance criteria <del>(no net loss minimum of 1.5 times the number destroyed)</del>; and any specific measures that will be required to ensure success of the restoration effort. <del>This mitigation measure may be coordinated with areas restored for MM BR-3 if appropriate.</del></p> <p><b>MM BR-9: Construction Monitoring.</b> The applicant shall ensure that a qualified biologist approved by the CPUC serves as a construction monitor during periods when construction activities occur near active nest areas, or within 100 feet of native vegetation or vegetation that has the potential, or is known, to provide habitat for special-status species. The monitor shall have the authority to temporarily stop work that they determine threatens a special-status species or sensitive resource. The monitor shall determine what appropriate action to take, and work will resume once the monitor determines there is no longer a threat to the special-status species or sensitive resource, or consultation has occurred with the appropriate wildlife agencies which determines appropriate steps have been taken and a threat is no longer present.</p> <p><b>MM BR-10: Open Trenches and Pipes.</b> To prevent entrapment of wildlife, SCE shall ensure that all steep-walled trenches, auger holes, <del>open-ended piping</del>, or other excavations are covered at the end of each day or completely fenced off at night in such a way that wildlife cannot become entrapped. For open trenches only, these may instead have wildlife escape ramps within the trench maintained at intervals of no greater than 100 feet. These ramps shall have a maximum slope not to exceed 2:1. SCE’s biological monitor, approved by the CPUC, shall inspect all trenches, auger holes, or other excavations a minimum of three times per day and immediately prior to backfilling. <del>During working hours, all construction materials with open-ended piping, including but not limited to pipe sections and fencing supports, shall be left capped when not planned for use the same day. During active construction, open piping shall be inspected for wildlife by SCE’s biological monitor before the material is moved, buried, or capped.</del> All non-special-status wildlife species found will be safely removed and relocated out of harm’s way, through the use of suitable tools such as a pool net when applicable. For safety reasons, under no circumstance will biological monitors enter open excavations.</p> <p><b>MM BR-11: Nesting Bird Management Plan.</b> To address potential conflicts between construction activities and the activities of nesting birds in the project component areas, SCE shall develop a nesting bird management plan in consultation with USFWS, CDFW, and CPUC, and shall submit the final plan to the CPUC no less than 60 days prior to construction. CPUC approval is required before the plan is implemented. The nesting bird management plan shall include measures and an adaptive management program to avoid and minimize impacts to special-status and MBTA- or California Fish and Game Code-protected bird species during nesting periods during project construction. Specifically, the nesting bird management plans shall contain:</p> <ul style="list-style-type: none"> <li>• Appropriate survey timing, extents, methods, and surveyor qualifications; approved nest deterrent methods, including areas where vegetation will be cleared for the purpose of deterring nesting; monitoring and reporting protocols during construction; protocol for determining whether a nest is active; protocol for documenting, reporting, and protecting active nests within construction areas. If pre-construction survey protocols exist for a certain species, the plan shall <del>identify the species-specific protocol that will be followed and outline how SCE will comply with the protocol</del> <del>outline the implementation of these protocols.</del></li> <li>• Guidelines for determining appropriate and effective buffer distances that will account for specific project settings, bird species, stage of nesting cycle, and construction work type. Language for buffer reduction process will be included in the plan, which shall include coordination with the appropriate wildlife agencies and the CPUC if reducing the buffer of a <del>raptor or</del> special-status species.</li> <li>• Language specifying that the determination of appropriate and effective buffers between construction activities and identified nests shall be site- and species/guild-specific and data-driven, and will not be based on generalized assumptions regarding all nesting birds.</li> <li>• Language specifying that determinations of appropriate and effective buffers between construction activities and identified nests can be made in the project construction area by the CPUC-approved biological monitor (qualified in accordance with nesting bird plan standards, which will include specific requirements for education and experience in conducting biological surveys and with specific birds in the project area).</li> </ul>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	<ul style="list-style-type: none"> <li>Vertical buffers shall be put in place in those areas where helicopters will be used, and they will be based on anticipated effects of rotor wash and noise for the class of helicopter being used by SCE. Surveys and monitoring of the active buffer areas will be performed by a CPUC-approved biologist before, during, and after helicopter use in the vicinity of active buffers.</li> <li>Burrowing owl pre-construction surveys shall adhere to the current burrowing owl survey protocol identified by CDFW (i.e., CDFW’s Staff Report on Burrowing Owl Mitigation [CDFG 2012]). If pre-construction burrowing owl surveys confirm the presence of burrowing owl, SCE shall submit a Burrowing Owl Compensation Plan, in consultation with CDFW and the CPUC, which is consistent with mitigation guidelines in the Staff Report, prior to construction. The final Burrowing Owl Compensation Plan shall be implemented, as specified, throughout construction and restoration. The plan shall describe the compensatory measures that will be undertaken to address the loss of burrowing owl burrows within the project area. This will include mitigation for permanent impacts on nesting, occupied, and satellite burrows and occupied burrowing owl habitat with (a) permanent conservation of similar vegetation communities comparable to or better than that of the impact area, and (b) sufficiently large acreage, and presence of fossorial mammals.</li> </ul> <p>SCE shall notify CDFW, USFWS, and the CPUC of all project-related bird injuries or mortalities within 12 hours of discovery and will follow the agencies’ recommended actions, if any. Reporting of nesting bird activities, buffer reductions, and monitoring results shall be provided to the USFWS, CDFW, and the CPUC on a regular basis.</p> <p><b>MM BR-12: Gnatcatcher Surveys.</b> Prior to the start of construction, SCE shall ensure that protocol-level pre-construction surveys are conducted by a qualified biologist approved by the CPUC for the coastal California gnatcatcher in project component areas where suitable habitat exists in accordance with the Coastal California Gnatcatcher (<i>Poliophtila californica californica</i>) Presence/Absence Survey Guidelines (USFWS 1997). In the event that coastal California gnatcatchers are observed during pre-construction surveys, a qualified biologist must identify the boundaries of the pair’s territory and SCE must not conduct construction activities within 500 feet of the territory, or as otherwise approved by the CPUC, in consultation with USFWS and CDFW. SCE shall notify USFWS and CDFW the CPUC in the event gnatcatcher territory or nest sites are confirmed by surveys, immediately upon return from the field. If infeasible to maintain a buffer of 500 feet (or a distance otherwise approved by USFWS and CDFW), by installing temporary flagging or fencing, from an active gnatcatcher territory, construction activities within or near these areas will be performed outside the breeding and nesting season (coastal California gnatcatcher breeding/nesting season is approximately February 1 through August 30). SCE may conduct construction activities in gnatcatcher habitat during the breeding and nesting season if protocol-level surveys (conducted within one year prior to construction activities per protocol) confirm the absence of breeding gnatcatchers, or if the 500-foot protective buffer from all active gnatcatcher territories can be maintained.</p> <p><b>MM BR-13: Pre-Construction Surveys for Least Bell’s Vireo.</b> Prior to construction and within their breeding season (generally April 10-August 31), SCE shall complete protocol-level surveys for least Bell’s vireo in areas of suitable or potentially suitable riparian and other habitat within the proposed component areas. Surveys will be conducted by a qualified biologist approved by the CPUC according to the survey protocol for least Bell’s vireo (USFWS 2001). In the event that least Bell’s vireo territory or nest sites are confirmed, SCE shall notify the USFWS and CDFW immediately upon within 24 hours of returning from the field. If individuals or their nests are observed, biologists will establish and maintain a minimum 500-foot (or a distance otherwise approved buffer from USFWS and CDFW) exclusionary buffer by installing temporary flagging or fencing between the nest territory and construction activities. If infeasible to maintain a buffer of 500 feet (or a distance otherwise approved by USFWS and CDFW), from an active vireo territory, construction activities within or near these areas will be performed outside the breeding and nesting season.</p> <p><b>MM BR-15: Avian Protection Plan.</b> SCE shall adhere to recommendations published by APLIC in Reducing Avian Collisions with Power Lines: The State of the Art in 2012 (APLIC 2012). In addition, SCE shall develop and implement an Avian Protection Plan according to Avian Protection Plan Guidelines (APLIC and USFWS 2005). The plan shall include provisions to reduce impacts on avian species during operation of the proposed project, and shall provide for the adaptive management of project-related issues. The plan shall be submitted for review to CDFW, USFWS, and the CPUC at least 60 days prior to construction. CPUC approval is required before the plan is implemented.</p> <p><b>MM AES-6: Night Lighting.</b> See above.</p>
<p><b>Impact BR-2: Substantial adverse effect on riparian habitat or other sensitive natural community.</b> The direct removal of riparian habitat and sensitive natural communities, including Southern-Sycamore Alder Riparian Woodland, Southern California Walnut Woodland, Southern Coast Live Oak Woodland, and Coastal Sage Scrub, through grading, alteration, or trimming associated with construction activities, would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM BR-2: Limits of Construction Activities: Project Boundaries and Sensitive Areas Clearly Marked.</b> See above.</p> <p><b>MM BR-3: Habitat Restoration and Mitigation.</b> See above.</p> <p><b>MM BR-4: Noxious and Invasive Weed Control Plan.</b> See above.</p> <p><b>MM BR-5 Worker Environmental Awareness Program.</b> See above.</p> <p><b>MM BR-8: Restoration of Special-status Plants.</b> See above.</p> <p><b>MM BR-9: Construction Monitoring.</b> See above.</p> <p><b>MM BR-14: Minimize Impact on Riparian Habitat and Aquatic Features.</b> SCE shall complete the following:</p> <ol style="list-style-type: none"> <li>In those areas where riparian vegetation is required to be removed, SCE shall work with a qualified botanist to determine the minimum amount of vegetation required to be removed in order to accommodate project construction, and the correct trimming procedures to employ.</li> <li>Temporary impacts to riparian habitat or aquatic features shall be fully restored according to the Habitat Restoration and Mitigation Plan described in MM BR-3. All permanently impacted areas shall be mitigated using methods described in MM BR-3.</li> <li>Where riparian vegetation or aquatic features would be impacted by project construction activities, SCE shall also consult with USACE, RWQCB, and CDFW to determine if a CWA Section 404 permit, CWA Section 401 permit, and LSAA pursuant to California Fish and Game Code Section 1600 would be necessary, respectively. If USACE, RWQCB, or CDFW determines a permit is required, the permit will be obtained prior to impacts and SCE will comply with all terms and conditions of the agreement. In addition, the USACE, RWQCB, and CDFW shall be provided the opportunity to review and comment on the Habitat Restoration and Mitigation Plan if impacts will occur in an area that may be under their jurisdiction.</li> </ol>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	4. Mitigation requirements described under number 2 above for impacts to riparian habitat or aquatic features may be satisfied by demonstrating compliance with equal or more effective permit conditions, with approval by the CPUC.
<p><b>Impact BR-3: 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.</b> Construction activities would result in direct, permanent impacts on wetlands through grading of those areas. Additional impacts from the exposure of topsoil to erosion may increase turbidity and sediment loads within drainages. Impacts to potentially jurisdictional waters would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM BR-2: Limits of Construction Activities: Project Boundaries and Sensitive Areas Clearly Marked.</b> See above.  <b>MM BR-3: Habitat Restoration and Mitigation.</b> See above.  <b>MM BR-5: Worker Environmental Awareness Program.</b> See above.  <b>MM BR-9: Construction Monitoring.</b> See above.  <b>MM BR-14: Minimize Impact on Riparian Habitat and Aquatic Features.</b> See above.  <b>MM HY-1: Stormwater Pollution Prevention Plan.</b> See below.</p>
<p><b>Impact BR-4: Substantial interference with the movement of any native resident or migratory fish or wildlife species or within established native resident or migratory wildlife corridors, or impedance of the use of native wildlife nursery sites.</b> Impacts to coastal California gnatcatcher habitat would substantially interfere with the movement of this species and viability of the northern population and would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM BR-3: Habitat Restoration and Mitigation.</b> See above.  <b>MM BR-15: Avian Protection Plan.</b> See above.</p>
<p><b>Impact BR-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</b> The Los Angeles County General Plan includes policies that discourage development in riparian areas and require developers to mitigate for unavoidable impacts on biologically sensitive areas. Areas of proposed ground disturbance along Telecommunications Route 3 would conflict with these policies. <i>(Less than significant with mitigation)</i></p>	<p><b>MM BR-2: Limits of Construction Activities: Project Boundaries and Sensitive Areas Clearly Marked.</b> See above.  <b>MM BR-3: Habitat Restoration and Mitigation.</b> See above.  <b>MM BR-4: Noxious and Invasive Weed Control Plan.</b> See above.  <b>MM BR-5: Worker Environmental Awareness Program.</b> See above.  <b>MM BR-9: Construction Monitoring.</b> See above.</p>
<b>Cultural and Paleontological Resources</b>	
<p><b>Impact CR-1: Cause a substantial adverse change in the significance of a known historical resource as defined in Section 15064.5 or a known archaeological resource pursuant to Section 15064.5.</b> Elements of four historic resources were found to occur near Telecommunications Route 3 of the proposed project, and one historic resource was found near proposed Staging Yard 7. Impacts from ground disturbing activities to these resources would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM CR-1: Flag and Avoid Known Unevaluated Historic Sites.</b> Prior to commencement of any construction or construction-related activities within 50 feet of the mapped boundaries of (1) the historic-era debris and concrete structure at site P-19-186889 and (2) the concrete footings and shack at site SAY-S-1, a qualified CPUC-approved archaeologist shall erect flagging to create a 50-foot buffer around these resources. Flagging shall be in a bright, easily visible color, and signs shall be posted at the perimeter of the flagged areas on all sides to indicate that construction equipment, materials, and personnel shall stay out of the flagged areas. Flagging and signage shall stay in place until all construction activities within 50 feet of the resources has been completed.</p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<p><b>Impact CR-2: Cause a substantial adverse change in the significance of a previously undiscovered historical resource as defined in Section 15064.5 or a previously undiscovered archaeological resource.</b> Ground disturbing activities may uncover and damage a previously undiscovered historical or archaeological resource. <i>(Less than significant with mitigation)</i></p>	<p><b>MM CR-2: Worker Training for Cultural and Paleontological Resources.</b> Prior to commencement of any project-related construction activities, all SCE, contractor, and subcontractor project personnel shall receive training regarding:</p> <ul style="list-style-type: none"> <li>• Appropriate work practices necessary to effectively implement the APMs and mitigation measures and to comply with the applicable environmental laws and regulations.</li> <li>• The potential for exposing subsurface cultural resources and paleontological resources.</li> <li>• How to recognize possible buried resources.</li> </ul> <p>This training shall include a presentation of:</p> <ul style="list-style-type: none"> <li>• Procedures to be followed upon discovery or suspected discovery of historic or archaeological materials, including Native American remains and their treatment.</li> <li>• Procedures to be followed upon discovery or suspected discovery of paleontological resources.</li> <li>• Actions that may be taken in the case of violation of applicable laws.</li> </ul> <p><b>MM CR-3: Previously Unidentified Cultural Resources.</b> If a previously unknown cultural resource is discovered during project construction activities, work shall be halted within 100 feet of the resource, and protective barriers shall be installed along with signage identifying the area as an “environmentally sensitive area.” Entry into the area shall be limited to authorized personnel, and the CPUC-approved cultural resources specialist/<del>archaeologist</del> <u>qualified archaeologist, SCE</u>, and the CPUC shall be notified immediately.</p> <p>Preservation in place (i.e., avoidance) is the preferred method of mitigation for impacts on cultural resources and shall be required to mitigate impacts to previously undiscovered resources unless the CPUC-approved cultural resources specialist/<u>qualified archeologist and SCE</u> determines that another method would provide superior mitigation of impacts to the resource. If the resource can be completely avoided, no additional mitigation is necessary. If the resource cannot be completely avoided, the CPUC-approved cultural resources specialist/<u>qualified archaeologist and SCE</u> shall follow the procedures delineated below for resources where it is not known whether the resource is historical. If an unanticipated resource is avoided, it shall nonetheless be recorded on DPR 523 forms, which shall be filed at the Eastern Information Center.</p> <ul style="list-style-type: none"> <li>• <b>Determination if a resource is an historical resource.</b> The CPUC-approved cultural resources specialist/<u>qualified archaeologist and SCE</u>, in consultation with the CPUC, shall determine if there is a potential for the resource to be a historical resource. If there is no potential for the resource to qualify as a historical resource, work shall resume after CPUC concurrence. If there is a potential for the resource to be a <u>historical</u> resource, the <u>qualified archaeologist and SCE</u> shall prepare an Evaluation Plan.</li> <li>• <b>Evaluation Plan.</b> The resource-specific Evaluation Plan shall detail the procedures to be used to determine if the discovery is an historical resource. The Evaluation Plan shall include sufficient discussion of background and context to allow the evaluation of the resource against the <u>historical</u> resource criteria. It shall include a description of procedures to be used in the gathering of information to allow the evaluation. These techniques may include (but are not limited to): excavation, written documentation, interviews, and/or photography. For archaeological resource testing, the Evaluation Plan shall describe the archaeological testing procedures, including, but not limited to: surface collection (if surface artifacts are discovered), test excavations (including type, number, and location of test pits and/or trenches), analysis methods, and reporting procedure. The Evaluation Plan shall be submitted to CPUC for review. Once approved, the Evaluation Plan shall be implemented in the field. The report resulting from this work shall include evaluation of the discovery, based on the significance criteria set forth in the Evaluation Plan, indicating if it is an <u>historical</u> resource. If the discovery is not found to be an <u>historical</u> resource, and CPUC concurs with that determination, protective barriers may be removed, and work may proceed in the area of the discovery. If the discovery is determined to be an <u>historical</u> resource, SCE shall prepare a Data Recovery Plan.</li> <li>• <b>Data Recovery Plan.</b> Data Recovery Plans for <u>historical</u> resources that cannot be fully avoided shall be prepared in accordance with CEQA Guidelines section 15126.4(b)(3)(C) and PRC section 21083.2, as applicable. The Data Recovery Plan shall outline how the recovery of data from the resource will mitigate impacts to that resource to below a level of significance. The Data Recovery Plan shall describe the level of effort, including numbers and kinds of excavation units to be dug, excavation procedures, laboratory methods, samples (e.g., pollen, sediment, as appropriate) to be collected and analyzed, analysis techniques that will yield information relevant to the aspects of the site that make it an <u>historical</u> resource, and reporting procedure. This plan shall be submitted to the CPUC for review and approval. Once approved, the applicant shall implement the approved plan. Once the data recovery field work is complete, a Data Recovery Field Memo shall be prepared.</li> <li>• <b>Data Recovery Field Memo.</b> Following implementation of the Data Recovery Plan, the Data Recovery Field Memo shall be prepared. The Data Recovery Field Memo shall briefly describe the data recovery procedures in the field and summarize (at a field catalog level) the materials recovery. The Data Recovery Field Memo shall also identify the number and kind of samples recovered that are appropriate for special analyses, including radiocarbon dating, obsidian sourcing, pollen analysis, microbotanical analysis, and others, as applicable. The Data Recovery Field Memo shall be submitted to CPUC for review and approval. Once the Data Recovery Field Memo has been approved, protective barriers may be removed, and work may proceed in the area of the discovery. A Data Recovery Report shall then be prepared.</li> <li>• <b>Data Recovery Report.</b> Within 90 days of submittal of the Data Recovery Field Memo, a Data Recovery Report shall be prepared presenting the results of the data recovery program, including a description of field methods, location and size of excavation units, analysis of materials recovered (including results of any special analyses conducted), and conclusions drawn from the work. The Data Recovery Report shall also indicate where artifacts, samples, and documentation resulting from the data recovery program will be curated. The curation facility shall meet the requirements of 36 Code of Federal Regulations 79. The Data Recovery Report shall be submitted to the CPUC for review and approval. Once approved, the Data Recovery Report shall be filed with the Eastern</li> </ul>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	Information Center. All impacted known resources and all unanticipated resources shall be recorded on DPR 523 forms that shall be filed at the Eastern Information Center with the Data Recovery Report.
<p><b>Impact CR-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</b> While these resources are not known to occur, ground disturbing activities would occur within geologic units with moderate and high potential to contain these resources and could result in significant impacts to undiscovered paleontological resources. <i>(Less than significant with mitigation)</i></p>	<p><b>MM CR-4: Paleontological Resources Monitoring.</b> Prior to the start of construction, the applicant shall retain a qualified paleontologist. The qualified paleontologist shall be approved by the CPUC and shall monitor all ground-disturbing activities that take place within areas that have a moderate to high potential to contain paleontological resources, <u>consistent with designations shown in Table 4.4-7. The Paleontological Resources Management Plan (APM-CUL-01) shall show a map of areas requiring monitoring consistent with Table 4.4-7.</u> The paleontological monitor shall have the authority to halt construction in the vicinity of any potential paleontological resource finds to begin implementation of MM CR-5.</p> <p><b>MM CR-5: Follow Paleontological Resource Discovery Protocol.</b> In the case that a previously unknown paleontological resource is discovered during construction activities, all work within 15 meters of the resource shall be stopped, and the CPUC-approved paleontologist shall determine, <u>after consulting with SCE,</u> whether the resource can be avoided. If the discovery can be avoided and no further impacts will occur, no further effort shall be required. If the resource cannot be avoided and may be subject to further impact, the paleontologist shall determine whether the resource is unique under Part V of CEQA Guidelines Appendix G. A paleontological resource shall be considered unique if it meets the definition of a significant paleontological resource under the 2010 Society of Vertebrate Paleontology <i>Standard Procedures for the Assessment of Adverse Impacts to Paleontological Resources</i> definition:</p> <p style="padding-left: 40px;">Significant paleontological resources are fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years).</p> <p>Substantiation of the uniqueness conclusion shall be provided to the CPUC for review and approval. If the resource is determined not to be unique, work may commence in the area.</p> <p>If the resource is unique, then work shall remain stopped, and the approved paleontologist shall consult with the applicant and the CPUC regarding methods to ensure that no substantial adverse change would occur to the significance of the resource pursuant to CEQA. Preservation in place, i.e., avoidance, is the preferred method of mitigation for impacts to paleontological resources and shall be required to mitigate impacts to previously undiscovered resources unless the CPUC-approved <del>paleontologist</del> <u>cultural resources specialist/qualified archeologist</u> determines that another method would provide superior mitigation of impacts to the resource. Other methods include ensuring that the fossils are recovered, prepared, identified, catalogued, and analyzed according to current professional standards under the direction of a qualified paleontologist. Methods of recovery, testing, and evaluation shall adhere to current professional standards for recovery, preparation, identification, analysis, and curation, such as the 2010 Society of Vertebrate Paleontology <i>Standard Procedures for the Assessment of Adverse Impacts to Paleontological Resources</i>. Work can commence following recovery and CPUC approval.</p>
<p><b>Impact CR-4: Disturb any human remains, including those interred outside of formal cemeteries.</b> Given the Native American history of the general region, it is possible that previously unknown human remains could be encountered during construction activities. This would constitute a significant impact. <i>(Less than significant with mitigation)</i></p>	<p><b>MM CR-6: Unanticipated Discovery of Human Remains.</b> In the event that human remains or suspected human remains are identified, SCE shall comply with California law, including, but not limited to, the following provisions: CEQA Guidelines section 15064.5(e); PRC sections 5097.94, 5097.98, and 5097.99; and California Health and Safety Code section 7050.5. These laws require Native American consultation for Native American burial sites.</p> <p>The area where the remains are identified shall be flagged off, and all construction activities within 165 feet (50 meters) of the find shall immediately cease. The CPUC, the CPUC-approved cultural resources specialist/archaeologist, SCE, and any other appropriate agency shall be immediately notified, and the cultural resources specialist/archaeologist shall examine the find. If the cultural resources specialist/archaeologist determines that there may be human remains, SCE shall immediately contact the Medical Examiner at the Los Angeles County Coroner's office. The Medical Examiner has two working days to examine the remains after being notified by SCE. If the Medical Examiner believes the remains are Native American, he/she shall notify the NAHC within 24 hours.</p> <p>The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the remains, and the MLD has 48 hours to make recommendations to the landowner or representative for the respectful treatment or disposition of the human remains and any associated grave goods. If the MLD does not make recommendations within 48 hours, the area of the property shall be secured from further disturbance. If there are disputes between the landowners and the MLD, the NAHC shall mediate the dispute and attempt to find a solution. If the mediation fails to provide measures acceptable to the landowner, the landowner or their representative shall reinter the remains and associated grave goods and funerary objects in an area of the property secure from further disturbance. The location of any reburial of Native American human remains shall not be disclosed to the public and shall not be governed by public disclosure requirements of the California Public Records Act, California Government Code § 6250 et seq., unless otherwise required by law. The Medical Examiner shall withhold public disclosure of information related to such reburial pursuant to the specific exemption set forth in California Government Code Section 6254(r).</p>
<b>Geology, Soils, and Minerals</b>	
<p><b>Impact GEO-1: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. <i>(Less than significant)</i></b></p>	None

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<p><b>Impact GEO-2: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.</b> The proposed project would be located in a seismically active area and could experience moderate to high levels of earthquake-induced ground shaking; therefore, impacts would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM GEO-1: Geotechnical Investigation.</b> The applicant will conduct a geotechnical investigation for the proposed project and prepare a geotechnical report documenting the results of the investigation. The geotechnical investigation shall assess the potential for liquefaction, landslides, lateral spreading, seismic ground shaking, and expansive soil. The geotechnical report shall make recommendations of engineering and design measures to incorporate into the proposed project, determined appropriate by a California-licensed Geotechnical Engineer or Certified Engineering Geologist, to mitigate impacts associated with liquefaction, landslides, lateral spreading, seismic ground shaking, and expansive soils. Measures that may be used to minimize impacts could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• <i>Liquefaction:</i> stabilization of fills, retaining walls, slope coverings, removal of unstable materials, avoidance of highly unstable areas, construction of pile foundations, and/or ground improvements of liquefiable zones.</li> <li>• <i>Landslides and lateral spreading:</i> retaining walls, excavation of unstable materials, avoidance of highly unstable areas.</li> <li>• <i>Seismic ground shaking:</i> energy dissipating devices, bracing, bolting of foundations.</li> <li>• <i>Expansive soil:</i> excavation of expansive soil, draining water away from expansive soils, ground-treatment processes.</li> </ul> <p>SCE shall provide documentation to the CPUC prior to construction that demonstrates these measures have been incorporated into project design.</p>
<p><b>Impact GEO-3: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.</b> A portion of Telecommunication Route 3 would be located within a State of California Liquefaction Seismic Hazard Zone and would result in significant impacts. <i>(Less than significant with mitigation)</i></p>	<p><b>MM GEO-1: Geotechnical Investigation.</b> See above.</p>
<p><b>Impact GEO-4: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.</b> While the proposed project components would be located within areas mapped by the United States Geological Survey as having low landslide susceptibility, there is still a potential for landslides to occur. Therefore, impacts under this criterion would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM GEO-1: Geotechnical Investigation.</b> See above.</p>
<p><b>Impact GEO-5: Result in substantial soil erosion or the loss of topsoil.</b> Most of the soils within the proposed project area have an erosion rating of moderate to severe. Construction activities would result in ground disturbance, and erosion would occur as a result of wind, water, and tracking from vehicles and equipment. This would result in a significant impact. <i>(Less than significant with mitigation)</i></p>	<p><b>MM HY-1: Stormwater Pollution Prevention Plan.</b> See below.</p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<p><b>Impact GEO-6: Be located on a geologic unit or soil that is unstable, or would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.</b> Liquefaction and lateral spreading could result in lowland areas where saturated sandy soil loses strength and cohesion due to ground shaking. The proposed project could be located on a geologic unit or soil that is unstable, resulting in a significant impact. <i>(Less than significant with mitigation)</i></p>	<p>MM GEO-1: Geotechnical Investigation. See above.</p>
<p><b>Impact GEO-7: Be located on expansive soil, creating substantial risks to life or property.</b> The shrink-swell potential of soil map units throughout the proposed project area varies from low to high. Therefore, there would be a significant impact under this criterion. <i>(Less than significant with mitigation)</i></p>	<p>MM GEO-1: Geotechnical Investigation. See above.</p>
<p><b>Impact MR-1: 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. (No impact)</b></p>	<p>None</p>
<p><b>Impact MR-2: 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. (No impact)</b></p>	<p>None</p>
<p><b>Greenhouse Gases</b></p>	
<p><b>Impact GHG-1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. (Less than significant)</b></p>	<p>None</p>
<p><b>Impact GHG-2: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs. (Less than significant)</b></p>	<p>None</p>
<p><b>Hazards and Hazardous Materials</b></p>	
<p><b>Impact HZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</b> Construction of the proposed project would require the transport, use, and disposal of hazardous material, including: fuel, welding materials, propane, paint thinner, spray paint, battery acid, and insulating oil. Impacts under this criterion would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM HZ-1: Hazardous Materials Business Plan.</b> A Hazardous Materials Business Plan (HMBP) shall be submitted to the CPUC and electronically through the California Environmental Reporting System for any hazardous materials stored on-site over threshold quantities (55 gallons, 200 cubic feet, or 500 pounds). The plan shall include information on:</p> <ul style="list-style-type: none"> <li>• Hazardous materials stored at the Mesa Substation over threshold quantities.</li> <li>• A site map with key emergency information, including internal access roads, adjacent public streets, sewer drains, emergency response equipment, and access/egress points.</li> <li>• Emergency response plans for release and threatened release of the covered materials.</li> </ul> <p><u>The HMBP and its approval by the Los Angeles Certified Unified Program Agency must be submitted to the CPUC at least 30 days prior to storage of covered hazardous materials. The HMBP must be submitted at least 30 days prior to storage of covered hazardous materials via the CERS. A receipt, showing that the agency received the plan must be submitted to the CPUC no less than 15 days prior to storage of covered hazardous materials.</u></p>



**Table ES-2 Impacts and Mitigation Measures Discussed in this EIR**

Impact (Level of Significance)	Mitigation Measure
	<p><b>MM HZ-2: Hazardous Materials Training.</b> Prior to construction, the applicant will prepare and implement a worker environmental awareness program (WEAP) for CPUC review and approval that includes:</p> <ul style="list-style-type: none"> <li>• Instruction regarding the location of Material Safety Data Sheets, as well as proper labeling, storage, use, transport, and disposal of hazardous materials.</li> <li>• Information on common contaminants that could be uncovered in the proposed project area and instruction regarding appropriate procedures if potentially contaminated soil is present.</li> <li>• Procedures for spill response under the SPCC (MM HZ-3) including notification to appropriate personnel, including the Spill Response Coordinator in case of a hazardous materials spill or leak from equipment, or upon the discovery of soil or groundwater contamination.</li> <li>• Instruction on individual responsibilities under the Clean Water Act, the project SPCC, the project SWPPP, and site-specific BMPs.</li> <li>• Instruction on compliance with OSHA regulations and procedures if landfill gas is encountered during excavations.</li> </ul> <p>The applicant will maintain records documenting attendees at each training.</p> <p><b>MM HY-1: Stormwater Pollution Prevention Plan.</b> See below.</p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<p><b>Impact HZ-2: 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.</b> If hazardous materials necessary for construction activities are used, transported, or disposed of improperly and a release occurs, their release would significantly impact the public or the environment. Contaminated soil or groundwater may be encountered during construction; this would also constitute a significant impact. <i>(Less than significant with mitigation)</i></p>	<p><b>MM HZ-2: Hazardous Materials Training.</b> See above.</p> <p><b>MM HZ-3: Spill Prevention, Control, and Countermeasure Plan.</b> SCE shall prepare a site-specific SPCC plan that identifies spill response and prevention measures and BMPs. SCE shall indicate site-specific physical conditions that could exacerbate spills, such as drainages to the nearest water bodies. SCE shall name a representative that will be responsible for verifying that construction and operation activities adhere to the SPCC, including implementation of BMPs. SCE shall submit the SPCC to CPUC at least 30 days prior to <u>delivery of any additional transformer oil to the site construction for review and approval.</u></p> <p><b>MM HZ-4: Contaminated Soil Contingency Plan.</b> Prior to construction, the applicant will submit a Contaminated Soil Contingency Plan to the CPUC for review and approval. The plan will include practices that are consistent with the California Title 8 and Occupational Safety and Health Administration (Cal-OSHA) regulations and will outline steps that would be implemented if contaminated soils are encountered. The objective of the plan will be to minimize risk to the public and to the environment resulting from exposure to and disturbance of contaminated soils. At a minimum, the plan would include procedures for the following steps:</p> <ul style="list-style-type: none"> <li>• Identifying potentially impacted soil;</li> <li>• Establishing a no-work zone for potentially contaminated areas;</li> <li>• Assessing potentially impacted soil;</li> <li>• Notifying appropriate agencies,</li> <li>• Cleanup procedures;</li> <li>• Impacted soil storage;</li> <li>• Verification sampling; and,</li> <li>• Impacted soil characterization and disposal.</li> </ul> <p>During construction an appropriately trained construction personnel, under the supervision of a California licensed registered geologist or professional engineer, will be present to monitor soil conditions during all earthmoving activities. If potentially contaminated soils are encountered during construction, the applicant would implement the Contaminated Soil Contingency Plan to assess the soils and to determine appropriate procedures based on the nature of the contamination, which may include avoidance or collection and analysis to determine appropriate disposal or treatment options.</p> <p><b>MM HZ-5: Well Management Plan.</b> Prior to construction, the applicant will prepare and submit to CPUC a Well Management Plan in coordination with OII Landfill and the U.S. EPA in order to prevent contamination of groundwater and subsurface soil. The plan will include procedures for well decommissioning or protection for all monitoring wells located within the footprint of the proposed project. The plan will be reviewed and approved by CPUC prior to construction. Proper well decommissioning or protection/avoidance measures would be implemented prior to beginning other ground disturbing activities within the proposed Mesa Substation site area The Well Management Plan would address the following:</p> <ul style="list-style-type: none"> <li>• Identification of wells that would be avoided during construction and wells that would be decommissioned,</li> <li>• Well decommissioning schedule,</li> <li>• Well decommissioning procedures,</li> <li>• Procedures for the protection of wells that are to be avoided during construction,</li> </ul> <p>Procedures for granting access to OII Landfill’s monitoring wells during construction activities. Procedures should address compliance to the proposed project’s APMs and MMs.</p> <p><b>MM HY-2: Compliance with WDRs.</b> See below.</p>
<p><b>Impact HZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.</b> <i>(Less than significant)</i></p>	<p>None</p>
<p><b>Impact HZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code</b></p>	<p><b>MM HZ-3: Spill Prevention, Control, and Countermeasure Plan.</b> See above.</p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<p><b>Section 65962.5 and, as a result, it would create a significant hazard to the public or the environment.</b> Six hazardous materials sites are located within the proposed project area, and some portions of the proposed project are underlain by contaminated groundwater plumes. Construction activities could encounter contaminated groundwater, which would result in a significant impact under this criterion. <i>(Less than significant with mitigation)</i></p>	
<p><b>Impact HZ-5: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</b> The proposed project would require temporary lane closures or reductions on several roadways during construction activities, which may affect emergency vehicle access. <i>(Less than significant with mitigation)</i></p>	<p><b>MM TT-2: Road and Lane Closure Plan.</b> See below.</p>
<p><b>Impact HZ-6: 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.</b> <i>(Less than significant)</i></p>	<p>None</p>
<p><b>Hydrology and Water Quality</b></p>	
<p><b>Impact HY-1: Violate water quality standards or waste discharge requirements.</b> Construction activities would require ground disturbance and the use of equipment, which could release hazardous substances. These activities could adversely impact water quality or result in discharge that violates water quality standards or waste discharge requirements. This would be a significant impact. <i>(Less than significant with mitigation)</i></p>	<p><b>MM HY-1: Stormwater Pollution Prevention Plan.</b> The applicant will obtain coverage for the project under the Construction General Permit (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The applicant will prepare a SWPPP to reduce the potential for water pollution and sedimentation from construction. BMPs to be included in the SWPPP that must be submitted to the SWRCB shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• The applicant shall not stockpile brush, loose soils, excavation spoils, or other similar debris material within sensitive habitats.</li> <li>• If visible dust is present during construction activities, standard dust suppression techniques (e.g., water spraying) will be used in all ground disturbance areas.</li> <li>• During construction activities, measures would be in place to ensure that contaminants are not discharged from construction sites. The SWPPP would define areas where hazardous materials and trash would be stored; where vehicles would be parked, fueled and serviced; and where construction materials would be stored.</li> <li>• Runoff, sedimentation, and erosion would be minimized through the use of BMPs such as water bars, silt fences, staked straw bales, wattles, and mulching and seeding of all disturbed areas. These measures will be designed to minimize ponding, eliminate flood hazards, and avoid erosion and siltation into any creeks, streams, rivers, or bodies of water, and to preserve roadways and adjacent properties. BMPs would be included for areas where helicopters would be landed, fueled, and serviced or used for construction activities.</li> <li>• Equipment storage, fueling, and staging areas would be located in upland sites away from riparian areas or other sensitive habitats. These designated areas would be located in such a manner as to prevent any runoff from entering sensitive habitat. Where vehicle maintenance (excluding fueling) cannot be avoided in areas outside those previously specified, these maintenance activities shall be performed at least 150 feet from all aquatic resources or as specified by agency permits, on an impermeable bladder or tarp specified for such maintenance activities. Project-related spills of hazardous materials would be cleaned up immediately and contaminated soils removed to approved disposal areas.</li> <li>• Implement measures such as sandbags, silt screens, cleanup of spills of hazardous materials, and cleanup of sediment to prevent polluted (with sediment or hazardous materials) runoff from work areas in paved streets from entering the storm drain system</li> <li>• Implement measures such as silt screens, cleanup of spills of hazardous materials, cleanup of sediment, secondary containment for hazardous materials, and avoidance of activities that disturb sediment or have a high potential for hazardous materials spills immediately before or during rain to prevent polluted (with sediment or hazardous materials) runoff from staging areas from draining into water ways such as washes, drainages, and ditches and from entering municipal storm drain systems.</li> </ul> <p>Verification of Construction General Permit coverage approval and the approved SWPPP(s) will be provided to the California Public Utilities Commission (CPUC) at least 30 days prior to start of construction. Updated SWPPPs will be provided to the CPUC on request during construction.</p>

**Table ES-2 Impacts and Mitigation Measures Discussed in this EIR**

Impact (Level of Significance)	Mitigation Measure
	<p><b>MM HY-2: Compliance with WDRs.</b> Work in waters of the state shall be conducted in conformance with WDRs obtained for the proposed project. Mitigation measures shall be implemented in accordance with WDRs, and they may include avoidance, reduction, or compensatory measures.</p> <p>Groundwater extracted as a result of dewatering during construction shall not be discharged to Waters of the State unless such activities are covered by a WDR. Extracted groundwater shall be disposed of in one of the following manners in the absence of a WDR:</p> <ul style="list-style-type: none"> <li>• Discharge to an upland area where it will not enter Waters of the State but would instead evaporate or infiltrate.</li> <li>• Use for dust control.</li> <li>• Use for irrigation water.</li> <li>• Use for other construction needs.</li> </ul> <p>Dispose of at a licensed facility if water is suspected of being contaminated or degraded.</p> <p><b>MM HZ-1: Hazardous Materials Business Plan.</b> See above.  <b>MM HZ-2: Hazardous Materials Training.</b> See above.  <b>MM HZ-3: Spill Prevention, Control, and Countermeasure Plan.</b> See above.</p>
<p><b>Impact HY-2: Substantial depletion of groundwater supplies or substantial interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Less than significant)</b></p>	<p>None</p>
<p><b>Impact HY-3: Substantial alteration of the existing drainage pattern of the site or area that results in substantial erosion or siltation on or off site.</b> Construction of the Mesa Substation would require approximately 85.1 acres of grading, including substantial cut and fill and filling of waterways. Drainage on the site would change substantially, which could result in substantial erosion or siltation on or off site. These impacts would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM HY-1: Stormwater Pollution Prevention Plan.</b> See above.  <b>MM HY-3: Construction Drainage Plan.</b> SCE shall prepare and implement a Drainage Plan that ensures runoff during construction activities at the Mesa Substation site will not exceed drainage capacity of the storm water system and other drainage facilities. Measures that can be employed can include:</p> <ul style="list-style-type: none"> <li>• Constructing the detention basin earlier in construction.</li> <li>• Constructing temporary detention basins on site.</li> <li>• Creating infiltration areas to limit runoff that enters the storm water system.</li> </ul> <p>SCE shall submit the plan to Monterey Park and CPUC for review and approval prior to beginning construction activities at the substation site.</p> <p><b>MM HY-4: Detention Basin Design.</b> SCE shall design the detention basin on the proposed Mesa Substation site in accordance with the Los Angeles County Department of Public Works Hydrology Manual (LACDPW 2006). The Hydrology Manual contains techniques to calculate runoff flow rates and volumes based on Los Angeles County’s historic precipitation and runoff. As applicable, the detention basin shall be designed in accordance with the Los Angeles County Department of Public Works Low Impact Development Standards Manual (LACDPW 2014).</p>
<p><b>Impact HY-4: Substantial alteration of the existing drainage pattern or rate or amount of surface runoff in a manner which would result in flooding.</b> Construction of the Mesa Substation would require approximately 85.1 acres of grading, including substantial cut and fill and filling of waterways. Drainage on the site would change substantially, which could result in substantial flooding or off-site runoff. These impacts would be significant. <i>(Less than significant with mitigation)</i></p>	<p><b>MM HY-3: Construction Drainage Plan.</b> See above.  <b>MM HY-4: Detention Basin Design.</b> See above.</p>
<p><b>Impact HY-5: Create or contribute to runoff water exceeding the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of</b></p>	<p><b>MM HY-3: Construction Drainage Plan.</b> See above.  <b>MM HY-4: Detention Basin Design.</b> See above.</p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<p><b>polluted runoff.</b> Construction on the Mesa Substation site would change drainage patterns and elevations of the site, which could substantially increase the quantity of runoff. Impacts would be significant. <i>(Less than significant with mitigation)</i></p>	
<p><b>Impact HY-6: Other substantial degradation of water quality.</b> <i>(Less than significant)</i></p>	None
<p><b>Impact HY-7: Project structures would impede or redirect flood flows within a 100-year flood hazard</b> <i>(No impact)</i></p>	None
<p><b>Impact HY-8: 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.</b> A failure of the Garvey Reservoir south dam could result in significant impacts to construction along portions of the Mesa Substation site; transmission, subtransmission, telecommunication lines; and Staging Yards 1, 2, and 3. Failure of the Santa Fe Dam could result in significant flooding impacts to workers at Staging Yard 7. <i>(Less than significant with mitigation)</i></p>	<p><b>MM HY-5: Dam Failure Evacuation Training.</b> As part of the Worker Environmental Awareness Program, SCE shall train construction workers on evacuation routes in the event of dam failure. Workers to be trained shall include those located in the dam inundation areas of the Garvey Reservoir south dam, Eaton Canyon Dam, Garvey Reservoir north dam, and Santa Fe Dam.</p> <p><b>MM HY-6: Dam Inundation Substation Protection.</b> SCE shall incorporate dam inundation measures into its substation at the design phase to reduce the potential for widespread outages and equipment damages in the event of failure of the south dam at Garvey Reservoir. Measures could include:</p> <ul style="list-style-type: none"> <li>• Concrete perimeter wall and flood gates at entry ways;</li> <li>• Elevation of key substation equipment above inundation levels; or</li> <li>• Sealing of equipment buildings.</li> </ul>
<p><b>Impact HY-9: Risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.</b> <i>(No impact)</i></p>	None
<b>Land Use and Planning</b>	
<p><b>Impact LU-1: Physically divide an established community.</b> <i>(No impact)</i></p>	None
<p><b>Impact LU-2: 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.</b> <i>(No impact)</i></p>	None
<b>Noise</b>	
<p><b>Impact NV-1: Noise levels in excess of standards established in the local general plan or noise ordinance.</b> Construction of the proposed project would result in significant noise impacts as a result of conflicting with Montebello, South El Monte, Commerce, and Pasadena noise ordinances. <i>(Significant and unavoidable)</i></p>	<p><b>MM NV-1: Noise Control Plan.</b> Prior to the start of construction, the applicant shall prepare a Noise Control Plan to ensure that project construction noise does not:</p> <ul style="list-style-type: none"> <li>• Increase ambient noise levels by more than 10 dBA (8-hour <math>L_{eq}</math>), or</li> <li>• Exceed the noise level specified in the applicable jurisdiction's noise ordinance.</li> </ul> <p>The Noise Control Plan measures shall be selected based on the specific equipment used, and activity conducted in specific locations, and proximity to sensitive noise receptors once known. The applicant shall submit the Noise Control Plan to the CPUC at least 30 days prior to the start of construction for review and approval. Measures that may be included in the Noise Control Plan to reduce noise levels by 10 dBA or to the noise level specified in the applicable jurisdiction's noise ordinance are: shall include, but not be limited to, the following noise reduction and control measures:</p> <ul style="list-style-type: none"> <li>• Temporarily and safely install and maintain an absorptive noise control barriers in the perimeter of construction sites and/or between stationary construction equipment and sensitive noise receptors when located within 200 feet of noise-intensive equipment operating more than 4 hours a day. The applicant shall notify all residents located within 50 feet of the absorptive barriers and ensure such barriers are installed in a safely manner.</li> </ul>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	<ul style="list-style-type: none"> <li>• Limit heavy-equipment activity adjacent to residences or other sensitive receptors to the shortest possible period required to complete the work activity.</li> <li>• Ensure that proper mufflers, intake silencers, and other noise reduction equipment are in place and in good working condition.</li> <li>• Maintain construction equipment according to manufacturer recommendations.</li> <li>• Minimize <u>unnecessary</u> construction equipment idling.</li> <li>• Reduce noise from back-up alarms (alarms that signal vehicle travel in reverse) in construction vehicles and equipment by providing a layout of construction sites that minimizes the need for back-up alarms and use flagmen to minimize the time needed to back up vehicles.</li> <li>• When possible, use construction equipment specifically designed for low noise emissions (e.g., i.e., equipment that is powered by electric or natural gas engines instead of diesel or gasoline reciprocating engines). <del>Electric engines have been reported to have lower noise levels than internal combustion engines.</del></li> <li>• Where practical, locate stationary equipment such as compressors, generators, and welding machines away from sensitive receptors <del>or behind barriers.</del></li> </ul> <p>The Noise Control Plan shall detail the frequency, location, and methodology for noise <u>modeling and</u> monitoring prior to and during various construction and restoration activities to ensure that generated noise levels do not exceed 10 dBA above existing ambient noise levels, or the applicable jurisdiction noise standards. <u>These methods shall include monitoring noise levels at the boundary of construction areas and using industry-standard noise modeling techniques to predict noise levels at adjacent sensitive receptors. If modeled levels exceed the greater than 10 dBA above existing ambient noise or applicable ordinance threshold, noise monitoring will be conducted to verify model results.</u> The Noise Control Plan shall detail the actions and procedures that the applicant shall implement to mitigate impacts in the event that monitoring detects noise levels that have exceeded the criteria specified in this EIR. Noise level measurements shall be conducted in compliance with the City of Monterey Park, City of Montebello, City of Commerce, City of Bell Gardens, City of Pasadena, and Los Angeles County requirements, <u>as applicable.</u></p> <p>The Noise Control Plan shall designate a Construction Relations Officer who is readily available to answer questions or respond to complaints during <del>periods of any hours or days that</del> construction or restoration <del>is occurring.</del> The applicant shall send pre-construction notifications to sensitive receptors located within 100 feet of construction activities at least 30 days prior construction. The notification shall include a phone number for the public to contact the Construction Relations Officer. Additionally, each construction site shall include clearly visible signs with the Construction Relations Officer's public phone number. The applicant shall submit monthly reports to the CPUC summarizing the complaints submitted to the Construction Relations Officer. The summary reports shall describe how each complaint was addressed, if and when it was resolved, and <u>available</u> contact information for the member of the public who submitted the complaint.</p> <p><b>MM NSV-2: Compliance with Monterey Park Ordinance.</b> As soon as Mesa Substation is fully operational, the applicant shall conduct noise measurements to ensure that the operational noise levels from the substation transformers do not exceed the City of Monterey Park's 50-dBA nighttime noise standard at the closest receptor. If the threshold is exceeded, the applicant shall implement engineering solutions, including, but not limited to, barrier walls around the transformer, sound absorbing panels, and/or noise cancellation methods until the project does not exceed the threshold. SCE must submit the noise measurements in the form of a memorandum to the CPUC within two weeks of measurement. Reports shall be submitted until the CPUC verifies that operation noise does not exceed the City of Monterey Parks' 50-dBA nighttime threshold.</p> <p><b>MM NSV-3: Noise from Helicopter Operations.</b> For all construction activities that would include helicopter operations, SCE shall provide at least one week's advance notice to all property owners within 660 feet of the proposed helicopter operation areas. The announcement would state that the use of helicopters is anticipated and would provide the start date, anticipated completion dates, hours of helicopter usage, and a telephone contact number for questions or complaints during construction. In addition, helicopters would maintain a height of at least 500 feet when passing over residential areas, as well as a lateral distance of at least 500 feet from all schools and hospital buildings, except when they are at construction areas or actively assisting with construction activities.</p>
<b>Impact NV-2:</b> Excessive groundborne vibration or groundborne noise levels. <i>(Less than significant)</i>	None
<b>Impact NV-3:</b> Substantial permanent increase in ambient noise levels in the project vicinity. <i>(Less than significant)</i>	None
<b>Impact NV-4:</b> Substantial temporary or periodic increase in ambient noise levels in the project vicinity. Construction of the substation and telecommunications routes, conversion of the street light source line, and modifications at Walnut Substation would result in significant temporary increases in ambient noise levels that could not be reduced to less than significant with mitigation. <i>(Significant and unavoidable)</i>	<p><b>MM NV-1: Noise Control Plan.</b> See above.</p> <p><b>MM NSV-3: Noise from Helicopter Operations.</b> See above.</p> <p><b>MM NSV-4: Positioning of Helicopter Landing and Takeoff Areas.</b> SCE shall position helicopter landing and takeoff areas in Staging Yards 1, 2, <u>and 3, and 4</u> as far away as feasible from sensitive receptors, while not sacrificing the safety of helicopter operations due to hazards (e.g., transmission lines) in and around the staging yards. SCE must submit helicopter locations to the CPUC for review and approval at least 30 days prior to use of the helicopter location</p> <p><b>MM NSV-5: Noise Notification and Coordination for Whittier Narrows Natural Area.</b> The applicant shall provide notice to the Whittier Narrows Natural Area at least 30 days prior to construction activities occurring in that area to alert nearby users of the construction activities and give them the opportunity to avoid the noise. The notice shall include dates, times, and descriptions of construction activities, in addition to directions to at least two comparable alternative nearby recreational facilities. The applicant shall also coordinate with the Whittier Narrows Natural Area to ensure that activities causing an increase in noise of over 10 dBA above ambient noise levels do not occur in the Whittier Narrows Natural Area during any planned special events. SCE shall provide documentation of the notice and coordination to the CPUC at least 20 days prior to construction.</p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<b>Population and Housing</b>	
<b>Impact POP-1:</b> Induce substantial population growth in an area, either directly or indirectly. <i>(Less than significant)</i>	None
<b>Impact POP-2:</b> Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere. <i>(Less than significant)</i>	None
<b>Public Services and Utilities</b>	
<b>Impact PSU-1:</b> Result in substantial adverse physical impacts on governmental facilities or from the 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 following public services: (1) fire protection, (2) police protection, (3) schools, (4) parks, or (5) other public facilities. <i>(Less than significant)</i>	None
<b>Impact PSU-2:</b> Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. <i>(Less than significant)</i>	None
<b>Impact PSU-3:</b> Require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects. <i>(Less than significant)</i>	None
<b>Impact PSU-4:</b> Require or result in the construction of new storm water drainage facilities or expansion of existing facilities. Construction of the proposed Mesa Substation site would alter the existing drainage pattern; several ephemeral drainages would be filled, and new impervious surfaces would be created. These activities would increase runoff and constitute a significant impact. <i>(Less than significant with mitigation)</i>	<b>MM HY-1: Stormwater Pollution Prevention Plan.</b> See above. <b>MM HY-3: Construction Drainage Plan.</b> See above. <b>MM HY-4: Detention Basin Design.</b> See above.
<b>Impact PSU-5:</b> Insufficient water supplies available to serve the project from existing entitlements and resources or new or expanded entitlements required. <i>(Less than significant)</i>	None
<b>Impact PSU-6:</b> Result in a determination by the wastewater treatment provider, which serves or might serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. <i>(Less than significant)</i>	None
<b>Impact PSU-7:</b> Served by a landfill without	None

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
sufficient permitted capacity to accommodate the project's solid waste disposal needs. <i>(Less than significant)</i>	
<b>Impact PSU-8: Noncompliance with federal, state, or local statutes and regulations related to solid waste. <i>(No impact)</i></b>	None
<b>Impact PSU-9: Result in interruption of utilities.</b> Construction of the proposed project would require the removal of an existing Metropolitan Water District (MWD) 72-inch pipeline, which currently bisects the proposed Mesa Substation site. The removal of this pipeline without an agreement to replace the waterline would result in the interruption of utilities to a portion of the MWD's service area and constitute a significant impact. <i>(Less than significant with mitigation)</i>	<b>MM PS-1: Relocation Agreement with Municipal Metropolitan Water District.</b> Prior to construction that would take the MWD's 72-inch Middle Feeder Pipeline out of service, the applicant shall reach an agreement with the MWD that will identify an alternate alignment that crosses the project site. This relocation agreement will enable the MWD to maintain reliable deliveries of treated water to its member agencies during relocation of the pipeline. SCE shall submit to the CPUC information from the MWD confirming that relocation of the pipeline will not result in inability to adequately serve customers. SCE shall submit this documentation at least 30 days prior to the pipeline being taken out of service.
<b>Recreation</b>	
<b>Impact RE-1: 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. <i>(Less than significant)</i></b>	None
<b>Traffic and Transportation</b>	
<b>Impact TT-1: 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> Construction of the proposed project would result in impacts to the level of service (LOS) at five intersections and create longer travel times and turning queues on several roadways in the area. These impacts would be significant. <i>(Less than significant with mitigation)</i>	<p><b>MM TT-1: Peak Period Traffic Management Plan.</b> SCE shall prepare and implement a Peak Period Traffic Management Plan, which may be included in a larger Transportation Management Plan for the project, and shall submit the Plan for CPUC review and approval at least 60 days prior to the start of construction.</p> <p>The Plan shall identify specific measures that would reduce significant impacts to significantly affected intersections during the AM or PM peak hours (and during the specified phase) to less than significant levels, i.e., reduce the V/C increase resulting from the proposed project at each identified intersection to at or below the applicable threshold.</p> <p>Primary measures may include:</p> <ul style="list-style-type: none"> <li>● Limiting project-related heavy truck trips during peak hours (e.g., through scheduling deliveries outside of peak hours) so as to reduce trips occurring during peak hours; and</li> <li>● Limiting project construction worker vehicle trips during peak hours (e.g., through requiring carpooling) so as to reduce trips occurring during peak hours.</li> </ul> <p>Specific measures would be dependent on the final construction schedule and residing location of construction workers. Measures implemented as part of the plan shall not result in exceedance of applicable thresholds as described in this document at other impacted intersections. The plan shall also demonstrate that mitigation would not result in V/C to exceed thresholds at significantly impacted and non-significantly impacted roads and intersections.</p> <p><b>MM TT-2: Road and Lane Closure Plan.</b> SCE shall develop a Road and Lane Closure Plan for the proposed project that outlines how SCE will handle road and lane closures to allow for safe vehicle, bicyclist, and pedestrian passage when road and lane closures occur. The Plan shall be prepared in coordination with local jurisdictions where road and lane closures would occur. Upon determination of the final construction schedule and precise locations and durations of road and lane closures, the Plan shall describe locations and durations of:</p> <ul style="list-style-type: none"> <li>● Full road closures</li> <li>● Lane closures</li> <li>● Bicycle lane closures</li> <li>● Sidewalk or pedestrian path closures</li> </ul> <p>Measures to be included in the Plan that would allow for safe vehicle, bicyclist, and pedestrian passage shall adhere to the California Manual on Uniform Traffic Control Devices. Potential measures</p>



Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	<p>include:</p> <ul style="list-style-type: none"> <li>• <del>Signage directing motorists, pedestrians, and bicyclists to an efficient, safe detour around the closure</del></li> <li>• <del>Flaggers and/or signage to halt traffic at road closures or direct traffic at lane closures and to allow traffic to pass when construction is halted</del></li> <li>• <del>Requirements for notifications and a process for communication with affected residents and landowners prior to the start of construction.</del></li> <li>• <del>Emergency service providers would be notified of the timing, location, and duration of construction activities.</del></li> <li>• <del>Requirement that emergency vehicle access is maintained at all times.</del></li> </ul> <p>The Road and Lane Closure Plan can be included as part of a Transportation Management Plan for the project.</p> <p><b>MM TT-1: Traffic Control Plan.</b> SCE shall prepare and implement a Traffic Control Plan consistent with the California Joint Utility Traffic Control Manual. SCE shall submit the Traffic Control Plan to Caltrans, the City of Monterey Park, and the City of Montebello for review and comment prior to submitting it to the CPUC for review and approval at least 60 days prior to the start of construction. The Traffic Control Plan shall include at a minimum, measures to ensure that:</p> <ol style="list-style-type: none"> <li>1. <u>Significant impacts to affected intersections during the AM or PM peak hours (and during the specified phase) are reduced to less than significant levels, i.e., reduce the V/C increase resulting from the proposed project at each identified intersection to at or below the applicable threshold. Primary measures may include:</u> <ul style="list-style-type: none"> <li>• <u>Limiting project-related heavy truck trips during peak hours (e.g., through scheduling deliveries outside of peak hours) so as to reduce trips occurring during peak hours; and</u></li> <li>• <u>Limiting project construction worker vehicle trips during peak hours (e.g., through requiring carpooling) so as to reduce trips occurring during peak hours.</u></li> </ul> </li> <li>2. <u>Significant impacts on SR 60, Greenwood Avenue, Loveland Street, and other nearby roadways are reduced to less than significant levels, i.e., reduce excessive interruptions in traffic flow resulting from temporary lane closures. Primary measures may include the following:</u> <ul style="list-style-type: none"> <li>• <u>SCE shall follow recommended considerations of the California Manual on Uniform Traffic Control Devices (CA MUTCD) latest edition, including proper signage, avoiding abrupt changes in geometrics, reducing traffic volume by using alternate routes scheduling work in off-peak hours, and complying with the Americans with Disabilities Act of 1990; and</u></li> <li>• <u>No work shall occur in Caltrans ROW until Caltrans issues the encroachment permit and approves the Traffic Control Plan.</u></li> </ul> </li> <li>3. <u>Significant impacts on Potrero Grande Drive, East Markland Drive, and other nearby roadways are reduced to less than significant levels, i.e., reduce hazards from slow moving vehicles entering and exiting the substation site. Primary measures may include the following:</u> <ul style="list-style-type: none"> <li>• <u>SCE shall post slow truck warning signage at appropriate locations during truck delivery and exit hours (e.g., along Potrero Grande Drive) when there is a possibility for slow trucks to exit the substation site to warn drivers of slow trucks exiting the substation site onto East Markland Drive and Potrero Grande Drive. Signage shall adhere to the CA MUTCD.</u></li> </ul> </li> <li>4. <u>Significant impacts to affected roadways used by overweight or oversized vehicles are reduced to less than significant levels, i.e., repair to pre-project conditions any roads or road infrastructure (e.g., curbs and medians) damaged by project-related vehicle traffic. SCE shall comply with local permit conditions related to road damage to reduce impacts to less than significant. Primary measures may include the following:</u> <ul style="list-style-type: none"> <li>• <u>Documenting roadway conditions with photographs prior to the project along roads identified for heavy vehicle use in the project’s Traffic Impact Analysis; and</u></li> <li>• <u>Taking photographs after the project and after any repairs that document restoration of pre-project pavement conditions. Documentation of original conditions and repair shall be submitted to the CPUC for review and verification within 30 days of repair completion.</u></li> </ul> </li> <li>5. <u>Significant impacts to local emergency service providers are reduced to less than significant levels, i.e., maintain access for emergency service vehicles. Primary measures may include the following:</u> <ul style="list-style-type: none"> <li>• <u>Maintaining good public relations by assessing the needs of road users, abutting property owners, and emergency service providers (law enforcement, fire fighters, and medical medical) and cooperating with various news media;</u></li> <li>• <u>SCE shall notify local emergency service providers (i.e., police departments, ambulance services, and fire departments) of road closures at least one week prior to the closure;</u></li> <li>• <u>SCE shall notify the emergency service provider of the location, date, time, and duration of closure; and</u></li> </ul> </li> </ol>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
	<ul style="list-style-type: none"> <li>• <u>SCE shall also make provisions to maintain emergency vehicle access at all times in coordination with local emergency service providers, such as keeping metal plates available to cover open trenches.</u></li> </ul> <p>6. <u>Significant impacts to public transit, pedestrians, and bicyclists are reduced to less than significant levels, i.e., maintain safe conditions for pedestrians and bicyclists during construction of the proposed project. The project shall allow for safe vehicle, bicyclist, and pedestrian passage through construction zones in consideration of basic safety principles to route roadway users through construction zones using roadway geometrics and features and traffic control devices comparable to normal roadway situation as possible. The Traffic Control Plan's level of detail shall be appropriate to the complexity of the project work, and primary measures may include:</u></p> <ul style="list-style-type: none"> <li>• <u>Notifying LA Metro and other public transit providers of construction along existing public transit routes. SCE shall work with transit providers to temporarily relocate transit stops during construction, if needed;</u></li> <li>• <u>Providing pedestrians with reasonably safe, convenient, and accessible paths that replicate as nearly as possible the most desirable characteristics of the existing paths (e.g., maintaining sidewalk and bicycle access on at least one side of affected streets during construction);</u></li> <li>• <u>Laying out plans for notifications and a process for communication with affected transit riders, pedestrians, and bicyclists prior to the start of construction. Advance public notification shall include posting of notices and appropriate signage of construction activities. The written notification shall include the construction schedule, the exact location and duration of activities within each street (i.e., which transit routes, bus stops, sidewalks, and bicycle routes would be affected on which days and for how long), and a toll-free telephone number for receiving questions or complaints;</u></li> <li>• <u>Posting detour signs during construction of alternative routes for pedestrians and bicyclists, applying the CA MUTCD principles for proper marking, signing, and flagging; and</u></li> <li>• <u>Installing steel plates over open trenches in inactive construction areas to maintain existing bicycle and pedestrian access after construction hours.</u></li> </ul> <p>7. <u>Significant impacts to the Whittier Narrows park-and-ride lot are reduced to less than significant levels, i.e., maintain safe entrance and egress from the Santa Anita Avenue entrance. Primary measures may include the following:</u></p> <ul style="list-style-type: none"> <li>• <u>SCE shall coordinate with Los Angeles County and the Whittier Narrows Recreation Area so that SCE can provide traffic control for two-way traffic at the Santa Anita Avenue entrance to the Whittier Narrows park-and-ride lot during the Durfee Avenue exit closure.</u></li> </ul> <p><u>In addition, the Traffic Control Plan shall ensure that:</u></p> <ul style="list-style-type: none"> <li>• <u>Acceptable levels of operation for all transportation modes are provided and routine day and night inspections of the plan's elements are implemented;</u></li> <li>• <u>Roadside safety is maintained during the life of the project to accommodate disabled vehicles, run-off-the-road incidents, and emergency situations; and</u></li> <li>• <u>Appropriate field workers and management personnel receive training appropriate to the job decisions each individual is required to make.</u></li> </ul> <p><u>Specific measures would depend on the final construction schedule and residing location of construction workers. Measures implemented as part of the plan shall not result in exceedance of applicable thresholds as described in this document at other impacted intersections. The plan shall also demonstrate that mitigation would not result in V/C to exceed thresholds at significantly impacted and non-significantly impacted roads and intersections. Roadway, highway, and lane closure plans shall be prepared and implemented as required and in coordination with the applicable local and Caltrans jurisdictions. Appropriate advance notifications shall be made to the affected jurisdictions and affected property owners; copies of all coordination and notification shall be provided to the CPUC.</u></p> <p><u>The plan shall describe locations and durations of:</u></p> <ul style="list-style-type: none"> <li>• <u>Full road closures</u></li> <li>• <u>Lane closures</u></li> <li>• <u>Bicycle lane closures</u></li> <li>• <u>Sidewalk or pedestrian path closures</u></li> <li>• <u>Transit stop closures</u></li> <li>• <u>Parking lot and Park-N-Ride lot closures</u></li> </ul> <p><u>To the extent that compliance with applicable permit requirements, e.g., obtaining required encroachment permits from Caltrans and/or other agencies with jurisdiction over work done within roadways, would reduce identified significant traffic impact(s) consistent with the performance standards set forth in MM TT-1, SCE may submit such permit(s) in lieu of addressing that impact or impacts in the Traffic Control Plan, subject to review and approval by the CPUC prior to the start of construction.</u></p>

Table ES-2 Impacts and Mitigation Measures Discussed in this EIR

Impact (Level of Significance)	Mitigation Measure
<p><b>Impact TT-2: Conflict with an applicable congestion management program including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.</b> Impacts from construction along Telecommunications Route 2B would result in significant impacts if State Route 60 were to close during peak hours or daytime hours. <i>(Less than significant with mitigation)</i></p>	<p><b>MM TT-3: Highway Closure Plan.</b> SCE shall prepare a Highway Closure Plan to include in its encroachment permit application for crossings of SR-60 that require closure or partial closure of SR-60. The Highway Closure Plan shall:</p> <ul style="list-style-type: none"> <li>• Specify that partial and complete closures of SR-60 are prohibited during peak and daytime (5 a.m. to 10 p.m.) hours.</li> <li>• Require that SCE adhere to Caltrans' requirements regarding signage to notify motorists of the impending closure.</li> <li>• Map potential detours for SR-60 traffic.</li> </ul> <p>The measures in the plan shall minimize delays to SR-60 traffic. No work shall occur in Caltrans right-of-way until Caltrans issues the encroachment permit and approves the Highway Closure Plan.</p> <p><b>MM TT-1: Traffic Control Plan.</b> See above.</p>
<p><b>Impact TT-3: 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.</b> Helicopters would be used to support conductor stringing activities in residential areas. Helicopter use in close proximity to residences would result in substantial safety risks and be a significant impact. Additionally, tall structures and equipment exceeding 200 feet may be used, creating significant impact to air traffic. <i>(Less than significant with mitigation)</i></p>	<p><b>MM TT-42: Helicopter Lift Plan.</b> SCE's helicopter contractor shall coordinate with FAA and obtain FAA-required approvals for helicopter operations. SCE's contractor's submittal shall include a Helicopter Lift Plan for operations within 1,500 feet (457 meters) of a congested area or within 1,500 feet (457 meters) of residences in compliance with 14 CFR 133.33, which requires that flights be conducted so emergency landings and release of external load can be accomplished without safety risks to people or property when operating over congested areas. Measures may include:</p> <ul style="list-style-type: none"> <li>• Designating who is responsible for equipment inspections</li> <li>• Communication procedures</li> <li>• Establishment of exclusion zones where pedestrians will not be allowed</li> <li>• Training of personnel in safety requirements and procedures</li> </ul> <p>The Plan and record of FAA approval shall be provided to the CPUC prior to commencing helicopter operations.</p> <p><b>MM TT-53: FAA No-Hazard Determination.</b> SCE shall obtain a determination of no-hazard from the FAA when notification under 14 CFR 77 is required for:</p> <ul style="list-style-type: none"> <li>• Use of construction equipment, such as cranes; and</li> <li>• Installation of structures, such as lattice steel towers.</li> </ul> <p>SCE shall provide documentation of the FAA finding to the CPUC prior to the use of equipment or installation of structures that require notification under 14 CFR 77.</p>
<p><b>Impact TT-4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</b> Safety issues may occur as large, slow trucks enter and exit the substation site into faster traffic, constituting a significant impact (the speed limit is 45 miles per hour on Potrero Grande Drive and is unposted on East Markland Drive). Additionally, road damage from oversized or overweight vehicles may occur, presenting a significant safety hazard. <i>(Less than significant with mitigation)</i></p>	<p><b>MM TT-6: Slow Truck Warnings.</b> During truck delivery and exit hours, SCE shall post signage at appropriate locations (e.g., along Potrero Grande Drive) when there is a possibility for slow trucks to exit the substation site to warn drivers of slow trucks exiting the Substation site onto East Markland Drive and Potrero Grande Drive. Signage shall adhere to the California Manual on Uniform Traffic Control Devices.</p> <p><b>MM TT-7: Road Damage Repair.</b> SCE shall repair to pre-project conditions any roads damaged by project vehicle traffic within 60 days of completion of construction. SCE shall document roadway conditions with photographs prior to the project along roads identified for heavy vehicle use in the project's Traffic Impact Analysis. SCE shall also take photographs after the project and after any repairs that document restoration of pre-project pavement conditions. Documentation of original conditions and repair shall be submitted to the CPUC for review and verification within 30 days of repair completion.</p> <p><b>MM TT-1: Traffic Control Plan.</b> See above.</p>
<p><b>Impact TT-5: Result in inadequate emergency access.</b> Construction of the proposed project may result in temporary road or lane closures that could significantly impact emergency vehicle access. <i>(Less than significant with mitigation)</i></p>	<p><b>MM TT-8: Emergency Service Provider Notification.</b> SCE shall notify local emergency service providers (i.e., police departments, ambulance services, and fire departments) of road closures at least 1 week prior to the closure. SCE shall notify the provider of the location, date, time, and duration of closure. SCE would also make provisions to maintain emergency vehicle access at all times in coordination with local emergency service providers, such as keeping metal plates available to cover open trenches.</p> <p><b>MM TT-1: Traffic Control Plan.</b> See above.</p>
<p><b>Impact TT-6: Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or an otherwise decrease in the performance or safety of such facilities.</b> Construction activities</p>	<p><b>MM TT-9: Public Transit, Pedestrian, and Bicyclist Plan.</b> SCE shall develop and implement a Public Transit, Pedestrian, and Bicyclist Plan with the goal of maintaining safe conditions for pedestrians and bicyclists during construction of the proposed project. Safe conditions include detours for closed sidewalks and closed bicycle lanes as well as relocation of transit stops to areas not affected by construction activities. The control measures included in the Plan shall be based on final plans for closures of sidewalks and bicycle lanes and transit stops. The measures shall be consistent with those published in the California Joint Utility Traffic Control Manual (California Inter-Utility Coordinating Committee 2010). The Plan should include, at a minimum, the measures listed below:</p>

**Table ES-2 Impacts and Mitigation Measures Discussed in this EIR**

Impact (Level of Significance)	Mitigation Measure
<p>and construction traffic would take place on roads that are also used by public transit routes, bicyclists (including on designated bike lanes), and pedestrians. Impacts would be temporary, but could significantly decrease performance or safety. <i>(Less than significant with mitigation)</i></p>	<ul style="list-style-type: none"> <li>• Notify LA Metro and other public transit providers of construction along existing public transit routes. The applicant would work with transit providers to temporarily relocate transit stops during construction, if needed.</li> <li>• Provide pedestrians with reasonably safe, convenient, and accessible paths that replicate as nearly as possible the most desirable characteristics of the existing paths (i.e., maintaining sidewalk and bicycle access on at least one side of affected streets during construction).</li> <li>• Layout plans for notifications and a process for communication with affected transit riders, pedestrians, and bicyclists prior to the start of construction. Advance public notification shall include posting of notices and appropriate signage of construction activities. The written notification shall include the construction schedule, the exact location and duration of activities within each street (i.e., which transit routes, bus stops, sidewalks, and bicycle routes would be affected on which days and for how long), and a toll-free telephone number for receiving questions or complaints.</li> <li>• Post detour signs during construction of alternative routes for pedestrians and bicyclists.</li> <li>• Install steel plates over open trenches in inactive construction areas to maintain existing bicycle and pedestrian access after construction hours.</li> </ul> <p><b>MM TT-1: Traffic Control Plan.</b> See above.</p>
<p><b>Impact TT-7:</b> Result in inadequate parking that would result in a significant impact on the environment. <i>(Less than significant)</i></p>	<p><del><b>MM TT-10: Whittier Narrows Park and Ride Lot.</b> If proposed project work on Telecommunications Route 3 would result in temporary closure of the Whittier Narrows park and ride lot exit to Durfee Avenue, SCE shall coordinate with Los Angeles County and the Whittier Narrows Recreation Area so that SCE can provide traffic control for two-way traffic at the Santa Anita Avenue entrance to the Whittier Narrows park and ride lot during the Durfee Avenue exit closure.</del></p> <p><b>MM TT-1: Traffic Control Plan.</b> See above.</p> <p><b>MM TT-114: Pasadena City College Community Education Center Parking.</b> If proposed project work at the Goodrich Substation would result in parking spot closures at the <u>Pasadena City College Community Education Center</u> parking lot, SCE shall coordinate scheduled closures with the <u>Pasadena City College Community Education Center</u> <del>on the following and shall obtain a letter from the Community Education Center that states:</del></p> <ul style="list-style-type: none"> <li>• The dates of parking spot closures; <u>and</u></li> <li>• The number of parking spots that would be closed; <del>and</del></li> <li>• <del>That the Community Education Center concurs that there will be sufficient parking spots to accommodate SCE's work and the Community Education Center's parking needs.</del></li> </ul> <p>SCE shall submit <del>the letter</del> <u>documentation</u> to the CPUC 30 days prior to Community Education Center parking spot closure <u>demonstrating coordination with the Pasadena City College Community Center and concurrence from the Pasadena City College Community Education Center that there will be sufficient parking spots to accommodate SCE's work and the Pasadena City College Community Education Center's parking needs.</u></p>

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**Table ES-3 Significant Impacts Reduced by Alternatives Considered in this EIR**

Alternative Considered	Significant Impacts Reduced
<p>One-Transformer-Bank (1600-megavolt ampere) Substation</p>	<ul style="list-style-type: none"> <li>• <b>Aesthetics:</b> Slightly reduces aesthetic impacts to viewers on Potrero Grande Drive (Impact AE-1).</li> <li>• <b>Air Quality:</b> Substantially reduces <del>total exhaust emissions as well as</del> fugitive dust emissions from ground disturbance (Impact AQ-2, Impact AQ-3).</li> <li>• <b>Biological Resources:</b> Substantially reduces impacts to avian and special-status species and habitat, riparian habitat, and potentially jurisdictional waters (Impact BR-1, Impact BR-2, Impact BR-3, Impact BR-4).</li> <li>• <b>Cultural Resources:</b> Negligibly lowers potential for discovery of a previously undiscovered cultural resource (Impact CR-2).</li> <li>• <b>Geology, Soils, and Minerals:</b> Slightly reduces erosion (Impact GEO-5).</li> <li>• <b>Hazards and Hazardous Materials:</b> Slightly reduces risk of contamination of groundwater or soils from groundwater well abandonment. Slightly reduces chance of an accident and of encountering contaminated soils. <del>Substantially reduces hazards associated with transformers on the substation site</del> (Impact HZ-1, Impact HZ-2, Impact HZ-4).</li> <li>• <b>Hydrology and Water Quality:</b> Slightly reduces risk of water pollution, potential for sedimentation, potential for flooding, and potential of hazardous material spills. Slightly reduces groundwater needs (Impact HY-1, Impact HY-3, Impact HY-4).</li> <li>• <del>Noise:</del> Negligibly reduces construction noise (Impact NS-4).</li> <li>• <del>Traffic and Transportation:</del> Substantially decreases total trips needed and duration of traffic impacts (Impact TT-1, Impact TT-2).</li> </ul>
<p>Two-Transformer-Bank (1120-megavolt ampere) Substation</p>	<ul style="list-style-type: none"> <li>• <b>Aesthetics:</b> Slightly reduces aesthetic impacts to viewers on Potrero Grande Drive (Impact AE-1).</li> <li>• <b>Air Quality:</b> Substantially reduces <del>total exhaust emissions as well as</del> fugitive dust emissions from ground disturbance (Impact AQ-2, Impact AQ-3).</li> <li>• <b>Biological Resources:</b> Substantially reduces impacts to avian and special-status species and habitat, riparian habitat, and potentially jurisdictional waters (Impact BR-1, Impact BR-2, Impact BR-3, Impact BR-4).</li> <li>• <b>Cultural Resources:</b> Negligibly lowers potential for discovery of a previously undiscovered cultural resource (Impact CR-2).</li> <li>• <b>Geology, Soils, and Minerals:</b> Slightly reduces erosion (Impact GEO-5).</li> <li>• <b>Hazards and Hazardous Materials:</b> Slightly reduces risk for contamination of groundwater or soils from groundwater well abandonment. Slightly reduces chance of an accident and of encountering contaminated soils. <del>Substantially reduces hazards associated with transformers on substation site</del> (Impact HZ-1, Impact HZ-2, Impact HZ-4).</li> <li>• <b>Hydrology and Water Quality:</b> Slightly reduces risk of water pollution, potential for sedimentation, potential for flooding, and potential of hazardous material spills. Slightly reduces groundwater needs (Impact HY-1, Impact HY-3, Impact HY-4).</li> <li>• <del>Noise:</del> Negligibly reduces construction noise (Impact NS-4).</li> </ul>

**Table ES-3 Significant Impacts Reduced by Alternatives Considered in this EIR**

Alternative Considered	Significant Impacts Reduced
	<ul style="list-style-type: none"> <li>• <del><b>Traffic and Transportation:</b> Substantially decreases total trips needed and duration of traffic impacts (Impact TT-1, Impact TT-2).</del></li> </ul>
Gas Insulated Substation Alternative	<ul style="list-style-type: none"> <li>• <b>Aesthetics:</b> Substantially reduces aesthetic impacts to viewers on Potrero Grande Drive (Impact AE-1).</li> <li>• <b>Air Quality:</b> Substantially reduces total exhaust emissions as well as fugitive dust emissions from ground disturbance (Impact AQ-2, Impact AQ-3).</li> <li>• <b>Biological Resources:</b> Substantially reduces impacts to avian and special-status species and habitat, riparian habitat, and potentially jurisdictional waters (Impact BR-1, Impact BR-2, Impact BR-3, Impact BR-4).</li> <li>• <b>Cultural Resources:</b> Negligibly lowers potential for discovery of a previously undiscovered cultural resource (Impact CR-2).</li> <li>• <b>Geology, Soils, and Minerals:</b> Slightly reduces erosion (Impact GEO-5).</li> <li>• <b>Hazards and Hazardous Materials:</b> Slightly reduces risk for contamination of groundwater or soils from groundwater well abandonment. Slightly reduces chance of an accident and for encountering contaminated soils (Impact HZ-1, Impact HZ-2, Impact HZ-4).</li> <li>• <b>Hydrology and Water Quality:</b> Slightly reduces risk of water pollution, potential for sedimentation, potential for flooding, and potential of hazardous material spills. Slightly reduces groundwater needs (Impact HY-1, Impact HY-3, Impact HY-4).</li> <li>• <del><b>Noise:</b> Negligibly reduces construction noise (Impact NS-4).</del></li> <li>• <del><b>Traffic and Transportation:</b> Substantially decreases total trips needed and duration of traffic impacts (Impact TT-1, Impact TT-2).</del></li> </ul>

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### ES.3 Areas of Potential Controversy

Several areas of potential controversy were identified for the proposed project through the public scoping process and through preparation of the Draft EIR. Table ES-4 describes those areas by resource. These issues have been considered and addressed, as appropriate, within the analysis of each resource area.

**Table ES-4 Areas of Potential Controversy**

California Environmental Quality Act Resource Area	Potential Issue or Impacts
Aesthetics	<ul style="list-style-type: none"> <li>• Visual impacts to residents' homes in Montebello.</li> <li>• The inclusion of aesthetically pleasing landscaping and architectural designs.</li> <li>• Visual impact from lack of maintenance of power lines and electrical infrastructure.</li> </ul>
Air Quality and Greenhouse Gases	<ul style="list-style-type: none"> <li>• Emissions of oxides of nitrogen [NO<sub>x</sub>], particulate matter less than or equal to 10 microns in diameter [PM<sub>10</sub>], and particulate matter less than or equal to 2.5 microns in diameter [PM<sub>2.5</sub>] would exceed significance thresholds.</li> </ul>

**Table ES-4 Areas of Potential Controversy**

California Environmental Quality Act Resource Area	Potential Issue or Impacts
Biological Resources	<ul style="list-style-type: none"> <li>Impacts to coastal California gnatcatcher, a species categorized as threatened by the federal government.</li> </ul>
Cultural Resources	<ul style="list-style-type: none"> <li>Native American monitoring during all ground disturbances.</li> </ul>
Geology, Soils, and Minerals	<ul style="list-style-type: none"> <li>Preparation of a soil report for work associated with the relocation of a water pipeline located on the Mesa Substation site.</li> </ul>
Hazards and Hazardous Materials	<ul style="list-style-type: none"> <li>Proximity to Operating Industries Incorporated Superfund site.</li> </ul>
Hydrology and Water Quality	<ul style="list-style-type: none"> <li>Impacts to waterways that drain into the Rio Hondo River.</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>Potentially incompatible zoning designations in Monterey Park.</li> <li>Exceedance of limitations included in the applicant’s franchise agreement with Monterey Park.</li> </ul>
Noise	<ul style="list-style-type: none"> <li>Noise impacts from the jack-and-bore pit locations on Potrero Grande Drive.</li> </ul>
Public Services and Utilities	<ul style="list-style-type: none"> <li>Interruption of water supply to <del>Municipal</del> Metropolitan Water District customers during pipeline relocation.</li> <li>Water supply from the City of Monterey Park during construction.</li> </ul>
Traffic	<ul style="list-style-type: none"> <li>Preservation of the State Route 60 right-of-way for future expansion</li> <li>Overlap with the Metro Eastside Transit Corridor Phase 2 Project.</li> </ul>
Alternatives	<ul style="list-style-type: none"> <li>Analysis of the No Project Alternative.</li> </ul>

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**ES.4 Issues to be Resolved**

The lead agency must decide the following major issues about the proposed project:

- The mitigation measures in the EIR should be adopted or modified; and
- To grant the PTC for the proposed project or an alternative.

**ES.5 Agency Use of this EIR**

The CPUC regulates investor-owned public utilities, including SCE, pursuant to Article XII of the California Constitution. The CPUC is the lead agency for CEQA review of the proposed project and must determine through the CEQA process whether the proposed project would result in significant environmental impacts and whether those impacts can be avoided or reduced. The EIR will be used by the CPUC, along with other information in the CPUC’s formal record of proceeding, to act on SCE’s application for a PTC to construct and operate the proposed project. The CPUC has exclusive authority to issue or deny the PTC; however, SCE may also need permits from other agencies to build the proposed project.

Per CEQA, the CPUC will consider the Final EIR and, if adequate, will certify the document as complying with CEQA. If the CPUC approves a project with significant environmental impacts, it must make certain specific findings, and, if one or more of those impacts cannot be mitigated to less than significant levels, it must adopt a Statement of Overriding Considerations explaining why

1 the project's benefits outweigh its environmental impacts, which would be included in the CPUC's  
2 decision on the application.

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4 Several other agencies may use this EIR, as described below:

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6 • Other state, regional, and local agencies—such as the California Department of  
7 Transportation, California Department of Fish and Wildlife, South Coast Air Quality  
8 Management District, California Regional Water Quality Control Board, and State Office of  
9 Historic Preservation—may be involved in reviewing and/or permitting the proposed  
10 project. These agencies may rely on the information presented in the Final EIR to inform  
11 their decision regarding the issuance of permits related to construction or operation of the  
12 proposed project.
- 13 • Federal agencies with potential permitting or review authority over the proposed project  
14 include the United States Army Corps of Engineers and United States Fish and Wildlife  
15 Service. While this EIR may be informative to federal agencies, federal agencies would  
16 ultimately rely on a document prepared pursuant to the National Environmental Policy Act  
17 to make decisions about permits or other federal actions necessary to implement the  
18 proposed project.