Executive Summary

The California Public Utilities Commission (CPUC) has prepared this Environmental Impact Report (EIR) for the Valley South Subtransmission Project (VSSP or proposed Project) proposed by Southern California Edison. The CPUC is the public agency with the principal responsibility for approving the project, and as such is the "Lead Agency" for the VSSP under the California Environmental Quality Act (CEQA), as defined in CEQA Guidelines Section 15367. CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action. This EIR is intended to serve as an informational document to be considered by the CPUC and other permitting agencies during deliberations on the proposed Project.

This Draft EIR is being released for agency and public review for a 45-day period. After completion of the public review period, all comments received on the Draft EIR will be reviewed and written responses will be prepared. The Final EIR will include any necessary revisions to the Draft EIR along with responses to comments. The Final EIR will be considered by decision makers in their review and decision on the proposed Project. The CPUC will consider approval of the Permit to Construct (PTC), and recommend a decision after completion of the Final EIR. The CPUC will have the final decision on the PTC.

During the public review period, the Draft EIR and appendices are available for review online on the CPUC Project website and in the repositories identified on the website noted below:

http://www.cpuc.ca.gov/environment/info/aspen/valleysouth/ValleySouth.htm

All comments or questions about the Draft EIR should be addressed to:

Valley South Subtransmission Project
Draft EIR Comments
c/o Aspen Environmental Group
5020 Chesebro Road, Suite 200
Agoura Hills, CA 91301

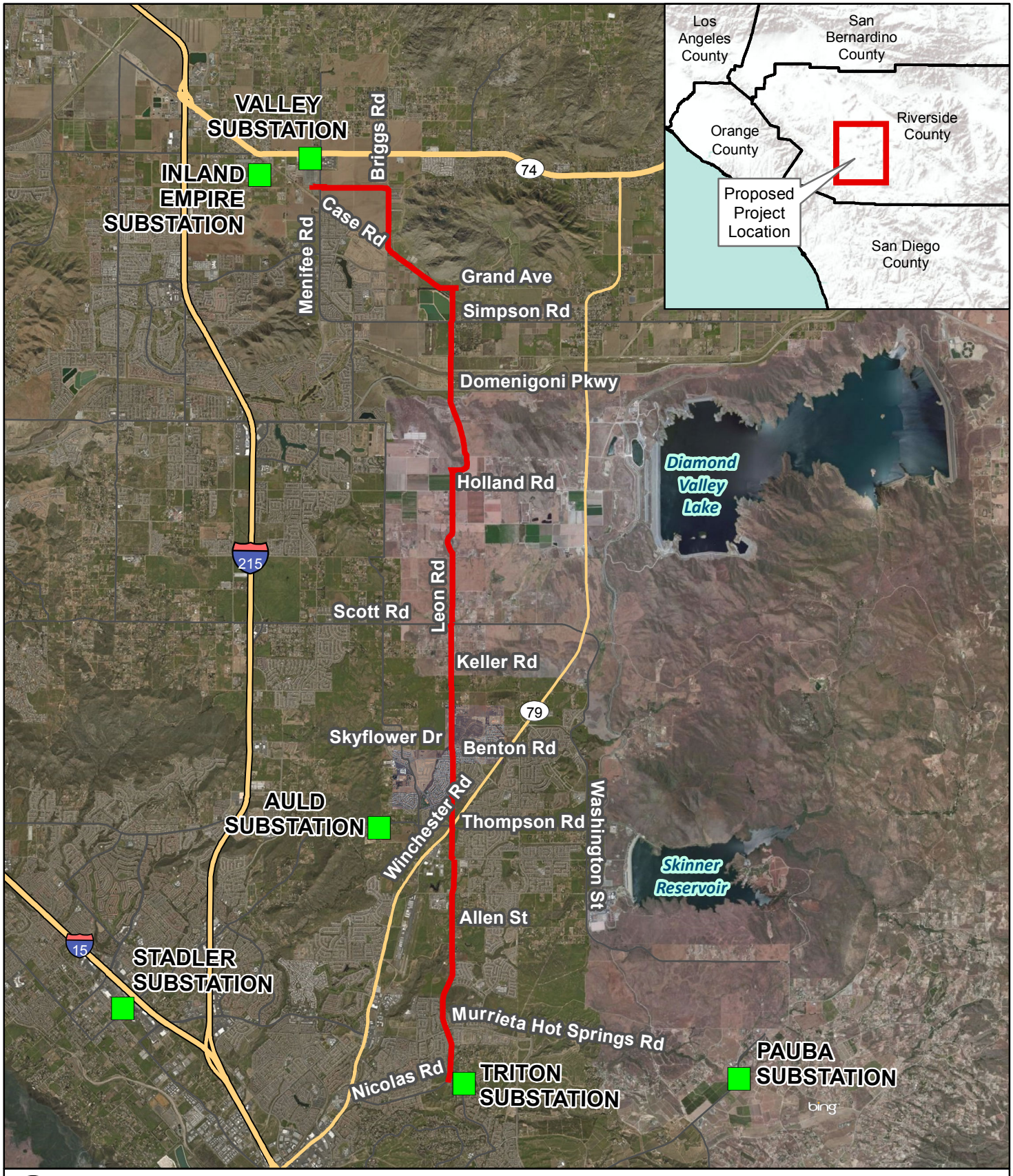
Comments may also be emailed to: valley-south-project@aspeneg.com or faxed to (888) 400-3930.

ES.1 Introduction and Background

Southern California Edison (SCE) submitted an application requesting a permit to construct (Application No. A.14-12-013) along with a supporting Proponent's Environmental Assessment (PEA) to the CPUC for the construction and operation of the proposed Project in December 2014. The VSSP includes constructing a new 115-kV subtransmission line, reconductoring an existing 115-kV line, modifying the existing Valley Substation, and installing new and relocating existing distribution and telecommunication lines. The new subtransmission line would be constructed utilizing a combination of single-circuit and double-circuit 115-kV structures between the existing Valley Substation in Menifee, California, to just west of the existing Triton Substation in Temecula, California, as shown in Figure ES-1. This EIR analyzes the proposed Project's potential impacts as prescribed by CEQA.

Overview of the Proposed Project

SCE's subtransmission studies have identified the need for additional capacity in the existing Valley South 115-kV subtransmission system, as several lines within the system are projected to exceed their



Source: Aspen 2015 and SCE 2014

0 1 2 Miles

Existing Substation

Proposed Project

Figure ES-1

Project Location and Vicinity

maximum capacity under peak electrical demand conditions and abnormal system conditions (such as an outage to one of the lines in the system). In addition, under peak electrical demand conditions and a normal system configuration, the maximum operating limit of the Valley-Sun City 115-kV Subtransmission Line is projected to be exceeded beginning in 2018. Therefore, SCE has identified the VSSP to add capacity to the system to prevent outages and to serve long-term forecasted electrical demand requirements in the area served by the system.

The proposed VSSP includes construction of a new 115-kV subtransmission line extending approximately 15.4 miles from SCE's Valley Substation in the City of Menifee to just west of SCE's Triton Substation in the City of Temecula (see Figure ES-1). The proposed Project consists of the following major components:

- Modification of SCE's existing Valley 500/115-kV Substation, which would include equipping an existing 115-kV line position and providing protection equipment as required.
- Construction of a new 115-kV subtransmission line approximately 12 miles in length originating at SCE's existing Valley 500/115-kV Substation and terminating at a tubular steel pole (TSP) located at the southeast corner of Leon Road and Benton Road (Segment 1). The majority of the new line would be within existing ROW, SCE fee-owned ROW (at Valley Substation), and franchise ROW (i.e., roads, streets, sidewalks).
- Replacement of approximately 3.4 miles of existing conductor from the TSP located at the southeast corner of Leon Road and Benton Road to the existing Terminal TSP located on the south side of Nicolas Road (Segment 2).
- Relocation of existing distribution and telecommunication lines from old poles to new poles to support installation of the new/replacement 115-kV subtransmission line.
- Installation of telecommunications equipment at Triton and Valley Substation to connect the proposed Project to SCE's existing telecommunication system.

Figure ES-2 (Subtransmission Line Route) provides additional information of the project-related activities that would occur along the proposed Project route. Section B (Project Description) of the EIR provides a detailed description of the proposed Project.

CEQA Process

The CPUC prepared and transmitted a Notice of Preparation (NOP) for this EIR on May 5, 2015. Comments on the NOP were requested by no later than June 8, 2015. Nine comment letters were received during the scoping period. A summary of the scoping process is provided in Appendix 1 of the EIR, including a copy of the NOP.

This Draft EIR is being released for agency and public review for a 45-day public review period. After completion of the public review period, all comments received on the Draft EIR will be reviewed and written responses will be prepared, along with any necessary revisions to the Draft EIR for the purposes of its finalization.

The Final EIR will be used by the Commission, in conjunction with other information developed in the Commission's formal record, to act on SCE's application for a PTC for construction and operation of the proposed Project. The CPUC has exclusive authority to approve or deny SCE's application or an alternative; however, various permits from other agencies may also need to be obtained by SCE to build the proposed Project. If the CPUC issues a PTC, it would provide overall Project approval and certify compliance of the Project with CEQA.

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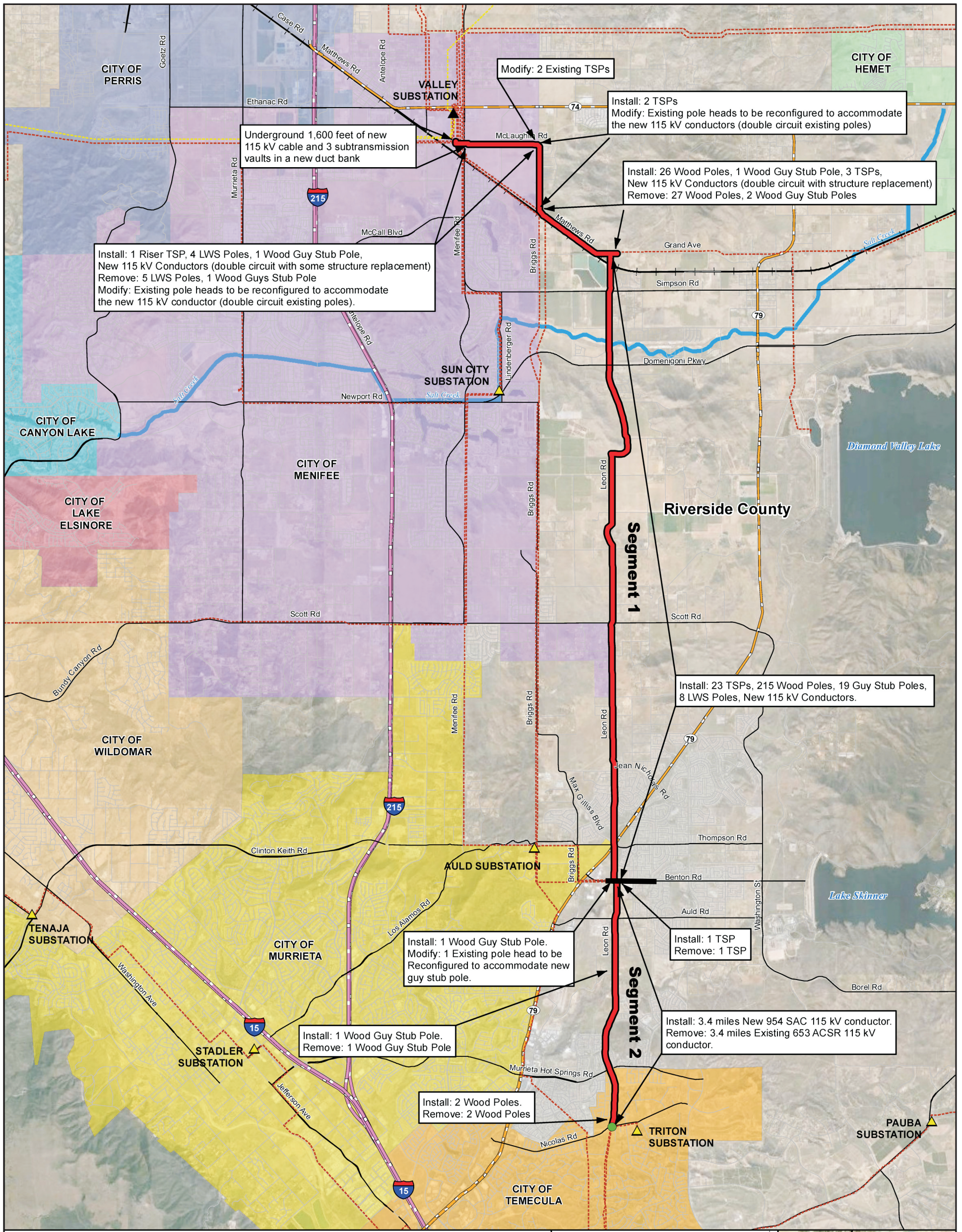

Figure ES-2

Subtransmission Line Route

Source: SCE, 2014.

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If the CPUC approves a project with significant and unmitigable impacts, it must state why in a "Statement of Overriding Considerations." This statement would be included in the Commission's decision on the application.

The CPUC has assigned Administrative Law Judge (ALJ) Kelly Hymes to oversee the hearings on the proposed Project, and Commissioner Catherine J.K. Sandoval is the Assigned Commissioner for the PTC application. The ALJ is expected to issue a Proposed Decision on the Project in spring 2016. The ALJ's Decision, and the Evidentiary Hearings, will cover issues of Project need, Project cost, and other considerations.

Areas of Controversy/Public Scoping Issues

Comments were received during the scoping process for the EIR. A detailed summary of the scoping process and public input received during that process is provided in Appendix 1 (Scoping Summary). Based on input received from agencies, members of the public, and others during the scoping period, initial areas of controversy related to the Project included concerns regarding:

- Potential alternative routes for the proposed Project;
- Compliance with the Multiple Species Habitat Conservation Plan (MSHCP);
- Adverse effects on the watercourses and floodplains within the Project area;
- Air emissions and the Project's effects on climate change;
- Long-term changes to local visual conditions;
- Possible impacts to tribal cultural resources; and
- Adverse effects on biological and groundwater resources.

All scoping comments were considered in the evaluation of potential impacts from the proposed Project. Each issue area or resource (Sections C.2 through C.14 of the EIR) includes a list of applicable scoping comments that were evaluated in the impact discussions, as appropriate.

ES.2 Environmental Analysis

The potential for significant impacts guides the identification of mitigation measures and of the alternatives that reduce these potential impacts. Table ES-1 at the end of this section provides a summary of these findings by issue area and identifies mitigation measures that reduce impacts of the proposed Project. The following summarizes the key EIR findings:

Proposed Project

This EIR evaluates the proposed Project's impact on 13 environmental issue areas. The assessment considers significance thresholds from Appendix G of the CEQA Guidelines in the development of the significance criteria. As shown in Table ES-1 (below), two issue areas were determined to result in significant and unavoidable impacts (aesthetics and cultural resources). Ten issue areas require mitigation measures to reduce the impacts to a less-than-significant level, while one issue area was determined to be less than significant without mitigation. In addition, four issue areas were determined to result in no impacts; these issues areas (Population/Housing, Minerals, Public Services, and Utilities/Service Systems) are addressed in Section E.1 (Environmental Effects Found Not to be Significant) of the EIR.

As noted above, the analysis conducted in the EIR has identified significant and unavoidable impacts for two issue areas. A summary of these impacts is presented below.

Aesthetics

The long-term presence of the proposed subtransmission line was determined to result in significant degradation of the existing visual character or quality in select areas (Class I). Specifically, in the area of Leon Road and Lantana Way (Key Observation Point [KOP] 5) the subtransmission line would be placed within new right-of-way (ROW) in an established recreational corridor within a residential community, where no existing electrical lines or other overhead infrastructure, other than intermittent street lights exist. Absent similar structures and character in the existing landscape, the proposed subtransmission line would cause a high degree of visual contrast and would be dominant relative to the scale of the existing landscape features. The visually prominent structures would also partially block the view of higher value landscape features, such as the background sky and ridgelines. No mitigation measures were identified to reduce impacts; therefore, the resulting visual impact would be significant and unavoidable (Class I). However, Alternative 2: Partial Underground Alternative provides an option for reducing this impact.

Cultural Resources

Buried human remains have been discovered within a mile of the proposed Project route. The Pechanga tribe noted during initial scoping that the Project area is sensitive for subsurface cultural resources, including human remains. Therefore, a potential exists for unmarked burials to be inadvertently unearthed during construction activities. Treatment of the remains, other than protection in place, would not reduce the impact to a less-than-significant level (Class I).

Cumulative Project Assessment

The EIR also considered the proposed Project's impact with regard to other projects proposed in the Project area. The cumulative project scenario identified 38 projects that could have a cumulatively significant impact with the proposed Project. These projects were located within the County of Riverside and the Cities of Menifee, Murrieta, Perris, and Temecula. These projects are under review, in construction, approved but not constructed, or in operation in the Project area. These projects were within a one-mile radius of the proposed Project or the proposed material staging yard locations. A full list of cumulative projects is provided in Section C.1.4 (Cumulative Scenario and Methodology). Based on this assessment, the EIR concluded that cumulative impacts to cultural resources (unanticipated disturbance of human remains) were significant and unavoidable, when the proposed Project was considered in conjunction with these cumulative projects.

Growth-Inducing Effects

The EIR considered the proposed Project's potential for employment and population growth and increased power generation. The proposed project would include up to 67 workers during the 16-month construction period, however, because construction would be temporary, construction would not trigger additional population growth and existing facilities (e.g. housing and services) in the region would be able to accommodate the workforce. Operation of the proposed Project would be completed by SCE's existing labor force, which would not cause any growth-inducing effects. With regard to power generation, the proposed Project would supply energy to support existing and projected growth.

Significant Irreversible Environmental Changes

CEQA defines an irreversible impact as an impact that uses nonrenewable resources during the initial and continued phases of the project. Development of SCE's proposed Project would require a permanent commitment of natural resources resulting from the direct consumption of fossil fuels, construction materials, and the manufacture of new equipment that, to a degree, cannot be recycled at the end of the Project's useful lifetime. Maintenance and inspection of the proposed Project would not cause a substantial increase in the consumption or use of nonrenewable resources. Compliance with the mitigation measures identified in the EIR would ensure that all natural resources are conserved to the maximum extent possible.

Energy Conservation

CEQA requires that EIRs include a discussion of potential energy impacts with an emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption. As discussed in Section E.5 (Energy Conservation), the proposed Project would comply with the energy efficiency measures included in the general plans for Riverside County and Cities of Menifee, Murrieta, and Temecula. The proposed Project is intended to serve long-term peak electrical demand in the electrical needs area and is not intended to supply power for any particular development project, either directly or indirectly, and would not result in direct growth-inducing impacts. Therefore, the proposed Project would not increase inefficiencies or result in unnecessary energy consumption.

ES.3 Alternatives

Section 15126.6(a) of the State CEQA Guidelines states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Nine different alternatives to the proposed Project were evaluated for consistency with the Project objectives and their associated environmental impact. Of these nine original alternatives, three alternatives met the project objectives, were feasible, and could reduce a potentially significant impact identified for the proposed Project. These alternatives are summarized below and discussed in detail in Section D (Alternatives).

- **Alternative 1 – Subtransmission Line Route Alternative Along Menifee Road.** Meets the Project objectives, is feasible, and would reduce a potentially significant aesthetic impact by rerouting the proposed Project to follow existing subtransmission lines along Menifee Road (from Scott Road).
- **Alternative 2 – Partial Underground Alternative.** Meets the Project objectives, is feasible, and would reduce a potentially significant aesthetic impact by placing the new subtransmission line underground along a 0.6-mile segment. The new adverse environmental impacts created by this alternative predominately would be short-term construction-related impacts and in many respects are mitigable.
- **Alternative 3 – No Project, No Build.** This alternative is required by CEQA and evaluates potential impacts of no development.

Alternatives Eliminated from Further Consideration

The following list outlines the six alternatives that were not carried forward for further review in the EIR and the reasons for elimination.

- **System Alternative 1.** This alternative considers upgrading the primary 115-kV subtransmission lines that serve the electrical needs area (i.e., Valley-Sun City, Valley-Auld, and Valley-Auld-Triton). This alternative was found to be infeasible, as all of the 115-kV subtransmission lines that serve the electrical needs area are constructed to their maximum operating capacity such that upgrades with standard conductors are not possible.
- **Subtransmission Line Route Alternative Along Briggs Road.** This route alternative would be approximately 12 miles in length. It was determined that this alternative would not enhance electrical system reliability and operational flexibility, one of the main Project objectives; would not conform to SCE's current engineering, design, and construction standards; and would not avoid or substantially lessen the environmental impacts of the proposed Project.
- **Western Segment – Menifee Road and Briggs Road.** This alternative considered possible routes for Segment 1 along main streets, including Menifee Road and Briggs Road as opposed to Leon Road. This alternative would not enhance electrical system reliability and operational flexibility, one of the main Project objectives; would not conform to SCE's current engineering, design, and construction standards; and would not avoid or substantially lessen the environmental impacts of the proposed Project
- **Eastern Segment – State Route 79.** This alternative considered possible routes for Segment 1 on or adjacent to SR-79. Conceptually this alternative would meet the Project objectives; however, it is expected to result in greater environmental impacts than the proposed Project due to the greater amount of construction work required in hilly terrain, resulting in greater potential for agricultural, archaeological, and biological resources impacts.
- **Lower Eastern Segment – Borel Road.** An eastern segment to the Pauba Substation along the western side of Lake Skinner was considered. Conceptually this alternative would meet the Project objectives; however, it is expected to result in greater biological resources and recreation impacts than the proposed Project.
- **High-Temperature Low-Sag (HTLS) Conductor Alternative.** This alternative included replacement of existing conductor with HTLS conductor to eliminate construction of a new subtransmission line. This alternative partially meets the Project objectives, but would have substantially more construction related impacts because of the length of the needed improvements (37.5 miles versus 15.4 miles).

Environmentally Superior Alternative

Consistent with CEQA Guidelines Section 15126.6 (d) and (e)(2), the EIR identifies an environmentally superior alternative to the proposed Project. Based on the comparison of alternatives analysis in Section D (Alternatives) and the impact analysis of the proposed Project in Sections C.2 through C.14, it was determined that the environmentally superior alternative would be the No Project Alternative. However, if the environmentally superior alternative is the No Project Alternative, CEQA requires the identification of an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e][2]). **Alternative 2: Partial Underground Alternative** was determined to be the environmentally superior alternative. This alternative would reduce the significant visual impact associated with the proposed Project. While Alternative 1 (Subtransmission Line Route Alternative Along Menifee Road) has similar impacts (cultural resources) and reduces visual impacts similar to Alternative 2, it would be a longer route and would affect more land area than Alternative 2.

ES.4 Summary of Environmental Impacts and Mitigation Measures

Section C of this EIR presents the direct and indirect impacts associated with the proposed Project, as well as the proposed Projects' incremental contribution to cumulative effects. Implementation of the

proposed Project would result in significant and unavoidable (Class I) impacts to (1) aesthetics as a result of placing the new 115-kV subtransmission line in new ROW through a developed residential neighborhood where no existing transmission infrastructure currently exists, and (2) cultural resources due to the high potential for unanticipated discovery of human remains of tribal importance. The proposed Project would result in eight adverse impacts that can be mitigated to a level of less than significant (Class II). These impacts would be related to agricultural resources, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, and traffic and transportation, as summarized in Table ES-1. All other impacts associated with the proposed Project's implementation would be less than significant (Class III).

Table ES-1. Summary of Significant CEQA Impacts and Mitigation Measures

Impact	Mitigation Measures	CEQA Significance Conclusion
Aesthetics		
AES-1: Construction could result in adverse visual effects due to the presence of equipment, vehicles, materials, and workforce.	**AES-1:** Screen Construction Activities from View	Class II
AES-2: Construction could result in visual contrast due to vegetation removal.	**AES-2:** Minimize Vegetation Removal and Ground Disturbance **BIO-4:** Develop Habitat Restoration and Monitoring Plan	Class II
AES-3: Construction could result in visual contrast associated with establishment of graveled surfaces.	**AES-3:** Reduce Color Contrast of Graveled Surfaces	Class II
AES-4: Construction could result in visual contrast associated with the marking of natural features.	**AES-4:** Prohibit Construction Marking of Natural Features	Class II
AES-5: Construction could result in visual contrast associated with fugitive dust, waste, and trash.	**AQ-1:** Fugitive Dust Control **BIO-2:** Implement Best Management Practices	Class II
AES-6: Long-term presence of the Project would result in landscape changes that degrade existing visual character or quality.	No available mitigation.	**Class I**
AES-7: Project could result in the use of night lighting or installation of reflective surfaces that could create a new source of substantial light or glare and adversely affect day or nighttime views in the area.	**AES-5:** Minimize Night Lighting at Construction Sites and Project Facilities **AES-6:** Treat Structure Surfaces	Class II
Agricultural Resources		
AG-1: Operation of the Project could permanently convert Farmland to a non-agricultural use.	No mitigation measures required.	Class III
AG-2: Construction activities associated with the Project could interfere with agricultural operations.	**AG-1:** Coordinate with Agricultural Landowners	Class II
AG-3: The Project could conflict with land under Agricultural Preserves.	**AG-1:** Coordinate with Agricultural Landowners	Class II
AG-4: The Project could result in the conversion of land under Agricultural Preserves to a non-agricultural use.	No mitigation measures required.	Class III
Air Quality		
AQ-1: The Project could conflict with or obstruct implementation of the applicable air quality plan.	No mitigation measures required.	Class III
AQ-2: The Project's construction could violate any air quality standard or contribute substantially to an existing or projected air quality violation.	No mitigation measures required.	Class III

Table ES-1. Summary of Significant CEQA Impacts and Mitigation Measures		
Impact	**Mitigation Measures**	**CEQA Significance Conclusion**
AQ-3: The Project's construction emissions could exceed South Coast Air Quality Management District (SCAQMD) Regional Emissions Significance Thresholds.	**AQ-1:** Fugitive Dust Control **AQ-2:** Off-Road Equipment Emissions Control	Class II
AQ-4: The Project's construction emission could exceed SCAQMD Localized Significance Thresholds.	**AQ-1:** Fugitive Dust Control	Class II
AQ-5: The Project's construction emissions could exceed SCAQMD Toxic Air Contaminant Health Risk Significance Thresholds.	No mitigation measures required.	Class III
AQ-6: The Project's construction could cause an increase in the incidence of Valley Fever infections.	**AQ-1:** Fugitive Dust Control	Class II
AQ-7: The Project's construction or operation could create objectionable odors affecting a substantial number of people.	No mitigation measures required.	Class III
Biological Resources		
BIO-1: The Project could result in temporary and permanent losses of native vegetation.	**BIO-1:** Implement a Worker Environmental Education Program **BIO-2:** Implement Best Management Practices **BIO-3:** Compensation for Permanent Impacts to Sensitive Vegetation Communities **BIO-4:** Develop a Habitat Restoration and Monitoring Plan **BIO-5:** Implement Biological Construction Monitoring	Class II
BIO-2: The Project could cause the loss of foraging habitat for wildlife.	No mitigation measures required.	Class III
BIO-3: The Project could result in disturbance to nesting birds or raptors.	**NOI-2:** Implement Best Management Practices for Construction Noise **BIO-1:** through BIO-5 (see above) **BIO-6:** Conduct Pre-construction Surveys for Nesting and Breeding Birds and Implement Avoidance Measures **BIO-7:** Prepare and Implement a Nesting Bird Management Plan	Class II
BIO-4: The Project could result in disturbance to wildlife in adjacent habitat.	**NOI-2, BIO-1, BIO-2, BIO-4, BIO-5, BIO-6,** and **BIO-7** (see above)	Class II
BIO-5: The Project could disturb nesting willow flycatchers, southwestern willow flycatchers, least Bell's vireos, or their habitat.	**NOI-2, BIO-1** through **BIO-7** (see above) **BIO-8:** Conduct Protocol Surveys for Least Bell's Vireo, Southwestern Willow Flycatcher, and Willow Flycatcher; Avoid Occupied Habitat	Class II
BIO-6: The Project could disturb nesting coastal California gnatcatchers, or their habitat.	**NOI-2, BIO-1** through **BIO-7** (see above) **BIO-9:** Conduct Protocol Surveys for Coastal California Gnatcatcher (CAGN) and Avoid Occupied Habitat	Class II
BIO-7: The Project could result in injury or mortality of Quino checkerspot, or disturbance of its habitat.	**NOI-2, BIO-1** through BIO-5 (see above) **BIO-10:** Protocol Surveys for Quino Checkerspot and Avoidance of Suitable/Occupied Habitat **BIO-11:** Compensation for Impacts to Quino Checkerspot Suitable Habitat	Class II

Table ES-1. Summary of Significant CEQA Impacts and Mitigation Measures		
Impact	**Mitigation Measures**	**CEQA Significance Conclusion**
BIO-8: The Project could result in injury or mortality of vernal pool or Riverside fairy shrimp, or disturbance of their habitat.	**BIO-1, BIO-2,** and **BIO-5** (see above) **BIO-12:** Complete Protocol-level Surveys for Vernal Pool and Riverside Fairy Shrimp **BIO-13:** Avoid Seasonal Depressions and Known Waterbodies **BIO-14:** Compensate for Impacts to Vernal Pool or Riverside Fairy Shrimp Habitat	Class II
BIO-9: The Project could result in injury or mortality of Stephens' kangaroo rat.	**BIO-1, BIO-2, BIO-3,** and **BIO-5** (see above) **BIO-15:** Complete Focused Pre-construction Stephens' Kangaroo Rat (SKR) Burrow/Precinct Surveys and Implement Avoidance Measures **BIO-16:** Compensate for Permanent Impacts to Stephens' Kangaroo Rat **BIO-17:** Preparation of a Habitat Mitigation and Monitoring Plan	Class II
BIO-10: The Project could disturb endangered, threatened, or proposed plant species or their habitat.	**BIO-1, BIO-2, BIO-3, BIO-5,** and **BIO-17** (see above) **BIO-18:** Conduct Pre-construction Surveys for State and Federally Threatened, Endangered, Proposed, Petitioned, and Candidate Plants and Implementation of Avoidance Measures **BIO-19:** Compensate for Impacts to State and Federally Threatened, Endangered, Proposed, Petitioned, and Candidate Plants	Class II
BIO-11: The Project could result in injury or mortality of western spadefoot toad.	**BIO-1** through **BIO-5**, and **BIO-13** (see above) **BIO-20:** Complete Focused Pre-construction Western Spadefoot Toad Surveys and Implement Avoidance Measures	Class II
BIO-12: The Project could result in injury or mortality of two-striped garter snake.	**BIO-1** through **BIO-5**, and **BIO-13** (see above) **BIO-21:** Conduct Surveys for Two-striped Garter Snakes and Implement Avoidance Measures	Class II
BIO-13: The Project could result in injury or mortality of amphibian and reptile species designated as California Species of Special Concern, California Department of Fish and Wildlife (CDFW) Special Animals, and/or MSHCP covered species.	**BIO-1** through **BIO-5**, and **BIO-13** (see above) **BIO-22:** Conduct Surveys for Terrestrial Herpetofauna and Implement Monitoring, Avoidance, and **Minimization** Measures	Class II
BIO-14: The Project could disturb nesting or migrant California Species of Special Concern, CDFW Special Animals, California Fully Protected, or MSHCP covered bird species.	**NOI-2, BIO-1** through **BIO-9** (see above)	Class II
BIO-15: The Project could result in mortality of, and loss of habitat for, Special-status bat species.	**NOI-2, BIO-1** through **BIO-5**, and **BIO-7** (see above) **BIO-23:** Survey for Maternity Colonies or Hibernaculum for Roosting Bats	Class II
BIO-16: The Project could result in mortality of, and loss of habitat for, small mammals designated as California Species of Special Concern or MSHCP covered species.	**NOI-2, BIO-1** through **BIO-5**, and **BIO-7** (see above)	Class II

Table ES-1. Summary of Significant CEQA Impacts and Mitigation Measures		
Impact	**Mitigation Measures**	**CEQA Significance Conclusion**
BIO-17: The Project could disturb California Rare Plant Rank (CRPR) or MSHCP covered plant species or their habitat.	**BIO-1** through **BIO-5**, and **BIO-17** (see above) **BIO-24:** Conduct Pre-construction Surveys for Special-Status Plants and Implement Avoidance Measures **BIO-25:** Compensate for Impacts to Special-Status Plant Species	Class II
BIO-18: The Project could result in injury or mortality of burrowing owl.	**NOI-2, BIO-1** through **BIO-5** (see above) **BIO-26:** Complete Focused Pre-construction Burrowing Owl Surveys and Implement Avoidance Measures	Class II
BIO-19: The Project could result in the loss of jurisdictional waters and/or wetland habitats.	**BIO-1** through **BIO-5**, and **BIO-13** (see above)	Class II
BIO-20: The Project could interfere with established wildlife migratory corridors.	No mitigation measures required.	Class III
Cultural and Paleontological Resources		
CR-1: Implementation of the Project could demolish, destroy, relocate, or disturb a cultural resource in a manner that would diminish its integrity or materially impair the significance of the resource.	**CR-1:** Avoid Environmentally Sensitive Areas **CR-2:** Develop Cultural Resource Management Plan (CRMP) **CR-3:** Train Construction Personnel **CR-4:** Conduct Construction Monitoring **CR-5:** Native American Consultation **CR-6:** Reduce Adverse Visual Impacts **CR-7:** Treat Previously Unidentified Cultural Resources	Class II
CR-2: Implementation of the Project could uncover, expose, and/or damage human remains.	**CR-8:** Properly Treat Human Remains	**Class I**
CR-3: Upgrade and construction of transmission lines and ancillary facilities could destroy or disturb surface or near-surface significant paleontological resources.	**CR-9:** Inventory and Evaluate Paleontological Resources **CR-10:** Develop Paleontological Resource Mitigation and Monitoring Plan **CR-11:** Train Construction Personnel **CR-12:** Monitor Construction for Paleontological Resources **CR-13:** Final Reporting and Curation	Class II
Geology and Soils		
GEO-1: Project construction could trigger soil erosion.	No mitigation measures required.	Class III
GEO-2: The Project could expose people or structures to potential risk of loss or injury where there is high potential for earthquake-related ground rupture in the vicinity of major fault crossings.	No mitigation measures required.	Class III
GEO-3: Project structures could be damaged by seismically-induced ground shaking.	No mitigation measures required.	Class III
GEO-4: Project structures could be damaged by seismically-induced ground failures.	**GEO-1:** Investigations for Liquefaction	Class II
GEO-5: Project structures could be damaged by unsuitable soils.	**GEO-2:** Assess Soil Characteristics	Class II

Table ES-1. Summary of Significant CEQA Impacts and Mitigation Measures		
Impact	**Mitigation Measures**	**CEQA Significance Conclusion**
Greenhouse Gas Emissions		
GHG-1: The Project could create GHG emissions above SCAQMD significance criteria of 10,000 metric tons of CO2e per year.	No mitigation measures required.	Class III
GHG-2: The Project's construction or operation could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	No mitigation measures required.	Class III
Hazards and Hazardous Materials		
HAZ-1: The Project could expose people or the environment to adverse effects from hazardous material use, transport, storage, and disposal.	No mitigation measures required.	Class III
HAZ-2: During Project construction, unknown environmental contamination could be encountered at or near hazardous materials sites.	**HAZ-1:** Identify Pesticide/Herbicide Contamination	Class II
HAZ-3: Students could be exposed to hazardous materials.	No mitigation measures required.	Class III
HAZ-4: The Project could create an aviation hazard near Public airports.	No mitigation measures required.	Class III
HAZ-5: Project structures could create an aviation hazard near private airstrips or heliports.	No mitigation measures required.	Class III
HAZ-6: The Project could impair or interfere with emergency response or evacuation plans.	**TRA-1:** Construction Traffic Control Plan	Class II
HAZ-7: The Project could trigger wildland fires.	No mitigation measures required.	Class III
Hydrology and Water Quality		
HYD-1: Construction, operation, and maintenance of the proposed Project would degrade water quality and violate water quality standards or waste discharge requirements	No mitigation measures required.	Class III
HYD-2: Construction of the proposed Project would deplete groundwater supplies or interfere with groundwater recharge.	**HYD-1:** Use non-potable water	Class II
HYD-3: Construction and operation of the proposed Project would impede or redirect flood flows, or otherwise alter the existing drainage pattern, resulting in erosion, siltation, or mudflow.	No mitigation measures required.	Class III
HYD-4: Construction and operation of the proposed Project would increase the rate or amount of surface runoff, or otherwise contribute to flood-related damage, on- or off-site.	No mitigation measures required.	Class III
HYD-5: Construction and operation of the proposed Project would expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam.	No mitigation measures required.	Class III
Land Use and Planning		
LU-1: Construction of the Project could temporarily disrupt, displace, or preclude existing residential land uses.	**LU-1:** Property Access and Restoration **AQ-1:** Fugitive Dust Control **NOI-1:** Construction Work Hours **NOI-2:** Implement Best Management Practices for Construction Noise	Class II

Table ES-1. Summary of Significant CEQA Impacts and Mitigation Measures		
Impact	**Mitigation Measures**	**CEQA Significance Conclusion**
LU-2: Construction of the Project could temporarily disrupt, displace, or preclude existing non-residential land uses.	**LU-1:** Property Access and Restoration **LU-2:** Coordination with School District **AQ-1:** Fugitive Dust Control **NOI-1:** Construction Work Hours **NOI-2:** Implement Best Management Practices for Construction Noise	Class II
Noise		
NOI-1: Project-related construction noise could violate local standards	**NOI-1:** Construction Work Hours	Class II
NOI-2: Project-related operational noise could violate local standards.	No mitigation measures required.	Class III
NOI-3: Temporary or periodic Project-related construction noise could substantially disturb sensitive receptors.	**NOI-2:** Implement Best Management Practices for Construction Noise	Class II
NOI-4: Temporary or periodic Project-related operations noise could substantially disturb sensitive receptors.	No mitigation measures required.	Class III
NOI-5: Permanent Project-related operations noise could substantially disturb sensitive receptors.	No mitigation measures required.	Class III
NOI-6: The Project could expose workers to excessive airport-related noise levels.	No mitigation measures required.	Class III
NOI-7: Project construction activity could temporarily cause excessive ground-borne vibration or noise.	No mitigation measures required.	Class III
Recreation		
REC-1: The Project could cause physical deterioration to existing neighborhood and regional parks.	No mitigation measures required.	Class III
REC-2: The Project could cause physical deterioration to existing trails, bike paths, or pedestrian sidewalks.	**AES-2:** Minimize Vegetation Removal and Ground Disturbance. **REC-1:** Identify and Provide Noticing of Alternative Recreation Areas	Class II
Transportation and Traffic		
TRA-1: Temporary road or travel lane closures could adversely affect traffic flow and congestion, emergency vehicle response, pedestrians/bicyclists routes, and access to adjacent properties.	**TRA-1:** Construction Traffic Control Plan	Class II
TRA-2: Traffic related to Project construction and operation could result in unacceptable levels of service on roadways in the Project area.	**TRA-1:** Construction Traffic Control Plan	Class II
TRA-3: Construction or operational daily vehicle trips could conflict with Congestion Management Program performance standards.	**TRA-1:** Construction Traffic Control Plan	Class II
TRA-4: Project components could affect aviation safety or activities associated with airport facilities.	**TRA-2:** Comply with FAA 7460-1 Determination Recommendations.	Class II
TRA-5: Project activities could increase transportation hazards or damage roads in the Project area.	**TRA-1:** Construction Traffic Control Plan **TRA-3:** Repair Roadways and Transportation Facilities Damaged by Construction Activities	Class II
TRA-6: Project activities could cause a temporary disruption to emergency response access or vehicle movement.	**TRA-1:** Construction Traffic Control Plan	Class II

Table ES-1. Summary of Significant CEQA Impacts and Mitigation Measures		
Impact	**Mitigation Measures**	**CEQA Significance Conclusion**
TRA-7: Project activities could cause a temporary disruption to public transit operations or designated pedestrian/bicycle paths.	**TRA-1:**Construction Traffic Control Plan	Class II