4.1 Aesthetics

This section describes the environmental and regulatory setting and discusses impacts associated with the construction and operation of the Mesa 500-kilovolt (kV) Substation Project (proposed project) proposed by Southern California Edison Company (SCE, or the applicant) with respect to aesthetics.

Comments received during the scoping period asked that the Environmental Impact Report (EIR) assess the visual impact of the proposed 500-kV Mesa Substation from residents’ homes in Montebello; impacts on the surrounding areas during construction; the inclusion of landscaping and architecturally pleasing enhancements to the project infrastructure; and visual impacts generated by the existing power lines and electrical infrastructure in the City of Montebello, as well as by their lack of maintenance. This section was informed by the scoping comments. This EIR assesses impacts of the proposed project; therefore, the existing infrastructure is discussed as part of the existing environmental setting in this section.

4.1.1 Environmental Setting

4.1.1.1 Local Setting

The proposed project’s main components would be constructed within, or would cross, several incorporated and unincorporated areas within Los Angeles County, as discussed in Chapter 2.0, “Project Description” and shown in Figure 2-1, “Project Overview.” In addition, minor work would occur within the perimeter fence lines of 27 existing satellite substations throughout the Western Los Angeles Basin Electrical Needs Area in southern Los Angeles County and northern Orange County, as shown in Figure 2-2, “Existing Transmission and Subtransmission System and Proposed Modifications to Substations.”

The central component of the proposed project is the construction of a new, larger substation to replace the existing Mesa Substation on the same 21-acre site. Some additional work would also occur near the existing substation, work that would occur at or adjacent to the proposed Mesa Substation site. The proposed project is located in an area of transition between the high, rugged San Gabriel Mountains approximately 10 to 15 miles to the north and the broad, gently sloping coastal plain to the south. The terrain within this transition area consists of rolling to steep hills intermixed with some flatter areas and various drainages. The San Gabriel Mountains provide a vivid backdrop to many views in the area. Although some remnants of native oak woodland, riparian, coastal sage scrub, and grassland habitats still exist, much of the area’s vegetation now consists of non-native, ornamental plantings. The area is highly developed with housing, commercial and industrial, freeways, and other land uses, including some parks and open space areas.

Predominant land uses in the vicinity of the Mesa Substation site include a business park and residential areas to the north, a cemetery to the northeast and east, the Pomona Freeway and a closed landfill to the south, and residential neighborhoods to the south and west. In addition, an undeveloped area to the east of the proposed substation site has been approved to be developed as a commercial center. Nighttime lighting associated with development is extensive throughout the area. Tall transmission lines, light poles, and other vertical utility structures occur throughout the...
area. The visual character of the substation site and project area is predominately urban and developed.

**Sensitive Viewer Groups**

In general, sensitive viewers are people located within, or close to, the proposed project areas who could be affected by the visual changes introduced by the project. These viewers are described in terms of their exposure to the project components and levels of sensitivity. Viewer exposure considers the distance of the viewer to the project, the position of the viewer in terms of relative elevation, the direction of the view, the approximate number of viewers, and the duration and frequency of views. Usage volume is estimated based on the size of the viewer group where quantifiable (e.g., number of residences or traffic counts) or on the amenities offered in the case of a recreation facility (e.g., an auditorium would have a high usage volume compared to an unstaffed park without amenities). Duration of views is estimated based on the amount of time the typical viewer would be able to see a project component. For example, a motorist on a winding road through undulating terrain would have shorter-duration views of a project component than a motorist on a straight stretch of highway through flat terrain. Frequency of views is estimated based on how often a typical viewer would be present in the location that defines the viewer group. For example, local neighborhood residential viewers would have high view frequency, whereas motorists or transient visitors occasionally passing through the area would have relatively low view frequency.

Viewer sensitivity describes a viewer’s expectation or concern for a view based on viewer activity and awareness, any local or cultural significance of the site or area, and any scenic designations associated with the viewing locations, such as scenic vistas or highways.

Visual sensitivity associated with views in a particular area is the combination of viewer sensitivity and viewer exposure. Generally, when viewer sensitivity for a particular viewer group is low to moderate, visual sensitivity increases with an increase in total number of viewers, the frequency of viewing (e.g., daily or seasonally), and the duration of views (i.e., how long a scene is viewed).

Table 4.1-1 lists the viewer groups in the vicinity of particular project components; defines their geographic proximity to the project components; qualitatively estimates the volume of viewers, duration of views, and frequency of views; and identifies the viewer sensitivity of each viewer group.

**Table 4.1-1 Sensitive Viewer Groups in the Vicinity of the Proposed Project Components**

<table>
<thead>
<tr>
<th>Viewer Group</th>
<th>Approximate Location Relative to Project Components</th>
<th>Viewer Exposure</th>
<th>Viewer Sensitivity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential neighborhoods north, west, and south of substation site (represented in KOPs 4 and 7)</td>
<td>Within 0.1 mile west and south and within 0.2 mile north of the proposed Mesa Substation site.</td>
<td>Moderate, Moderate to High, High</td>
<td>High to High, High</td>
</tr>
<tr>
<td>Visitors to cemetery</td>
<td>Within 0.3 mile east-northeast of the proposed Mesa Substation site.</td>
<td>Low, High, Low</td>
<td>Moderately High</td>
</tr>
</tbody>
</table>
### Table 4.1-1 Sensitive Viewer Groups in the Vicinity of the Proposed Project Components

<table>
<thead>
<tr>
<th>Viewer Group</th>
<th>Approximate Location Relative to Project Components</th>
<th>Viewer Exposure</th>
<th>Frequency of Views</th>
<th>Viewer Sensitivity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workers and visitors at business park north of substation site</td>
<td>Within 0.1 mile north of the proposed Mesa Substation site.</td>
<td>High</td>
<td>High</td>
<td>Moderately Low</td>
</tr>
<tr>
<td>Travelers on Pomona Freeway (represented in KOPs 5 and 6)</td>
<td>Adjacent to and south of the Mesa Substation site.</td>
<td>High</td>
<td>Low</td>
<td>Low to Moderately Low</td>
</tr>
<tr>
<td>Travelers on Potrero Grande Drive (represented in KOPs 1, 2, and 3)</td>
<td>Adjacent to and north of the Mesa Substation site.</td>
<td>Moderately High</td>
<td>Low</td>
<td>Moderately High</td>
</tr>
<tr>
<td>Commercial area (gas station and motel) west of substation site</td>
<td>Adjacent to and west and north of the Mesa Substation site.</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Moderately Low</td>
</tr>
</tbody>
</table>

### 4.1.1.2 Key Observation Points and Other Viewpoints

Key observation points (KOPs) (i.e., representative views) have been identified for portions of the proposed project in the vicinity of the Mesa Substation (Main Project Area) and the Goodrich Substation in Pasadena (North Area) that would be potentially visible to and noticeable by sensitive viewer groups. Figure 4.1-1 shows the location and direction of the view for each KOP within the vicinity of the Main Project Area. Figure 4.1-2 shows the location and direction of the view for each viewpoint within the vicinity of Goodrich Substation in Pasadena.

KOPs have not been included along proposed Telecommunications Routes 1, 2, or 3. Fiber optic cable would either be installed underground or would be strung overhead on existing poles; therefore, the proposed view would not be noticeably different over the long term, as discussed in further detail throughout this section. Views of the South Area (including the 220-kV transmission structure in Commerce and the street line source conversion in Bell Gardens) have also not been included as KOPs. The removal of a lattice steel tower (LST) and its replacement in the same location with a newer LST would not change the existing view of this component. In addition, the conversion of a street light source line from overhead to underground would reduce long-term visual impacts relative to this component. Work at other satellite substations throughout the western Los Angeles Basin Electrical Needs Area would include work within the existing Mechanical Electric Equipment Rooms and/or undergrounding work within the perimeter fenceline of the existing substations. Construction work at existing satellite substations would be very short term and new components would not be visible during operations from any views within the vicinity of the proposed project components.
Key Observation Point Locations
Mesa Substation Area

Figure 4.1-1
Figure 4.1-2

Viewpoint Locations – Goodrich Substation Area
Mesa 500-kV Substation Project
vicinity of the substation. For these reasons, KOPs for the proposed project do not represent views of these components. However, short-term and long-term aesthetic impacts associated with these components are discussed in more detail in Section 4.1-3, “Impact Analysis.”

Figures 4.1-3a and 4.1-3b include photos of the existing views from each of the selected KOPs.

**KOP 1: View East from Potrero Grande Drive at Atlas Avenue**

KOP 1 (Figure 4.1-3a) represents the view toward the proposed Mesa Substation site looking east from the north side of Potrero Grande Drive at its intersection with Atlas Avenue. Atlas Avenue is a primary entry to the business park immediately north of the proposed Mesa Substation site. The primary elements within the view include the roadway; perimeter screening wall, low trees, and other landscaping along the roadway; tall trees in the distant foreground; tall metal lattice transmission towers and conductors; and other tall metal structures associated with the substation. The existing tall metal lattice transmission towers and numerous overhead conductors in the foreground contrast strongly with the other elements in this view in scale, form, line, and texture. Silhouetted against the sky, these towers and conductors are dominant elements in this view. The other tall metal structures associated with the substation visible in the distant foreground and middleground are mostly screened by the tall trees and therefore are less noticeable.

Vividness is low due to the absence of unique, striking, or distinctive elements or patterns in the view. Although the existing vegetation contributes somewhat to the unity of this view by providing some visual coherence and compositional order, the mix of forms, lines, and textures of the dominant elements of the roadway, tall metal lattice transmission towers, and overhead conductors result in overall low intactness and unity for this view. Overall, scenic quality for this view is low.

This and other views from along Potrero Grande Drive are experienced by a moderately high number of viewers on a regular basis, including local area residents traveling for personal reasons and people commuting to and from work at the business park and other locations. Viewer sensitivity for the primary viewer groups traveling along Potrero Grande Drive is moderate. This, combined with the moderately high volume of viewers and frequency of their views, results in moderate sensitivity for this KOP.

**KOP 2: View Northeast from Potrero Grande Drive**

KOP 2 (Figure 4.1-3a) represents the view looking northeast along Potrero Grande Drive from the south side of Potrero Grande Drive toward the 220-kV corridor. This KOP represents views by people traveling northeast on this street, including motorists, bicyclists, and pedestrians. The primary elements within the view include the roadway; low and moderate height trees and other landscaping along and near the roadway; tall metal lattice transmission towers and conductors; and portions of a building and parking area in the business park north of the substation. In addition, a portion of the high San Gabriel Mountains is barely visible in the background.

The tall metal lattice transmission towers and overhead conductors in the foreground contrast strongly with the other elements in this view in scale, form, line, and texture. Although the lower portions of the lattice towers are screened by the dense vegetation, most of the upper portions of the towers are highly noticeable. Silhouetted against the sky, these towers and conductors are dominant elements in this view.
Key Observation Point Views – Mesa Substation Area
Mesa 500-kV Substation Project
Key Observation Point Views – Mesa Substation Area
Mesa 500-kV Substation Project
The San Gabriel Mountains, though visible, are barely noticeable in the distance and, although the existing vegetation is fairly extensive, vividness is moderately low due to the absence of unique, striking, or distinctive elements or patterns in the view. However, the existing vegetation provides some visual coherence and compositional order that contributes to the moderate unity of this view. The tall metal lattice transmission towers and overhead conductors, in combination with the roadway, are encroaching elements that contrast in form, line, color, and texture with the other more rounded and natural forms, lines, colors, and textures of vegetation and reduce the visual integrity of the view to a moderate level of intactness. Overall, scenic quality for this view is moderately low.

This and other views from along Potrero Grande Drive are experienced by a moderately high number of viewers on a regular basis, including local area residents traveling for personal business and people commuting to and from work at the business park and other locations. Viewer sensitivity is moderate. This, combined with the moderately high volume of viewers and frequency of their views, results in moderate visual sensitivity for this KOP.

KOP 3: View Southwest from Potrero Grande Drive at Saturn Street

KOP 3 (Figure 4.1-3a) represents the view toward the proposed Mesa Substation looking southwest from the north side of Potrero Grande Drive at its intersection with Saturn Street. This KOP represents views by people traveling southwest on this street, including motorists, bicyclists, and pedestrians. The primary elements within the view include the roadway; trees of various heights and other landscaping along and near the roadway; tall metal lattice and monopole transmission towers and conductors; a fabric-covered perimeter screening fence; and a horizontal traffic light pole with street signs attached. In addition, residences on the hillside south of the Pomona Freeway and tall metal structures associated with the substation are visible in the middleground distance zone.

The traffic light pole with street signs, tall metal lattice and monopole transmission towers, and overhead conductors in the foreground contrast strongly with the other elements in this view in scale, form, line, and texture. Although the lower portions of the lattice towers are screened by the dense vegetation, most of the upper portions of the towers are highly noticeable. Silhouetted against the sky, these towers and conductors are dominant elements in this view.

Although the existing vegetation is fairly extensive in this view, vividness is moderately low due to the absence of unique, striking, or distinctive elements or patterns in the view. However, the existing vegetation provides some visual coherence and compositional order that contributes to the moderate unity of this view. The horizontal traffic light pole with street signs, tall metal lattice and monopole transmission towers, and overhead conductors, in combination with the roadway, are encroaching elements that contrast in form, line, color, and texture with the other more rounded and natural forms, lines, colors, and textures of vegetation and reduce the visual integrity of the view to a moderately low level of intactness. Overall, scenic quality for this view is moderately low.

This and other views from along Potrero Grande Drive are experienced by a moderately high number of viewers on a regular basis, including local area residents traveling for personal business and people commuting to and from work at the business park and other locations. Viewer sensitivity is moderate. This, combined with the moderately high volume of viewers and frequency of their views, results in moderate visual sensitivity for this KOP.
KOP 4: View Southeast from East Markland Drive near Woodland Way

KOP 4 (Figure 4.1-3a) represents the view toward the proposed Mesa Substation looking southeast from a location on Markland Drive south of Woodland Way and north of Potrero Grande Drive. This KOP represents views by people traveling southeast on this street, including motorists, bicyclists, and pedestrians, as well as local residents from in and around their homes. The primary elements within the view include the roadway; trees and other vegetation of various heights; tall metal lattice transmission towers and conductors; vertical metal light poles with arching cobra-head light standards; a small portion of a residence on East Markland Drive; portions of a gas station and convenience market; a portion of the Pomona Freeway and embankment below it; and residences on the hillside south of the freeway.

The tall metal lattice transmission towers, light poles, and overhead conductors in the foreground contrast strongly with the other elements in this view in scale, form, line, and texture. Although the lower portions of the lattice towers are screened by vegetation and structures at the gas station, most of the upper portions of the towers are highly noticeable. Silhouetted against the sky, these towers and conductors are dominant elements in this view.

Vividness is low due to the absence of unique, striking, or distinctive elements or patterns in the view. Although the existing vegetation provides some visual coherence, the mixture of structures, forms, colors, and vertical and horizontal lines reduce the compositional order which contributes to the low unity of this view. The mix of structures, light poles, tall metal lattice transmission towers, and overhead conductors, in combination with the roadway, are encroaching elements that contrast in form, line, color, and texture with the other more rounded and natural forms, lines, colors, and textures of vegetation and reduce the visual integrity of the view to a low level of intactness. Overall, scenic quality for this view is low.

This and other views from along East Markland Drive and the surrounding neighborhood are largely experienced by a moderate number of viewers for moderate to long durations on a regular basis, including neighborhood residents from in and around their homes and local streets and local area residents traveling for personal business or commuting to and from work. Viewer sensitivity for neighborhood and local area residents in the vicinity of East Markland Drive is moderately high to high. Therefore, the overall visual sensitivity of this KOP is moderately high to high.

KOP 5: View Northeast from the Pomona Freeway near North Vail Avenue

KOP 5 (Figure 4.1-3b) represents the view toward the proposed Mesa Substation site looking northeast from the eastbound (southern) lanes of the Pomona Freeway near its crossing of North Vail Avenue and East Markland Drive. This KOP represents views by motorists traveling east on the Pomona Freeway. The primary elements within the view include the freeway, including the median barrier and a freeway sign; metal light poles with arching cobra-head light standards; the tops of trees on and near the substation; tall metal lattice and monopole transmission towers and conductors on and near the substation; and other metal structures on the substation. In addition, the high San Gabriel Mountains are barely visible in the background above the trees and through the lattice towers and other metal structures. Largely because the freeway is elevated above the substation site, views of most of the site for eastbound motorists are screened by the concrete median barrier, terrain, and passing vehicles.
The tall metal lattice transmission towers, overhead conductors, and other metal structures in the foreground and middleground are highly noticeable in the view and contrast strongly in form, line, and texture with the mostly horizontal elements associated with the freeway. Silhouetted against the sky, these lattice towers and conductors are dominant elements in this view.

The San Gabriel Mountains, though visible, are barely noticeable in the distance above the trees and through the lattice towers and other metal structures; consequently, vividness is low due to the absence of unique, striking, or distinctive elements or patterns in the view. Although the presence of vegetation provides some visual coherence, unity is low due to the strong contrast of vertical and horizontal lines and forms and the absence of compositional order. The tall metal lattice transmission towers, horizontal freeway, and other vertical and horizontal structures that together dominate the view, are encroaching elements that reduce the visual integrity of the view to a low level of intactness. Overall, scenic quality for this view is low.

This and other views for eastbound motorists on the Pomona Freeway are experienced by a very high number of viewers on a regular basis. Although traffic often moves slowly on this section of freeway, mostly during commute periods, most views by motorists are brief in duration due to the high speed of travel. It is assumed that most motorists traveling this section of the freeway are commuting to or from work or traveling for work or personal business. Although viewer sensitivity for these groups is low to moderately low, the very high volume of viewers elevates the overall visual sensitivity of this KOP to moderate.

KOP 6: View West from the Pomona Freeway near Greenwood Avenue

KOP 6 (Figure 4.1-3b) represents the view toward the proposed Mesa Substation looking west from the westbound (northern) lanes of the Pomona Freeway near its undercrossing of Greenwood Avenue. This KOP represents views by motorists traveling west on the Pomona Freeway. The primary elements within the view include the freeway and guardrail; trees, shrubs, and other vegetation on and near the substation; and tall metal lattice transmission towers, conductors, and other metal structures on and near the substation. In addition, a chain link perimeter fence, graded road, and small tank structure are visible in the immediate foreground of this view.

The tall metal lattice transmission towers, overhead conductors, and other metal structures in the foreground and middleground are highly noticeable and contrast strongly in form, line, color, and texture with the vegetation and more horizontal elements in the view. Silhouetted against the sky, these lattice towers, conductors, and tall metal structures are dominant elements in this view.

Although the existing vegetation is fairly extensive in the view, vividness is moderately low due to the absence of unique, striking, or distinctive elements or patterns in the view. However, the existing vegetation provides some visual coherence and compositional order that contributes to the moderate unity of this view. The tall metal lattice transmission towers, other metal structures, and overhead conductors, in combination with the roadway, tank structure, and fence are encroaching elements that contrast in form, line, color, and texture with the other more natural forms, lines, colors, and textures of vegetation and reduce the visual integrity of the view to a moderately low level of intactness. Overall, scenic quality for this view is moderately low.

This and other views for westbound motorists on the Pomona Freeway are experienced by a very high number of viewers on a regular basis. Although traffic often moves slowly on this section of freeway, mostly during commute periods, most views by motorists are brief in duration due to the high speed of travel. It is assumed that most motorists traveling this section of the freeway are
commuting to or from work or traveling for work or personal business. Although viewer sensitivity for these groups is low to moderately low, the very high volume of viewers elevates the overall visual sensitivity of this KOP to moderate.

**KOP 7: View Northeast from North Vail Avenue near Appian Way**

KOP 7 (Figure 4.1-3b) represents the view toward the proposed Mesa Substation looking northeast from a location on North Vail Avenue north of its intersection with Appian Way. This KOP represents views by people traveling northeast on this street, including motorists, bicyclists, and pedestrians, as well as local residents from in and around their homes. The primary elements within the view include the roadway; trees and other vegetation of various heights; tall metal lattice transmission towers and conductors; part of a residence on Via Palermo; a portion of the Pomona Freeway, the embankment below it, and its overcrossing of North Vail Avenue; and a portion of a hillside, large commercial building, and other structures north of the freeway. In addition, a portion of the high San Gabriel Mountains is visible in the background.

The tall metal lattice transmission towers and overhead conductors in the foreground and middleground contrast strongly in scale, form, line, and texture with the other elements in this view. The LSTs are only partially silhouetted against the sky above the ridgeline. The dark colored vegetation in the foreground and behind them helps them blend somewhat with their surroundings and reduces their contrast to a moderate level. These tall structures dominate middleground views. However, their presence detracts from views of the distant San Gabriel Mountains.

Vividness is moderate due to the presence of tall and varied vegetation and the distinctive San Gabriel Mountains in the background. Unity is moderately high due to the dominant and varied vegetation providing visual coherence and compositional order. The mix of tall metal lattice transmission towers, overhead conductors, buildings and other structures, in combination with the roadway, are encroaching elements that contrast in form, line, color, and texture with more natural forms, lines, colors, and textures of the varied terrain and vegetation in the view. However, because these encroaching elements are not dominant in the view, the view has moderately high visual integrity and intactness. Overall, scenic quality for this view is moderate.

This and other views from along North Vail Avenue and the surrounding neighborhood are largely experienced by a moderate number of viewers for moderate to long durations on a regular basis, including neighborhood residents from in and around their homes and local streets and local area residents traveling for personal business or commuting to and from work. Viewer sensitivity for neighborhood and local area residents in the vicinity of North Vail Avenue is moderately high to high. Therefore, the overall visual sensitivity of this KOP is moderately high to high.

**Goodrich Substation**

Figures 4.1-4a and 4.1-4b show existing views from areas within the vicinity of Goodrich Substation in the City of Pasadena.
Viewpoint 1 – View east from eastbound Interstate 210 (Foothill Freeway) near Sunnyslope Avenue

Viewpoint 2 – View northwest from westbound Interstate 210 (Foothill Freeway) near South Kinneloa Avenue
Viewpoint 3 – View west from Pasadena City College near East Foothill Boulevard

Viewpoint 4 – View east from Maple Street at Eaton Drive

Figure 4.1-4b

Viewpoint Views 3 and 4 – Goodrich Substation Area
Mesa 500-kV Substation Project
4.1.2 Regulatory Setting

This section summarizes federal, state, and local laws, regulations, and standards that govern aesthetics in the project area.

4.1.2.1 Federal

Federal Aviation Administration

The Federal Aviation Administration (FAA) regulates airspace and flyways for air travel. The FAA requires preparation of a Notice of Proposed Construction or Alteration (Form 7460-1) describing the project’s design and addressing compliance with FAA procedures. The notice must also include the final locations of structures, structure types, and structure heights. The FAA may then conduct its own study of a project and make recommendations to the proponent regarding possible airway marking (e.g., use of marker balls on conductors), lighting (e.g., red warning lights on tall structures), and/or other safety requirements. These lighting and marking recommendations are based on the FAA Advisory Circular 70/7460-IL, Obstruction Marking and Lighting (FAA 2015).

The FAA regulates regional airspace jurisdiction for airports in the vicinity of the proposed project, including the closest public airport, San Gabriel Valley Airport, which is located 3.6 miles northeast of the nearest project component and 4.5 miles from the proposed Mesa Substation, as well as several private heliports located in the vicinity of the proposed project area, as discussed in Section 4.7, “Hazards and Hazardous Materials.” The proposed project’s compliance with FAA regulations was considered in this analysis and FAA regulations would be applicable for placement of tall transmission towers as part of the proposed project.

4.1.2.2 State

California Department of Transportation Scenic Highway Program

The California Department of Transportation administers the State Scenic Highway Program to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways (California Streets and Highways Code § 260, et seq.). The State Scenic Highway Program includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in California Streets and Highways Code §263. The program entails regulation of land use and density of development; attention to the design of sites and structures; attention to and control of signage, landscaping, and grading; and other restrictions. The local jurisdiction is responsible for adopting and implementing such regulations. If a highway is listed as eligible for official designation, it is treated similarly to an officially designated scenic highway, and care must be taken to preserve its eligibility status.

There are currently no Designated or Eligible State Scenic Highways within the project area that may have views of the proposed project. The nearest Designated State Scenic Highway is State Route (SR) 2, located approximately 8 miles north of the proposed 220-kV line loop-in at Goodrich Substation, and the nearest Eligible State Scenic Highway is Interstate 210 (I-210) north of SR 134, located approximately 4 miles west of Goodrich Substation (Caltrans 2012). The proposed project would not be visible from either of these highways.
4.1.2.3 Regional and Local

The California Public Utilities Commission (CPUC) has jurisdiction over siting and design and regulates construction of investor-owned transmission projects such as the proposed project. Although the CPUC has preemptive authority over local government land use planning regulations, this analysis assesses the proposed project’s consistency with regional and local plan policies, ordinances, and guidelines and whether inconsistency with any of these plan policies, ordinances, or guidelines would result in an impact on aesthetic resources in the project area.

County of Los Angeles General Plan

The following policies described in the Land Use element of the County of Los Angeles General Plan (2015) are relevant to the proposed project:

- **Policy LU 6.2:** Encourage land uses and developments that are compatible with the natural environment and landscape.
- **Policy LU 10.2:** Design development adjacent to natural features in a sensitive manner to complement the natural environment.

The following goals and policy from the Conservation and Open Space Element of the General Plan are applicable to upgrades within the perimeter fenceline of the Vincent Substation, which is located in the Antelope Valley covered by the Antelope Valley Area Plan. In addition, the Vincent Substation is located within a designated Significant Ecological Area.

- **Goal COS 14:** Energy infrastructure that is sensitive to the scenic qualities of the Antelope Valley and minimizes potential environmental impacts.
- **Goal COS 15:** Humans and wildlife enjoy beautiful dark Antelope Valley skies unimpeded by light pollution.
- **Policy COS 15.2:** Prohibit continuous all-night outdoor lighting in rural areas, unless required for land uses with unique security concerns, such as fire stations, hospitals, and prisons.

The following policy from the Land Use Element of the General Plan is applicable to installation of fiber optic cable along Telecommunications Route 3 where work would occur adjacent to natural features (e.g. work within the Whittier Narrows Natural Area):

- **Policy LU 10.2:** Design development adjacent to natural features in a sensitive manner to complement the natural environment.

City of Monterey Park General Plan

The City of Monterey Park General Plan was adopted in 2001. The Urban Plan section of the General Plan Land Use Element states that “streets given high priority as elements for upgrading the City’s image include Atlantic Boulevard, Garfield Avenue, Garvey Avenue, New Avenue, Monterey Pass Road, and Potrero Grande Drive.” The plan also states that these key arterial roads can be readily enhanced by the repetition of distinctive streetscape elements, including:

- **Street Trees**—A well-formulated street tree master plan for all major arterials and attendant management policies to monitor, maintain, replace and augment the City’s street tree inventory should be prepared.
• **Underground Utilities**—The existing overhead utility lines contribute to the visual clutter experienced along key arterial streets. The lines also limit tree species and pruning height. A program to place utilities underground along key streets would facilitate street tree planting and eliminate unsightly clutter.

• **Enhanced Paving**—A distinctive enhanced paving style for selected crosswalks and median paving should be identified and specified as part of a phased program of right-of-way improvements.

• **Lighting**—Distinctive nighttime illumination along major arterials to be considered include accent lighting for landscaping and key landmark buildings, decorative pedestrian lighting fixtures, and the use of high-pressure sodium bulbs to create warm illumination tones.

This guidance applies to project activities in the Main Project Area, which is located between Potrero Grande Drive and Pomona Freeway. In addition, the Land Use Plan portion of the Land Use Element includes the following goal:

• **Goal 10.0:** Maintain the quality and character of Monterey Park’s residential neighborhoods.

**City of Industry General Plan**

The Land Use Element of the City of Industry 2014 General Plan includes the following policy that is relevant to the proposed project:

• **Policy LU5-3:** Prohibit outside storage and mechanical equipment that is visible from the street.

**City of Pasadena General Plan**

The Land Use Element of the City of Pasadena General Plan (2004) includes the following objectives and policies that are applicable because project components proposed for Goodrich Substation are located in a Specific Plan area and adjacent to residential areas:

• **Objective 5:** Preservation of Pasadena’s character and scale, including its traditional urban design form and historic character, shall be given highest priority in the consideration of future development.
  - **Policy 5.4: Neighborhood Character and Identity:** Urban design programs, including principles and guidelines, shall recognize, maintain and enhance the character and identity of existing residential and commercial neighborhoods.
  - **Policy 5.9: Contextual and Compatible Design:** Urban design programs shall ensure that new development shall respect Pasadena’s heritage by requiring that new development respond to its context and be compatible with the traditions and character of Pasadena, and shall promote orderly development which is compatible with its surrounding scale and which protects the privacy, and access to light and air of surrounding properties.

• **Objective 7:** Preserve the character and scale of Pasadena’s established residential neighborhoods.
The Historical/Cultural Element of the City of Pasadena General Plan (City of Pasadena not dated) includes the following objective that is applicable because project components proposed for Goodrich Substation are located adjacent to open space and residential neighborhoods:

- **Objective**: Relating new development to existing environment in scale, material, and character so that Pasadena’s inherent human scale, visual, and functional diversity may be maintained and enhanced.

The Open Space and Conservation Energy Element of the City of Pasadena General Plan (City of Pasadena 2012) includes the following implementation measure that is applicable to the proposed project if any night work occurs at Goodrich Substation:

- **Implementation Measure**: Prohibit continuous all-night outdoor lighting in sports stadiums and construction sites unless required for security reasons.

Other General Plans

The General Plans listed below were reviewed for the proposed project; no specific policies or goals addressing aesthetics were identified that were applicable to the proposed project:

- City of Bell Gardens General Plan (1995)
- City of Commerce 2020 General Plan (2008)
- City of Montebello General Plan (1975)
- City of Rosemead General Plan (2010)
- City of South El Monte General Plan (2000)
- City of Santa Clarita General Plan (2011)

4.1.3 Impact Analysis

Environmental impacts for construction and operation of the proposed project are described below. Visual simulations have been prepared for the KOPs analyzed to better understand the aesthetic impacts from the proposed project; however, all visual simulations included in this section are conceptual only.

4.1.3.1 Methodology and Significance Criteria

Methodology

The Federal Highway Administration (FHWA) Visual Impact Assessment for Highway Projects (FHWA 1988) has been commonly used to assess the potential aesthetic impacts of various types of development projects on public and private lands within a variety of different landscapes, including natural, rural, suburban, and urban settings. Other commonly used visual assessment methodologies, including the U.S. Department of the Interior Bureau of Land Management’s (BLM’s) Visual Resource Management Program (BLM 1986) and the U.S. Forest Service’s (USFS’s) Scenery Management System (USFS 1995), contain some concepts and standards applicable for projects proposed on private land, but are generally more suited to lands managed by these federal agencies.
The FHWA has recently revised its guidelines for visual impact assessment (FHWA 2015) to allow different levels of documentation and to be more readily understood and practical in its application. However, the new FHWA guidelines now focus more on transportation projects and no longer incorporate several key concepts from the earlier guidelines applicable to assessing various types of projects, such as transmission lines, substations, and similar industrial-type development projects, in rural, suburban, and urban landscapes. Although the new FHWA guidelines incorporate many elements from the FHWA 1988 guidelines, these earlier guidelines remain most applicable for assessing aesthetic impacts of proposed projects within diverse landscape types and on private lands. Therefore, due to the nature and setting of this proposed project, the methodology for this aesthetic impact assessment relies primarily on the process, concepts, and terminology outlined in the earlier FHWA (1988) guidelines, while incorporating some elements from other established visual assessment systems (e.g., BLM and USFS), as applicable.

This aesthetic impact assessment process involves identification of the following:

- Aesthetic character and quality of the region and the immediate project area.
- Important viewing locations (e.g., roads, trails, residential neighborhoods, parks, and overlooks) and the general visibility of the project area and the site using descriptions and photographs.
- Viewer groups and their sensitivity (i.e., general viewer awareness and concern for views and changes to those views).
- Relevant federal, state, and local government policies and concerns for protection of aesthetic resources.
- Aesthetic impacts of the proposed project and their levels of significance.
- Mitigation measures that would reduce aesthetic impacts of the proposed project and reduce significant impacts to less than significant levels.

The aesthetic character and quality of the proposed project area, viewing locations, viewer sensitivity, and relevant government policies are described above (see Sections 4.1.1 and 4.1.2). Aesthetic impacts of the proposed project, their levels of significance, and mitigation measures (MMs) are described in Section 4.1.3.3. The criteria for describing aesthetic character and quality include vividness, intactness, and unity, as defined below:

- Vividness is the visual power or memorability of landscape components as they combine in striking or distinctive visual patterns.
- Intactness is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes, as well as in natural settings.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual components in the landscape. (FHWA 1988)

**Significance Criteria**

Significance criteria were defined based on the checklist items in Appendix G of the CEQA Guidelines. An impact is considered significant if the project would:
a) Have a substantial adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcappings, and historic buildings within a state scenic highway;

c) Substantially degrade the existing visual character or quality of the site and its surroundings; or

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

There are no scenic vistas within the proposed project area. Therefore, the proposed project would have no impact under criterion (a), and impacts associated with a substantial adverse effect on a scenic vista are not discussed further. There are no Designated or Eligible State Scenic Highways within the project area that may have views of the proposed project. Therefore, the proposed project would have no impact on scenic resources within a Designated or Eligible State Scenic Highway and there would be no impact under criterion (b), and such impacts are not discussed further. Visual impacts of the proposed project are assessed for the remaining three significance criteria below in Section 4.1.3.3, “Environmental Impacts.”

4.1.3.2 Applicant Proposed Measures

There are no applicant proposed measures (APMs) associated with aesthetics for this project.

4.1.3.3 Environmental Impacts

Impact AE-1: Substantially degrade the existing visual character or quality of the site and its surroundings.

Construction

Main Project Area

Construction activities in and near the substation site would be noticeable to residents in nearby neighborhoods and travelers along various nearby streets and the Pomona Freeway. Construction activities and features that may increase visual contrast and degrade visual character and quality include the following:

- Staging and construction work areas.
- Vehicles and equipment used for excavation and grading activities, transporting and lifting, watering to control dust, worker transport, and other construction activities.
- Soil and vegetation removal and grading for the substation site, temporary staging and construction work areas, temporary pull and tension sites, and new or improved access roads.
- Temporary outdoor storage of materials, stockpiling of spoils from excavation, security fencing, and construction signage.
- Helicopter activities for stringing conductors and installation of marker balls.

Construction of the proposed project would take place over a 55-month period.
**Substation Construction Activities**

*LESS THAN SIGNIFICANT*

At the proposed Mesa Substation site, work would occur throughout the entire 55-month period.

Representative viewpoints of passerby along the north side of the site are shown in KOPs 1, 3, and 4. Mature landscaping along the boundaries of the existing Mesa Substation site would be removed, which would make existing infrastructure and construction activities more visible until the new perimeter wall is installed. Once installed, the new wall would generally screen views of ground-level construction activities for viewers at KOPs 1, 3, and 4. Impacts at these KOPs would be less than significant.

Construction activities would still be visible from KOPs 5, 6, and 7 for the approximately 55-month construction period regardless of the presence of the wall, due to the elevated positions of KOPs 5, 6, and 7. Views from KOPs 5 and 6 represent views for those traveling east and west along Pomona Freeway. The visual sensitivity for KOPs 5 and 6 is considered moderate due largely to the high volume of users; however, the overall scenic quality for these views is considered to be low due to existing infrastructure that dominates the view and reduces the visual integrity of these views to low levels of intactness and unity. Given the low quality of the existing views from KOPs 5 and 6, the presence of construction activities, even on a long-term basis, would not substantially degrade the existing visual character or quality of views of the site from these KOPs. Impacts for KOPs 5 and 6 would be less than significant.

KOP 7 represents the view for neighborhood residents looking northeast from a location on North Vail Avenue north of its intersection with Appian Way. The visible portion of the active work area would be partially shielded from viewers. The construction activities would be temporary and would also be consistent in visual character and quality with the existing substation infrastructure at the Mesa Substation site. Impacts for KOP 7 would therefore be less than significant.

**Staging Yard Use**

*LESS THAN SIGNIFICANT WITH MITIGATION*

The applicant proposes to prepare and use seven staging yards throughout the duration of construction. The locations of these staging yards are shown in Figures 2-3b (Staging Yards 1, 2, 3, and 6), 2-3e (Staging Yard 4), 2-3f (Staging Yard 5) and 2-3d (Staging Yard 7). Staging yard activities would include storage of equipment and materials (construction trailers, construction equipment, steel, conductor, wire reels, cable, hardware, insulators, signage, fuel, joint compound, and other consumable materials), vehicle parking, and stockpiling of spoils from excavation.

Staging Yards 3, 4, and 5 are located in areas where they are wholly or substantially obscured from sensitive viewers, either due to their configuration (Staging Yards 3 and 4) or location in an industrial area (Staging Yard 5). Thus, presence of construction and materials staging activities at these staging yards would not result in a substantial degradation of existing visual quality. Impacts would be less than significant at Staging Yards 3, 4, and 5. Staging Yards 1, 2, 6, and 7 would be visible to residents of the area and would be located in areas that are currently not used for industrial purposes. They would be used for up to the entire duration of construction (55 months). The presence of raw construction materials and equipment and construction activities in these areas visible to sensitive viewers and located in non-industrial, non-commercial areas would result...
in a substantial degradation of visual quality. This would be a significant impact. MM AES-1 would require these staging yards to be screened to reduce impacts to sensitive viewers. Impacts would be less than significant with mitigation.

**Telecommunications Route Construction Activities**

*LESS THAN SIGNIFICANT*

Construction along Telecommunications Routes 1, 2, and 3 would be transient and minimal, moving to different work areas as the fiber optic cable is installed in new and existing underground conduit and along existing overhead poles. Most work would involve a truck and crew stringing telecommunications lines on existing structures. There would be minimal trenching, which would require a small crew and a few pieces of equipment at most. Due to the short duration and minimal intensity of activities, impacts due to telecommunications construction would be less than significant.

**Transmission and Subtransmission Construction Activities**

*LESS THAN SIGNIFICANT*

Transmission, subtransmission, and distribution work adjacent to the substation would require work in various locations for short durations as poles structures are installed or removed, and conductor is installed. Construction activities would add more encroaching elements to the landscape. Due to the intermittent and temporary (i.e., less than about one week) nature of the construction activities at any one location, visual impacts from construction activities would be less than significant. The areas of disturbance created by construction activities, if untreated, may be present for a long period of time and therefore could be seen by a substantial number of viewers. However, these areas of disturbance would be located in areas where there is existing transmission line infrastructure such that they would not substantially degrade the existing visual character or quality of the site. Impacts would be less than significant.

**North Area**

*LESS THAN SIGNIFICANT*

Figures 4.1-4a and 4.1-4b show existing views from areas within the vicinity of Goodrich Substation in the City of Pasadena. The temporary tubular steel pole (TSP) structure and loop-in that would be installed as part of the proposed project and that would be present during the construction phase would be visible from I-210 as well as nearby residences and a community college. However, other existing tall metal lattice transmission towers, a cell phone tower, and other tall metal structures associated with Goodrich Substation would be visible alongside the temporary infrastructure. The additional contrast would be minimal and vividness, intactness, and unity of views from these areas would not be substantially reduced.

Construction activities associated with the temporary TSP and the telecommunications trenching would add more encroaching elements to the landscape. Construction at this location would be low intensity, take a minimal amount of time, and also take place immediately adjacent to the existing substation. The activities would not substantially degrade visual quality and would be consistent with the electrical infrastructure and other industrial looking elements nearby. Impacts would be less than significant.
**South Area**

LESS THAN SIGNIFICANT

Work in the City of Commerce includes the replacement of a single LST with a new LST. Work in the City of Bell Gardens includes the conversion of a street light source line from overhead to underground within an existing street. Construction activities associated with each of these proposed project components would be temporary and limited in scope. Construction activities would not substantially degrade the existing visual character or quality of the site. Impacts would be less than significant.

**Satellite Substations**

LESS THAN SIGNIFICANT

Work at three satellite substations, Walnut Substation in Industry, Pardee Substation in the City of Santa Clarita, and Vincent Substation in the City of Palmdale, would require ground disturbance activities within the perimeter fenceline of the existing substations. The activities would therefore be consistent with the existing industrial look of the substations. Impacts would be less than significant.

**Operation and Maintenance**

**Main Project Area**

**Transmission, Subtransmission, and Distribution Lines**

LESS THAN SIGNIFICANT

KOP 2: View Northeast from Potrero Grande Drive and KOP 4: View Southeast from East Markland Drive near Woodland Way

Figures 4.1-5a and 4.1-5b show existing views and visual simulations of the proposed project from KOPs 2 and 4 respectively. While the project involves removal of existing structures, many of these structures would be replaced with similar infrastructure in a slightly different alignment, as demonstrated in Figures 4.1-5a and 4.1-5b. The vertical and geometric forms and lines of transmission, subtransmission, and distribution lines installed near the proposed Mesa Substation would be in strong contrast to the mostly horizontal or rounded forms and lines of flat or varied terrain and the rounded, natural forms and lines of vegetation present in the views. Where present, these structures would be silhouetted against the sky above the horizon line, which would draw viewer attention and increase their contrast in many landscapes. Given that there would be an overall net reduction or maintenance of the total number of structures at KOPs 2 and 4 (and approximately one less 500-kV structure, eight fewer 220-kV structures, and 41 fewer subtransmission poles structures overall), the result would be either maintenance or slight improvement of the existing visual quality of the area. In addition to the contrast produced by their form, line, and texture, transmission lines could also produce strong contrast due to the reflectivity of conductors or color or finish of structures, especially if they have a shiny, metallic, galvanized finish. For transmission, subtransmission, and distribution lines at KOPs 2 and 4, there would be an overall reduction in conductors and structures due to undergrounding of existing lines, again resulting in maintenance or slight improvement of the existing visual quality of the area. Impacts would be less than significant at KOP 2 and KOP 4.

Installation of marker balls may be recommended by the FAA on structures over 200 feet above ground per FAA Advisory Circular 70/7460-1L (FAA 2015). The location and other details of
marker balls would be recommended by the FAA after SCE submits an FAA Form 7460-1 once
engineering has been completed to the point where actual heights of structures are known. The
three proposed 500-kV structures would range from approximately 140 to 200 feet aboveground.
Conductors would be placed 12 to 14 feet below the top of the LST (see Figure 2-5). The ground
surface is about level in the area of the two conductor spans. Notably, the recently constructed
TRTP 500-kV transmission line does not have marker balls. Together, this indicates that no
conductor would be located over 200 feet from the ground and that no marker balls are likely to be
required recommended by the FAA. If, however, during final engineering, the conductor is placed
more than 200 feet above the ground, then marker balls may be required recommended along these
two spans, which together measure about 1,200 linear feet. The nearest transmission span with
marker balls has a linear spacing of as little as 170 feet. At a 170-foot interval distribution, there
would be up to three marker balls per span, and all marker balls would be aviation orange. It would
be speculative at this time to predict whether the FAA would recommend lighting of any marker
balls, but they have not made this recommendation for other similar projects. Motorists on SR-60
would see the marker balls as they travel along the freeway. However, there are marker balls on the
transmission lines that cross SR-60 and are adjacent to SR-60 about 0.6 miles east (about 30
seconds driving) of the project area. For motorists on SR-60, the marker balls would be consistent
with the visual character and quality of SR-60. Impacts would be less than significant. Motorists
traveling down Saturn Street in Monterey Park would have views of the marker balls against the
sky. The skyline, however, is characterized by encroachment of transmission infrastructure. The
marker balls would not be visually dominant at a distance of about 900 feet (the distance of the
transmission line to the intersection of Saturn Street with Potrero Grande Drive). The visual impact
would be minimal, and the marker balls would not change the visual character or quality. Impacts
would be less than significant.

Telecommunications Routes

LESS THAN SIGNIFICANT WITH MITIGATION

The addition of new overhead telecommunications lines would not be noticeable to viewers. The
majority of telecommunications lines would be installed on existing distribution poles that already
have several existing lines on them; therefore, the overall aesthetic impact of the addition of a single
line would not be noticeable. In all areas where telecommunications routes have been installed
underground in newly trenched areas (i.e., at the far eastern extent of Telecommunications Routes
1 and 3, the extent of Telecommunications Route 1 near the Mesa Substation, and some portions of
Telecommunications Route 2 along North Wilcox Avenue and West Lincoln Avenue), pavement
would be restored such that there would be no residual visual quality or character effect where
trenching takes place in roadways.

Work areas located in unpaved, more natural-looking areas (at the far eastern extent of
Telecommunications Routes 1 and 3) could look disturbed. The disturbance would occur in a linear
pattern. This would not substantially degrade the area at the far eastern extent of
Telecommunications Route 1, given the existing ground disturbance and other infrastructure in the
area. However, the far eastern extent of Telecommunications Route 3 would be located in the
Whittier Narrows Natural Area, where the area is less disturbed. A linear disturbed area would be a
substantial degradation in visual quality until it naturally revegetates, which would take several
years to occur. This would be a significant impact. SCE’s commitment to restoring work areas, per
APM BIO-02 and APM BIO-02 (see Section 4.3, “Biological Resources”), only requires restoration of
KOP 2 – Visual simulation of the Proposed Project

KOP 2 – Existing view from Potrero Grande Drive near substation entrance looking northeast
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certain types of vegetation, and impacts would remain significant. MM AES-2 would extend the
restoration requirement to all disturbed areas. Impacts would be less than significant with
mitigation.

**North and South Areas**

*LESS THAN SIGNIFICANT*

Work within the North and South Areas includes the replacement of a single LST with a similar LST
in the City of Commerce, installation of a temporary structure and 220-kV tie-in at Goodrich
Substation in Pasadena that would be removed once the temporary tie-in is no longer
needed following construction, and the conversion of an existing streetlight source line. The new
LST in Commerce would not be noticeably different from the existing LST; therefore, impacts would
be less than significant. The new telecommunications components at Goodrich Substation would be
underground in an already disturbed area and therefore would not be noticeable during operation.
No visual impact would result from operation and maintenance at Goodrich Substation due to the
220-kV tie-in because operation and maintenance would be the same as under existing conditions.
Conversion of the overhead street light source line to underground would remove from view an
existing overhead line that contrasts somewhat with its surroundings. Although minor, removal of
this element would result in a beneficial aesthetic impact; therefore, there would be no impact
associated with this component.

**Existing Substations**

*NO IMPACT*

Components installed at Walnut, Vincent, and Pardee substations would be undergrounded and not
visible during operations. There would be no impact.

**Mesa Substation**

*SIGNIFICANT WITH MITIGATION*

At the Mesa Substation, the applicant would implement Landscape Option 1 or 2 along the
substation perimeter wall. Landscape Option 1’s chief feature is small trees planted along the
perimeter of the substation wall along Potrero Grande Drive. Landscape Option 2 uses small and
medium height shrubs and does not include trees. Landscape Option 1 may not be feasible due to
security concerns associated with placement of trees along the perimeter wall. Trees may not be a
feasible landscaping option, depending on the design outcome per the North American Electric
Reliability Corporation Critical Infrastructure Protection (CIP) requirements in CIP-014-2 (Physical
Security). If Landscape Option 1 is determined to be infeasible due to physical security
requirements (e.g., if the North American Electric Reliability Corporation [NERC] does not allow
SCE to implement the vegetation and design under Landscape Option 1), the applicant would
implement Landscape Option 2. Where the visual impacts would be different under Landscape
Option 1 than under Landscape Option 2, separate analyses are provided.

**KOP 1: View East from Potrero Grande Drive at Atlas Avenue**

Figures 4.1-5c and 4.1-5d show two potential views of the proposed project from KOP 1 looking
east toward the proposed Mesa Substation from the north side of Potrero Grande Drive at its
intersection with Atlas Avenue. With implementation of the proposed project, the existing LSTs and
conductors would be removed and replaced with three taller LSTs and one TSP. The 500-kV
switchracks, 220-kV switchracks, and transmission line towers on the substation site are visible
silhouetted against the sky in the simulations. A new 12-foot-high perimeter screening wall would replace the existing masonry wall. All of the existing mature trees and other vegetation on and immediately adjacent to the substation site in the existing views would be removed. Vegetation to be removed includes a number of tall trees that currently screen the lower portions of transmission structures and most of the other metal structures at the substation. The vegetation currently serves to soften the geometric patterns of the existing substation and transmission infrastructure.

The new LSTs would be similar in appearance to the existing LSTs but would be taller. More LSTs would be located closer to viewers traveling along Potrero Grande Drive. The LSTs would therefore be more dominant than the existing LSTs. The new TSP and other tall metal structures would add new forms and lines to the view. These changes, in combination with removal of the existing tall trees and other vegetation on and around the site, would produce moderately strong contrast and reduce the intactness and unity of views from Potrero Grande Drive.

Figure 4.1-5c shows a visual simulation of the proposed project from KOP 1 with the implementation of Landscape Option 1. Figure 4.1-5d shows a visual simulation of the proposed project from KOP 1 with the implementation of Landscape Option 2 along Potrero Grande Drive. SCE has stated it will meet with the City of Monterey Park to discuss final landscaping and perimeter wall materials (including the spacing of pilasters).

**Landscape Option 1**

The simulation in Figure 4.1-5c shows a new masonry screening wall and new street trees lining the sidewalk along the edge of the site and Potrero Grande Drive. Although the new, taller LSTs, TSP, and other metal structures would remain dominant in this view, the row of street trees extending above the new masonry wall would help partially screen views of the lower portions of elements in the substation and would partially screen the wall. The trees are shown at approximately 15 to 20 years old, which may be approximately 5 to 10 years after planting, depending on their species and size and age at planting. The trees would also somewhat reduce the contrast produced by the new, tall metal structures and wall by softening the angular patterns of the wall and metal structures. However, for several years following planting, until the street trees are large enough to substantially screen views of the lower portions of elements in the substation and the wall, contrast would remain moderately strong and intactness and unity for views from Potrero Grande Drive would be substantially reduced for views from Potrero Grande Drive with moderate visual sensitivity. During this extended period, until the trees eventually mature, Landscape Option 1 would therefore result in a significant impact, during this extended period of time unless the street trees are similar in size to the existing vegetation within a few years after construction. Contrast would be moderately strong, the sole TSP would be dominant as a strong vertical feature, and the new landscaping would not soften vertical lines as much as the existing vegetation. Visual sensitivity is moderate. The existing vividness, intactness, and unity would therefore be substantially reduced. Landscape Option 1 would therefore result in a significant impact.

MM AES-23 would require that the applicant provide landscape screening and aesthetic treatment along Potrero Grande Drive to reduce aesthetic impacts of the proposed project. MM AES-3 requires design approval of the final Landscape and Aesthetic Treatment Plan by CPUC the City prior to construction. With implementation of MM AES-2 and MM AES-3, impacts under this criterion would remain significant and unavoidable for several years for views from KOP 1 before trees grow to maturity. As the trees in the landscaping mature, they would screen more of the substation and soften the contrast, and impacts would then be less than significant.
Figure 4.1-5c
Visual Simulation, KOP 1 – Landscape Option 1:
View East from Potrero Grande Drive at Atlas Avenue
Mesa 500-kV Substation Project
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Sources: Environmental Vision, March 2015, Proponent’s Environmental Assessment, and Mesa Substation Supplemental Revised Visual Simulations, September 2015

KOP 1 – Existing view from Potrero Grande Drive at Atlas Avenue looking east

KOP 1 – Visual simulation of the Proposed Project with shrub and groundcover landscaping

Visual Simulation, KOP 1 – Landscape Option 2:
View East from Potrero Grande Drive at Atlas Avenue
Mesa 500-kV Substation Project
Landscape Option 2

The simulation in Figure 4.1-5d shows a new masonry screening wall and new low and medium height shrubs and groundcover in the area between the sidewalk and wall along the edge of the site and Potrero Grande Drive. Boulders of various sizes and gravel and/or crushed rock would also be placed in the planting areas. The new plantings shown in the simulation are approximately 3 to 6 feet in height, which represents their appearance at approximately eight years old, or approximately three to five years after planting. The new masonry screening wall would help screen views of the lower portions of some elements in the substation; however, a large portion of the tall, metal structures associated with the switchracks and other substation elements would be visible silhouetted against the sky above the long, linear perimeter wall. The low plantings, boulders, and masonry wall would provide some decorative interest, but would not provide substantial screening or reduce the contrast produced by the combination of new metal structures and absence of taller vegetation. These changes would result in strong contrast and a substantial reduction in vividness, intactness, and unity in comparison to the mature vegetation that would otherwise help soften and screen views of the proposed project. Because the existing vividness, intactness, and unity would be substantially reduced; contrast is strong; and visual sensitivity is moderate, the proposed project with Landscape Option 2 would substantially degrade the existing visual character and quality of the site and its surroundings. Aesthetic impacts at KOP 1 would be significant.

To reduce aesthetic impacts of the proposed project for KOP 1 under Landscape Option 2, MM AES-3 would require that the applicant provide landscape screening and aesthetic treatment along Potrero Grande Drive. MM AES-3 requires design approval of the final Landscape and Aesthetic Treatment Plan by CPUC the City prior to construction. However, the landscaping allowed under this option still excludes trees and other larger plants that would serve a visual screening function and that would be taller than the walls to reduce contrast. Thus, impacts under this criterion would be somewhat reduced by implementing MM AES-2 and MM AES-3 but would remain significant at KOP 1 for this option, even after implementation of mitigation.

KOP 3: View Southwest from Potrero Grande Drive at Saturn Street

Figures 4.1-5e and 4.1-5f show two potential views of the proposed project from KOP 3 looking southwest toward the proposed Mesa Substation from the north side of Potrero Grande Drive at its intersection with Saturn Street. With implementation of the proposed project, the existing LSTs, TSPs, and conductor would be removed and replaced with taller LSTs, TSPs, and new conductor. The 500-kV and 220-kV switchracks, metal buildings, and transmission towers on the substation site would be visible. The taller structures would be silhouetted against the sky. A new perimeter wall, approximately 12 feet high, would replace the existing masonry wall and screening fence along Potrero Grande Drive. All of the existing mature trees and other vegetation on and immediately adjacent to the substation site and visible in the existing view would be removed. Vegetation to be removed includes a number of tall trees that currently screen the lower portions of transmission structures and most of the other metal structures at the substation; the vegetation also softens the otherwise geometric patterns at the current substation site.

Although the new LSTs would be similar in appearance to the existing LSTs, they would be taller and closer to viewers traveling along Potrero Grande Drive. As a result, they would be more dominant than the existing LSTs. The new TSPs, tall metal switchracks, and new metal operations and test and maintenance buildings would add new geometric forms and lines to the view. These changes, in combination with removal of the existing tall trees and other vegetation on and around
the site, would produce strong contrast and reduce the intactness and unity of views from Potrero Grande Drive.

Figure 4.1-5e shows a visual simulation of the proposed project from KOP 3 with implementation of Landscape Option 1. Figure 4.1-5f shows a visual simulation of the proposed project from KOP 3 with implementation of Landscape Option 2 along the substation perimeter wall facing Potrero Grande Drive. SCE has stated it will meet with the City of Monterey Park to discuss final landscaping and perimeter wall materials (including the spacing of pilasters).

**Landscape Option 1**

The simulation in Figure 4.1-5e shows a new masonry screening wall, new street trees lining the sidewalk along the edge of the site and Potrero Grande Drive, and new metal operations and test and maintenance buildings. The trees are shown at approximately 15 to 20 years old, which may be approximately 5 to 10 years after planting, depending on their species, and size, and age at planting. With installation of the new street trees and screening wall under Landscape Option 1, vividness would be only slightly reduced in the long term from the existing condition. In the short term, vividness would be substantially reduced before the trees reached mature height. The trees would also somewhat reduce the contrast produced by the new, tall metal structures and wall by softening the angular patterns of the wall and metal structures. The new masonry screening wall and row of street trees would help screen views of the lower portions of elements in the substation, thereby reducing overall contrast to moderate and resulting in only a slight reduction in intactness and unity. However, for several years following planting, until the street trees are large enough to substantially screen views of the lower portions of elements in the substation, the metal buildings, and the wall, contrast would remain moderately strong and intactness and unity would be substantially reduced for views from Potrero Grande Drive with moderate visual sensitivity. During this extended period, until the trees eventually mature, Landscape Option 1 would therefore result in a significant impact and slightly reduce the contrast; however, the trees would not substantially screen views of the new metal buildings or central TSP in the view, intactness and unity would be substantially reduced, and contrast would be moderately strong. Because the existing vividness, intactness, and unity would be reduced, contrast is moderately strong, and visual sensitivity is moderately high, the proposed project would substantially degrade the existing visual character and quality of the site and its surroundings. Therefore, aesthetic impacts for KOP 3 would be significant under Landscape Option 1.

To reduce aesthetic impacts of the proposed project for KOP 3 under Landscape Option 1 and ensure the site's visual character and quality are maintained at a level similar to the existing condition, MM AES-3 would require that the applicant provide aesthetic treatment for the operations and test and maintenance buildings and also provide landscape and aesthetic treatment along Potrero Grande Drive. MM AES-3 requires design approval of a final Landscape and Aesthetic Treatment Plan by CPUC prior to construction. Ultimately, the majority of the visible infrastructure is present against most of the visible sky and cannot be effectively screened or modified to reduce its visual dominance. With implementation of MM AES-3 and MM AES-4, impacts under this criterion would be somewhat reduced, but would remain significant at KOP 3. MM AES-3 would require that the applicant provide landscape screening and aesthetic treatment along Potrero Grande Drive to reduce aesthetic impacts of the proposed project. MM AES-3 requires design approval of the final Landscape and Aesthetic Treatment Plan by the City prior to construction. With implementation of MM AES-2 and MM AES-3, impacts under this criterion would remain significant and unavoidable for several years for views from KOP 3 before trees grow to maturity.
KOP 3 – Visual Simulation of the Proposed Project

Note: Visual simulation revised June 2016 with updated project data

Figure 4.1-5e

Visual Simulation - Updated
KOP 3 – Landscape Option 1: View Southwest from Potrero Grande Drive at Saturn Street
Mesa 500-kV Substation Project

OCTOBER 2016
KOP 3 – Existing view from Potrero Grande Drive at Saturn Street looking southwest

KOP 3 – Visual simulation of the Proposed Project with shrub and groundcover landscaping

Note: Visual simulation revised June 2016 with updated project data

Figure 4.1-5f

Visual Simulation - Updated
KOP 3 – Landscape Option 2: View Southwest from Potrero Grande Drive at Saturn Street
Mesa 500-kV Substation Project
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As the trees in the landscaping mature, they would screen more of the substation and buildings and soften the contrast, and impacts would then be less than significant.

Landscape Option 2

The simulation in Figure 4.1-5f shows a new masonry screening wall, new low and medium height shrubs and groundcover in the area between the sidewalk and perimeter wall along the edge of the site on Potrero Grande Drive, and new metal operations and test and maintenance buildings. Boulders of various sizes and gravel and/or crushed rock would also be placed in the planting areas. The new plantings shown in the simulation are approximately 3 to 6 feet in height, which represents their appearance at approximately eight years old, or approximately three to five years after planting. The new masonry screening wall would help screen views of some of the lower portions of elements in the substation and slightly reduce the contrast; however, a large portion of the tall metal structures associated with the switchracks and other substation elements and the new buildings would be more noticeable silhouetted against the sky above the long, linear perimeter wall. The low plantings, boulders, and masonry wall would provide some decorative interest, but would not provide substantial screening or reduce the contrast produced by the combination of new metal structures and buildings and absence of tall vegetation. These changes would result in strong contrast and a substantial reduction in vividness, intactness, and unity with the loss of mature vegetation that would otherwise help soften and screen views of the proposed project. Because the existing vividness, intactness, and unity would be reduced; contrast is strong; and visual sensitivity is moderately high, the proposed project for this option would substantially degrade the existing visual character and quality of the site and its surroundings. Therefore, aesthetic impacts for KOP 3 would be significant under Landscape Option 2.

To reduce aesthetic impacts of the proposed project for KOP 3 under Landscape Option 2 and ensure the site’s visual character and quality are maintained at a level similar to the existing condition, MM AES-3 would require that the applicant provide aesthetic treatment for the operations and test and maintenance buildings and landscape and aesthetic treatment along Potrero Grande Drive. MM AES-3 requires design approval of a final Landscape and Aesthetic Treatment Plan by CPUC the City prior to construction. Ultimately, the majority of the visible infrastructure impedes into most of the sky and cannot be effectively screened or modified to reduce its visual dominance. With implementation of MM AES-3, impacts under this criterion would be somewhat reduced, but would remain significant at KOP 3.

KOP 5: View Northeast from the Pomona Freeway near North Vail Avenue

Figure 4.1-5g shows existing views and post-project views of the Mesa Substation from KOP 5 looking northeast from the eastbound (southern) lanes of the Pomona Freeway near its crossing of North Vail Avenue and East Markland Drive. With implementation of the proposed project, the existing LSTs, TSPs, and conductor would be removed and replaced with taller LSTs, TSPs, and new conductor. The 500-kV, 220-kV, and 66-kV switchracks and the transmission towers on the substation site would be visible silhouetted against the sky. The tall trees and other vegetation on the substation site that help screen the lower portions of LSTs and other metal structures in the existing view would be removed. The remaining vegetation visible in the simulation is northeast of and off the substation site and would remain; the light-colored substation equipment would contrast with this darker vegetation and be noticeable to motorists.

The new LSTs would be similar in appearance to the existing LSTs and there would be fewer LSTs. The new LSTs would be taller and appear more dominant than the existing LSTs. The new TSPs
would be taller and closer in this view and they would appear dominant to viewers for this KOP. In combination with the switchracks, the electrical substation equipment would be more dominant in the middleground and would add new forms and lines to the view. These changes, in combination with removal of the existing tall trees and other vegetation on and around the site, would reduce the intactness and unity of views from the Pomona Freeway. The new structures in the substation would be more noticeable due to their taller heights, closer proximity to viewers, and mix of forms and lines producing a more cluttered appearance. However, the increase in contrast would be at most moderate and the vividness, intactness, and unity would be only somewhat reduced due to the merely incremental change over current visual conditions. The proposed project would not substantially reduce vividness, intactness, and unity, and contrast would be moderate. Visual sensitivity is moderate. Therefore, the proposed project would not substantially degrade the existing visual character and quality of the site and its surroundings for views from KOP 5. Impacts would be less than significant.

KOP 6: View West from the Pomona Freeway near Greenwood Avenue

Figure 4.1-5h shows existing and potential views of the proposed project from KOP 6 looking west from the westbound (northern) lanes of the Pomona Freeway near its undercrossing of Greenwood Avenue. An updated visual simulation includes a 12-foot high perimeter wall. With implementation of the proposed project, the existing LSTs, TSPs, and conductors would be removed and replaced with taller LSTs, TSPs, and new conductors. The 220-kV and 66-kV switchracks and transformer arrays and the transmission towers on the substation site would be visible and silhouetted against the sky. The tall trees and other vegetation on the substation site that help screen the lower portions of LSTs and other metal structures in the existing view would be removed, leaving only low grasses adjacent to the substation. The trees currently serve to soften the transition between the transmission structures and the natural groundcover. The remaining vegetation visible in the foreground of the simulation is outside the perimeter wall of the substation but within the site boundary. The additional vegetation visible beyond the new substation in the simulation is outside the substation site. The lighter substation equipment would stand out against this darker vegetation in the distance.

The new LSTs would be slightly lighter in color than the existing LSTs. They would be slightly taller but would be fewer in number. The new TSPs would be close to SR-60 and would appear as dominant elements to viewers for KOP 6. Overall, fewer transmission elements would be dominant with the proposed project than for the existing view. The new TSPs, metal switchracks, and transformer arrays would add new forms, lines, and textures to the view. The grey horizontal masonry wall with regularly spaced, light-colored vertical elements would add a new horizontal, linear element that would contrast only slightly in form, line, color, and texture with the natural, non-linear landscape since the wall blends in with the new substation infrastructure. The most noticeable change would be the substation equipment itself, which would be consistent with the existing visual character of the area. The changes, in combination with removal of the existing tall trees and other vegetation on and around the site, would somewhat reduce the intactness and unity of views from the Pomona Freeway. New metal structures in the substation would be more noticeable due to their taller heights; closer proximity to viewers; and mix of forms, lines, and textures producing a more cluttered appearance at ground level at the site. The increase in contrast produced by the proposed project would be moderate given that the existing conditions are of moderately low scenic quality. Visual sensitivity in the area is moderate. Therefore, the proposed project would only slightly reduce the visual quality of the area. Impacts related to the substation and transmission infrastructure would be less than significant.
KOP 5: Visual Simulation

View Northeast from the Pomona Freeway Near North Vail Avenue

Mesa 500-kV Substation Project
KOP 6: Visual Simulation - Updated
View West from the Pomona Freeway Near Greenwood Avenue
Mesa 500-kV Substation Project

Figure 4.1-5h
KOP 6 – Existing view from westbound State Route 60 near Greenwood Avenue

Note: Visual simulation revised June 2016 with updated project data
During the scoping period for the proposed project, the City of Monterey Park indicated that graffiti is common in the area and that the introduction of a new 12-foot-high wall visible to those traveling west on Pomona Freeway would likely provide an attractive surface for people to spray graffiti. If the wall as shown in KOP 6’s visual simulation contained graffiti, it would substantially reduce the intactness of the area because of the degradation of visual integrity. Graffiti would also substantially reduce the unity of the area because it would increase the contrast with the wall and substation equipment. This would result in a significant impact. MM AES-4 would require the installation of vegetative screening along the southeast side of the perimeter wall to screen views of the wall from SR 60. It would also require abatement of graffiti within 48 hours of reporting. MM AES-4 would reduce impacts associated graffiti to less than significant.

KOP 7: View Northeast from North Vail Avenue near Appian Way

Figure 4.1-5i shows existing and potential views of the proposed project from KOP 7 looking northeast from a location on North Vail Avenue north of its intersection with Appian Way. With implementation of the proposed project, the existing LSTs and conductors would be removed and replaced with new LSTs, TSPs, and conductors. The new LSTs and TSPs would be taller and somewhat wider than the existing LSTs and would be silhouetted to a greater degree than the existing structures against the sky above the buildings, houses, and trees on the low ridge and hillside north of the substation site.

Although similar in form, line, and texture to the existing LSTs, the new LSTs would appear more dominant in the view due to their greater heights, lighter color, and more noticeable silhouettes. LSTs would interfere with the view of the San Gabriel Mountains in the background for residential viewers in the neighborhood because the new LSTs would extend higher above the ridgeline than the existing LSTs. The LSTs detract somewhat from views of the distant San Gabriel Mountains. In comparison, the new LSTs are encroaching and dominant elements that make the San Gabriel Mountains far less noticeable. The new LSTs produce moderate to high contrast and substantially reduce the vividness, intactness, and unity of views from this representative KOP and the surrounding residential neighborhood. Because visual sensitivity is moderately high to high, contrast is moderate to high, and vividness, intactness, and unity would be substantially reduced, the proposed project would substantially degrade the existing visual character and quality of the site and its surroundings. Aesthetic impacts for KOP 7 would be significant.

MM AES-5 would require finishes on all new transmission and other structures with metal surfaces to be non-reflective, new conductors would be non-specular, and the lower portions of transmission structures and other structures lower to the ground would be darkened. Using a darker finish on structures and other metal surfaces in and near the substation would somewhat reduce their contrast by reducing potential glare and color contrast for components of the proposed project and help blend them into the landscape setting so that they are less noticeable. Ultimately, the height of the transmission structures cannot be changed, nor can screening be done to obscure the structures. There would still be significant skylining and a change in dominant features in the view. Thus, impacts would remain significant after implementation of MM AES-5.
Impact AE-2: Create a new source of substantial light or glare, which would adversely affect
day or nighttime views in the area.
LESS THAN SIGNIFICANT WITH MITIGATION

Construction

Project construction equipment and materials may generate glare during daytime hours; however, impacts would be temporary and dependent upon the location of the sun and the orientation of the construction equipment, which would frequently change location within the construction site. Because glare would be intermittent and temporary, daytime impacts from glare during construction would be less than significant.

Temporary lighting may be required at night to protect the safety of the construction worker in active construction areas. Any temporary nighttime lighting would be oriented and shielded to minimize its effect on any nearby sensitive receptors. Impacts of nighttime safety lighting would be less than significant.

In addition, staging areas may be lit for security purposes in the evenings. Given that the construction period is 55 months long and staging yards may be used for the duration of construction, the lighting would be considered long term. Long-term nighttime lighting as proposed for nighttime activities at staging areas would create a new source of substantial light for nearby sensitive receptors if not properly oriented and shielded. If nighttime lighting is required at any of the seven identified staging yards, MM AES-6 would be implemented. MM AES-6 would require that the applicant shield lighting and orient it away from sensitive receptors to minimize its effect on any nearby sensitive receptors. Implementation of this mitigation measure would reduce impacts to less than significant.

Operation and Maintenance

Lighting during operations of the proposed project would be required for regular maintenance and inspection throughout the proposed project area and at the proposed Mesa Substation for safety and security, and for regular maintenance and inspection activities.

For proposed components outside of the proposed Mesa Substation, such as the telecommunications routes, transmission lines, subtransmission lines, distribution lines, and other existing substations, lighting during operations would only be used for occasional maintenance and inspection that occurs at night (which would usually be emergency in nature) and would be intermittent and temporary and comparable to current operation and maintenance activities. There would be no impact.

The Mesa Substation would contain permanent lighting. As described in Chapter 2, lighting at the proposed Mesa Substation during operations would consist of light-emitting diode lights in all areas where nighttime operations or maintenance activities would occur. Lights for maintenance would be directed downward, controlled manually, and turned off during all times when lights are not needed. In addition, entry gate lighting would only be on when the gate is operating and would stay on briefly after the gate closes. The new substation would occupy a larger area than the existing substation and is likely to require more lighting over this larger area for illumination of areas including parking areas, roadways, walkways, and building entries. In addition, the FAA could recommend that safety warning lighting be installed on some tall transmission structures. If
KOP 7: Visual Simulation - Updated
View Northeast from North Vail Avenue Near Appian Way
Mesa 500-kV Substation Project

Note: Visual simulation revised June 2016 with updated project data
The proposed project would introduce new sources of glare to the area. Some components of the project have reflective surfaces. The new transmission towers would be reflective when first installed but would weather to a dull gray finish. New telecommunications cable would be a dull aluminum gray. New conductors would be non-specular. Elements of the proposed project, including new transmission towers, switchracks, galvanized metal fences, light-colored concrete or masonry retaining walls, buildings with metal roofs or other surfaces, light poles, and other project elements that are light in color or have shiny, reflective surfaces could produce substantial glare that would adversely affect daytime views in the area. This impact would be significant.

Implementation of MM AES-5 would require that, to reduce glare and color contrast, the finishes on all new transmission and other structures with metal surfaces be non-reflective, new conductors be non-specular, and other structures use a dulling finish to help blend these structures with their surroundings. Therefore, with implementation of MM AES-5, this impact would be less than significant.

### 4.1.4 Mitigation Measures

**MM AES-1: Staging Area Screening.** 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.

**MM AES-2: Minimize Clearing and Ground Disturbance and Restore Improve Disturbed Areas to Pre-Project Conditions.** 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 restore improve all disturbed areas not required for operation and maintenance to pre-construction conditions or better to the extent feasible. Restoration Improvement would not be feasible if, for example, a landowner other than SCE does not wish the area to be improved restored. Areas around new or rebuilt transmission structures that must be cleared during the construction process or other areas of ground disturbance shall be regraded and revegetated to an appearance that would replicate or improve pre-construction conditions. The CPUC shall verify appropriate restoration improvements of disturbed areas. For all paved areas (e.g., streets, sidewalks, and parking areas) disturbed by construction, the applicant shall restore these areas to pre-project conditions in compliance with permits for work within these areas.

**MM AES-3: Landscape and Aesthetic Treatment along Potrero Grande Drive.** Prior to construction, the applicant shall prepare a Landscape and Aesthetic Treatment Plan that will, at a minimum, provide vegetative screening, with the use of California native and/or drought tolerant
vegetation, and other aesthetic treatments (e.g., decorative caps on block walls) 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. 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.

**MM AES-4: Graffiti Deterrence.** 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, with the use of California native and/or drought tolerant vegetation, 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. 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. 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.

**MM AES-5: Glare Reduction.** 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, including transformer banks and new permanent buildings, high and 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.
MM AES-6: Night Lighting. 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.
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