EXHIBIT I

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ALBERT A. WEBB ASSOCIATES

Memorandum

To: Rick Bondar

From: Mo Faghihi

Date: February 8, 2016

Re: RTRP Conflict Areas with PA-13 Site (APNs: 160-050-027, 160-050-048, & 160-040-039)

Rick,

This memo concerns the site consisting of approximately 102.5 acres (after the completion of a Lot Line Adjustment being processed) north of Limonite Avenue, adjacent to the I-15 Freeway, depicted in the attached exhibit. Based on the proposed alignment of the RTRP project, there will be significant impacts to the PA-13 Site property:

1. The area is currently planned for Medium Density Residential uses per the I-15 Corridor Specific Plan (SP 266). The proposed RTRP alignment would eliminate approximately 6.4 acres of One-Family Dwellings (R-1) from the site.
2. Webb undertook the engineering to analyze the residential lot yield on the PA-13 Site consistent with the existing zoning. Webb used the adjacent Harvest Villages at the Vernola Ranch (Tentative and Final Tract Maps 33428-1, -2, and -3) as a guide to how the City of Jurupa Valley wants to implement completion of the Master Planned Community. The reduction of approximately 6.4 acres of One-Family Dwellings (R-1) will reduce the potential residential units by approximately 22 units (assumes a density of 3.5 dwelling units per acre which is the average of the allowable Density for Medium Density Residential per the General Plan = 2 – 5 dwelling units per acre).
3. Access from a public road to the proposed RTRP easement does not appear to have been taken into consideration. Per Pages 5 and 6 of the Preliminary 230kV Project Alignment provided with the EIR, there is no access road connection to a public road made for structures JD9 through JD15. It appears additional access easements or improvements will be needed to obtain access to these structure locations.

   On Bellegrave Avenue, there is a significant grade difference between the property and Bellegrave Avenue where the RTRP alignment crosses Bellegrave Avenue. This is due to the bridge approach on Bellegrave Avenue which crosses over the I-15 Freeway. Significant grading would be needed along with an encroachment permit from Caltrans to obtain access directly from Bellegrave Avenue where the RTRP alignment crosses. This does not appear to have been addressed.

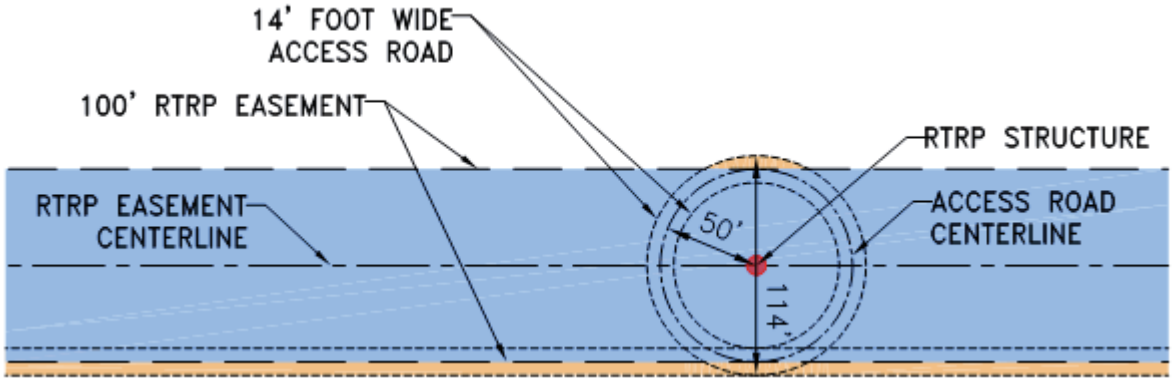
   Caltrans is currently working on Plans for the I-15 Freeway/Limonite Interchange Improvements. With the improvements proposed to the interchange, it is unclear how access would be obtained from Limonite to the RTRP Easement or even if the RTRP alignment will work with the proposed

Interchange Improvements. An encroachment permit from Caltrans would be needed for any work proposed within their right-of-way.

4. Pages 5 and 6 of the Preliminary 230kV Project Alignment provided with the EIR show access roads around all of the structures – 360 degrees. Per the first and second bullets under item number 17 of the attached "Southern California Edison Company Transmission Line Right of Way Constraints and Guidelines":

   - The drivable road surface shall be constructed to provide a dense, smooth and uniform riding surface. The minimum drivable road surface shall be 14 feet wide with an additional 2 feet of swale/berm on each side as required,

   - The minimum centerline radius on all road curves shall be 50 feet measured at the centerline of the drivable road surface. The minimum drivable width of all roads shall be increased on curves by a distance equal to 400/Radius of curvature.



Using a 14 foot wide drivable road surface, with a minimum 50 foot radius measured on the centerline, the minimum area needed for the access road around one structure – 360 degrees is 114 feet. Therefore the access road would not fit within the proposed 100 foot wide RTRP easement. Additional grading, including slopes along Caltrans Right-of-Way, may also be necessary and would require additional setback from the Caltrans Right-of-Way. This does not appear to have been addressed in the EIR.

5. It is assumed that any proposed RTRP facilities (including power poles) will be constructed at existing ground elevations with minimal grading as there is no proposed grading shown in the exhibits we have received. This will affect the future development of the areas adjacent to the RTRP easement, as there will be grading that is needed to provide adequate drainage to the property. Required drainage facilities such as swales and pipes along with cut and fill for grading will be located outside of the RTRP easement area, reducing the useable area of the property even further.

Without construction drawings for the RTRP alignment, the severity of the impact to the development of this site cannot fully be determined. However, the preliminary alignment of the RTRP creates a number of restrictions on the use of the PA-13 site, both within and outside of the proposed RTRP right-of-way. If therefore reduces the development potential for the property.

Southern California Edison Company
Transmission Line Right of Way Constraints and Guidelines

The primary purpose of SCE's Transmission Rights of Way (ROW) and Substations is to house SCE's electrical system and related facilities. SCE is committed to ensuring it operates and maintains a safe and reliable electric system, both, now and in the future.

The use of SCE's ROW is guided by California Public Utilities Commission regulations (General Order No. 69-C), which define the need to protect utility system operations and provide guidance on overall uses of the ROW, the types of agreements allowed, and related approval processes.

If you are proposing uses within SCE's ROW, please ensure that you contact SCE prior to developing your plans. Any proposed uses must be compatible, low-intensity uses (i.e. green belts, bike and hiking trails, etc.) that do not impose additional constraints on SCE's ability to maintain and operate its current facilities and that do not interfere with any future operating facility needs.

The following are constraints and guidelines to assist in the development of your plans within SCE's transmission ROW.

1. All projects are unique and will be reviewed on a case by case basis.
2. Buildings and other permanent structures, both, above ground and underground, are prohibited within SCE's ROW. Examples of permanent structures are pipelines, concrete slabs, foundations, vaults, decks, detention basins, pools, and anything else that is not portable and easily movable.
3. No parallel or longitudinal encroachments will be permitted. All improvements crossing in the ROW must do so perpendicular to the centerline of the ROW.
4. Any proposed use(s) on SCE's ROW that are specifically prohibited in SCE's easement document will be denied.
5. SCE's access to its ROW and facilities must be maintained 24/7 and cannot be encumbered in order to ensure SCE's access for system operations, maintenance, and emergency response.
6. All proposed grading requires a clearance review. Costs for engineered conductor clearance reviews required by SCE are to be paid for by the requestor.
7. All users of SCE's land shall be responsible for compliance with all applicable federal, state, county, and local laws affecting use of SCE's land. The user must obtain all permits and other governmental approvals required for the proposed use.
8. No plant species protected by federal or state law shall be planted within SCE's ROW.
9. All new trees and shrubs proposed on SCE's ROW shall be slow growing and not exceed 15 feet in height.
10. No wetlands, other sensitive natural habitat, vegetation related natural plant areas, or environmental mitigation on SCE's ROW will be permitted as it creates interference with SCE's ability to access its facilities and to add future facilities.
11. Groundwater or storm water infiltration or recharge will not be allowed.
12. Flammable or combustible materials are not allowed to be used or stored on SCE's ROW.
13. SCE may require a third-party user to implement certain safety measures or mitigations as a condition to approval of the third-party use. Users of SCE's ROW must adhere to minimum grounding standards dictated by SCE.

14. Uses on SCE's ROW will not be approved if deemed unsafe. An example of an unsafe condition includes (but is not limited to) instances where the proposed use may create levels of induced voltage that are unsafe to SCE employees or the public that cannot be mitigated to safe levels.
15. Horizontal Clearances

Towers, Engineered Steel Poles & H-Frames	***161kV to 500kV***
Lattice/Aesthetic & H-Frames (dead-end)	100 ft.
Engineered Steel Poles (dead-end)	100 ft.
Suspension Towers & H-Frames	50 ft.
Suspension Steel Poles	50 ft.
Wood or Light-Weight Steel Poles & H-Frames	***66kV to 115kV***
Engineered Steel Poles w/ Found. (TSP) (dead-end)	25 ft.
H-Frame	25 ft.
Wood Poles	25 ft.
Light-Weight Steel Poles	25 ft.
Anchor Rods	10 ft.
Guy Wires	10 ft.
Guy Poles	10 ft.
Lattice Anchor Towers (dead-end)	100 ft.
Lattice Suspension Towers	50 ft.

16. Vertical Clearances

Structure	
500kV	30 ft.
220kV	18 ft.
66kV	18 ft.
<66kV (distribution facilities)	12 ft.
Telecom	8 ft.
Vehicle Access	
500kV	36 ft.
220kV	30 ft.
66kV	30 ft.
<66kV (distribution facilities)	25 ft.
Telecom	18 ft.
Pedestrian Access	
500kV	31 ft.
220kV	25 ft.
66kV	25 ft.
<66kV (distribution facilities)	17 ft.
Telecom	10 ft.

17. Roads constructed on SCE ROW or where a third party's access road coincides with SCE's access to SCE ROW or facilities must comply with SCE's engineering standards.
    - The drivable road surface shall be constructed to provide a dense, smooth and uniform riding surface. The minimum drivable road surface shall be 14 feet wide with an additional 2 feet of swale/berm on each side as required.
    - The minimum centerline radius on all road curves shall be 50 feet measured at the centerline of the drivable road surface. The minimum drivable width of all roads shall be increased on curves by a distance equal to 400/Radius of curvature.
    - The road shall be sloped in a manner to prevent standing water or damage from undirected water flow. Maximum cross slope shall not exceed 2%, maximum grade not to exceed 12%.

Scale: 1 in = 1,000 mi

0 500 1,000 2,000 Feet

The data presented here are based on preliminary engineering design performed to date and represent the best available information used to establish anticipated construction activities and assess impacts to the environment. The land disturbance estimates, locations of towers, access roads, etc. provided are therefore subject to change based on final engineering.

RIVERSIDE TRANSMISSION RELIABILITY PROJECT

Scale: 1 in = 1,000 mi

0 500 1,000 2,000 Feet

The data presented here are based on preliminary engineering design performed to date and represent the best available information used

RIVERSIDE TRANSMISSION RELIABILITY PROJECT