APPENDIX B

Initial Study Checklist

California Public Utilities Commission
Riverside Transmission Reliability Project
CEQA Initial Study Checklist

January 2017

PANORAMA ENVIRONMENTAL, INC.

One Embarcadero Center, Suite 740 San Francisco, CA 94111 650-373-1200 www.panoramaenv.com

California Public Utilities Commission
Riverside Transmission Reliability Project
CEQA Initial Study Checklist

JANUARY 2017

Prepared for:
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

Prepared by:
Panorama Environmental, Inc.
One Embarcadero Center, Suite 740
San Francisco, CA 94111
650-373-1200
Jeff.thomas@panoramaenv.com

TABLE OF CONTENTS

List of Appendices

List of Tables

List of Figures

1 INTRODUCTION

1.1 PROJECT OVERVIEW AND BACKGROUND

1.1.1 Project Overview

Southern California Edison (SCE) filed an application with the California Public Utilities Commission (CPUC) for a Certificate of Public Convenience and Necessity (CPCN A.15-04-013) to construct the Riverside Transmission Reliability Project (RTRP) on April 15, 2015, and an Amended Application was filed on April 30, 2015. In August 2016, SCE submitted project revisions that included constructing a portion of the transmission line underground. The application was deemed complete by the CPUC on January 5, 2017.

SCE and the City of Riverside's Municipal Utility Department (known as Riverside Public Utilities [RPU]) jointly planned the RTRP. The RTRP would be owned and operated by both RPU and SCE. The RPU would own and operate certain elements of the RTRP including the new 69-kV Wilderness Substation, 69-kV subtransmission lines, and interconnection and telecommunication facilities.

The SCE CPCN application includes the construction, operation, and maintenance of RTRP elements that would be owned and operated by SCE:

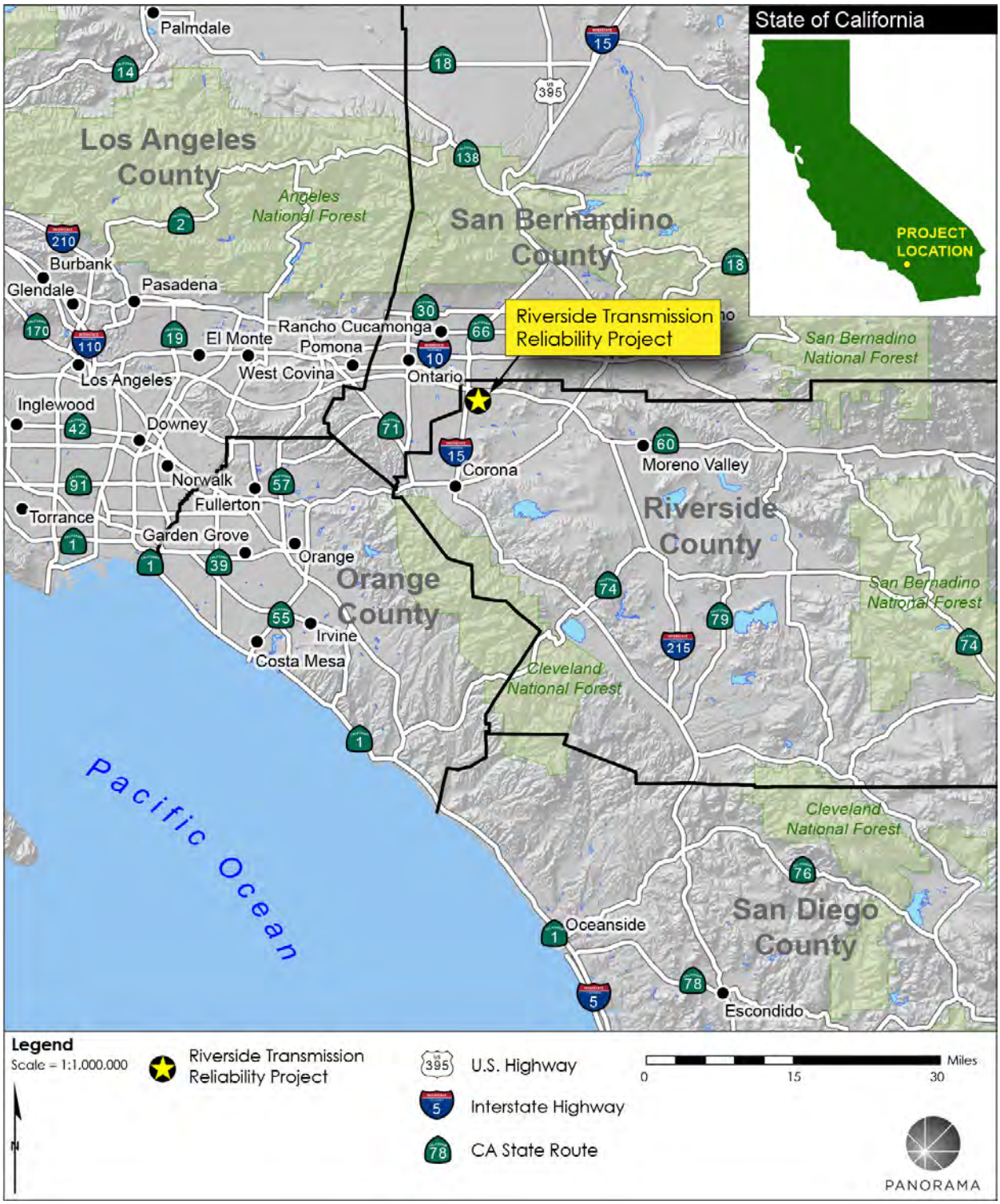
- Approximately 8 miles of new overhead 230-kilovolt (kV) transmission line;
- Approximately 2 miles of new underground 230-kV transmission line
- New 230-kV Wildlife Substation;
- Modifications of existing overhead distribution lines;
- Modifications at existing substations; and
- Telecommunication facilities between the existing Mira Loma and Vista Substations and the proposed Wildlife Substation.

1.1.2 Project Background

1.1.2.1 2013 RTRP EIR

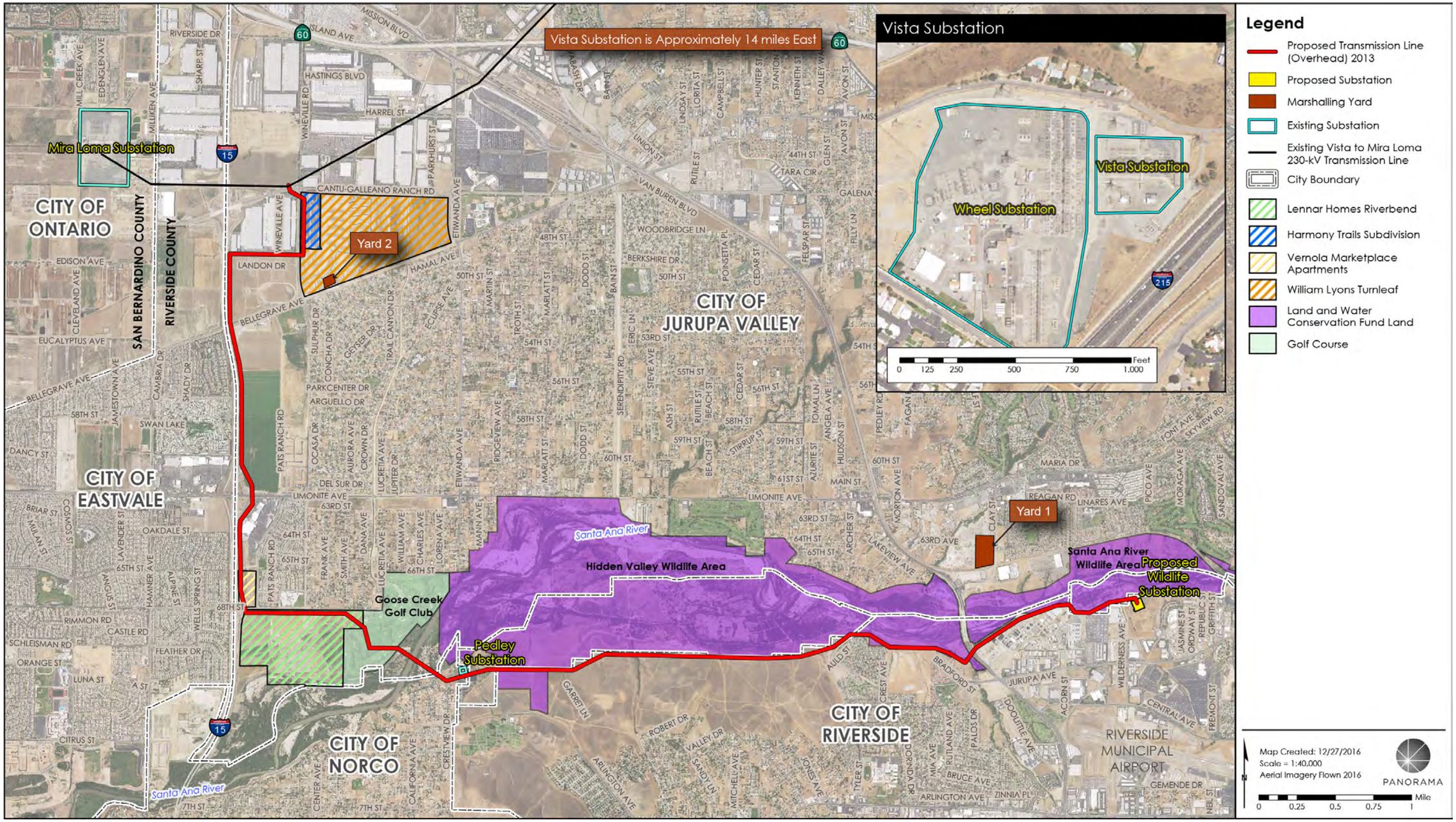
The California Independent System Operator (CAISO) in 2006 directed SCE to build the RTRP. SCE and the RPU then proposed to construct the 230-kV transmission line as an overhead transmission line constructed on steel lattice towers and steel poles. The RTRP region is shown in Figure 1.1-1. The 230-kV transmission line route proposed in the 2013 RTRP EIR is shown in Figure 1.1-2 and follows local streets including Wineville Avenue and Landon Drive in Jurupa Valley.

Figure 1.1-1 RTRP Region



Source: (ESRI 2016)

Figure 1.1-2 Previously Proposed Transmission Line Route in the 2013 RTRP Environmental Impact Report



Source: (ESRI 2016), (Southern California Edison 2015)

This page is intentionally left blank.

Additional areas traversed include:

- Land to the east of Interstate 15 (I-15) on the west side of the Vernola Marketplace
- Agricultural land on the south side of 68th Street
- Goose Creek Golf Club
- Santa Ana River
- Hidden Valley Wildlife Area

The proposed 230-kV transmission line would terminate at the proposed Wildlife Substation on Wilderness Avenue in the City of Riverside.

The City of Riverside, acting as the Lead Agency under the California Environmental Quality Act (CEQA), prepared an Environmental Impact Report (EIR) in 2011 to analyze the environmental impacts from construction, operation, and maintenance of the RTRP. The EIR addressed both the RPU and SCE-owned elements of the RTRP. The project EIR considered the "whole of the action" (CEQA Guidelines §15378[a]) because the RPU elements and the SCE elements could not operate independent of the related project.

The City of Riverside acknowledged the CPUC as a Responsible Agency that has jurisdiction and permitting authority over the project elements that would be owned and operated by SCE. The CPUC reviewed and commented on the Draft and Final EIR. On February 5, 2013, the Riverside City Council certified the 2013 RTRP EIR for the RTRP and approved the portion of the project under their jurisdiction (Wilderness Substation and 69-kV lines).

1.1.2.2 New Development in RTRP Route

The City of Jurupa Valley approved residential and commercial developments within SCE's proposed transmission line route after the City of Riverside certified the 2013 RTRP EIR. Several of these developments are under construction or have been completed.

The original RTRP transmission line route would traverse four new entitled developments:

1. Lennar of California, Inc., Homes Riverbend Community,
2. Vernola Trust, Marketplace Apartment Community,
3. William Lyon Homes, The Crossing at TurnLeaf, and
4. Harmony Trails Subdivision.

These entitled developments are shown in Figure 1.1-2. In September 2016, SCE revised the proposed transmission line route to avoid all four development projects. The revised route was not addressed in the 2013 RTRP EIR and has not undergone environmental review.

1.2 ENVIRONMENTAL ANALYSIS

1.2.1 CPUC CEQA Process

The City of Riverside conducted the CEQA environmental review of the RTRP. The CPUC is now the next-in-line public agency with discretionary approval authority over the project because SCE must obtain the CPUC approval of the project. The CPUC must consider the environmental effects of the project under CEQA prior to deciding whether to approve or deny the project.

SCE included with the CPUC application the 2013 RTRP EIR (State Clearinghouse No. 2007011113) and the entire administrative record of the 2013 RTRP EIR as equivalent information to a Proponent's Environmental Assessment. CEQA allows the CPUC to rely on the 2013 RTRP EIR to support issuance of a CPCN, or CPUC may conduct additional environmental review of the project.

The CPUC determined that changes in the baseline physical conditions (development within the proposed transmission alignment) and changes in the project description (SCE route modifications to avoid the new development and new underground segments) require additional analysis under CEQA.

The CPUC considered the type of CEQA document to prepare. Pursuant to CEQA Guidelines Section 15162(a), a Subsequent EIR should be prepared when:

> (1) Substantial changes are proposed in the project which will require major revisions of the EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects;
>
> (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions of the EIR or Negative Declaration due to involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects

A Supplemental EIR can be prepared if:

> (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
>
> (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

> The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised, shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087, and may be circulated by itself without re-circulating the previous draft or final EIR. (CEQA Guidelines 15163)

An Addendum to an EIR can be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent EIR have occurred (CEQA Guidelines 15164).

CPUC determined the proper CEQA document to address the additional environmental review is a Subsequent EIR because the revised route and underground segment are substantial changes in the project that will require major revisions to the EIR related to traffic, air quality, and noise. In addition, substantial changes have occurred in the existing environment since the environmental review was conducted between 2009 and 2013 which may cause substantial increase in the severity of the traffic, air, and noise impacts addressed in the 2013 RTRP EIR.

REQUIREMENTS FOR A SUBSEQUENT EIR

When changes are proposed to a project for which an EIR has already been prepared, the agency must determine whether the previous environmental document retains any relevance in light of the proposed changes and, if so, whether major revisions to the previous environmental document are nevertheless required due to the involvement of new, previously unstudied significant environmental impacts.

Friends of the College of San Mateo Gardens v. San Mateo Community College District

The Subsequent EIR must address both the project changes and the new circumstances, which could result in new significant impacts or substantially more severe significant environmental impacts.

"The purpose behind the requirement of a subsequent…EIR…is to explore environmental impacts not considered in the original environmental document…The event of a change in a project is not an occasion to revisit environmental concerns laid to rest in the original analysis. Only changed circumstances…are at issue" (*Save Our Neighborhood v. Lishman* [2006] 140 Cal.App.4th at p. 1296; accord, *Mani Brothers Real Estate Group v. City of Los Angeles* [2007] 153 Cal.App.4th at pp. 1398–1399).

Recent case law clarified that changes to the project required analysis of only the proposed changes *(Friends of the College of San Mateo Gardens v. San Mateo Community College District* [2016] 1 Cal.App.5th at p. 2*).* Accordingly, the Subsequent EIR for the revised RTRP need not reevaluate all impacts that were analyzed in the 2013 RTRP EIR. Only the impacts resulting from the proposed project changes or change in circumstances not analyzed in the original environmental document are at issue and must be evaluated in the Subsequent EIR.

1.2.2 Purpose of this Initial Study Checklist

The purpose of this Initial Study (IS) Checklist is to define the scope of the environmental impact analysis for the CPUC Subsequent EIR. The Checklist analyzes:

1. The changes in the SCE project and

2. Effects related to changes in baseline physical conditions that occurred following certification of the 2013 RTRP EIR

These changes are evaluated at a screening level in this IS Checklist to determine whether the changes could result in new significant impacts or a substantial increase in the severity of an environmental impact that was previously evaluated in the 2013 RTRP EIR. This IS Checklist will be used by the CPUC to define the CEQA resource topics for which subsequent analysis is required.

1.2.3 Terminology

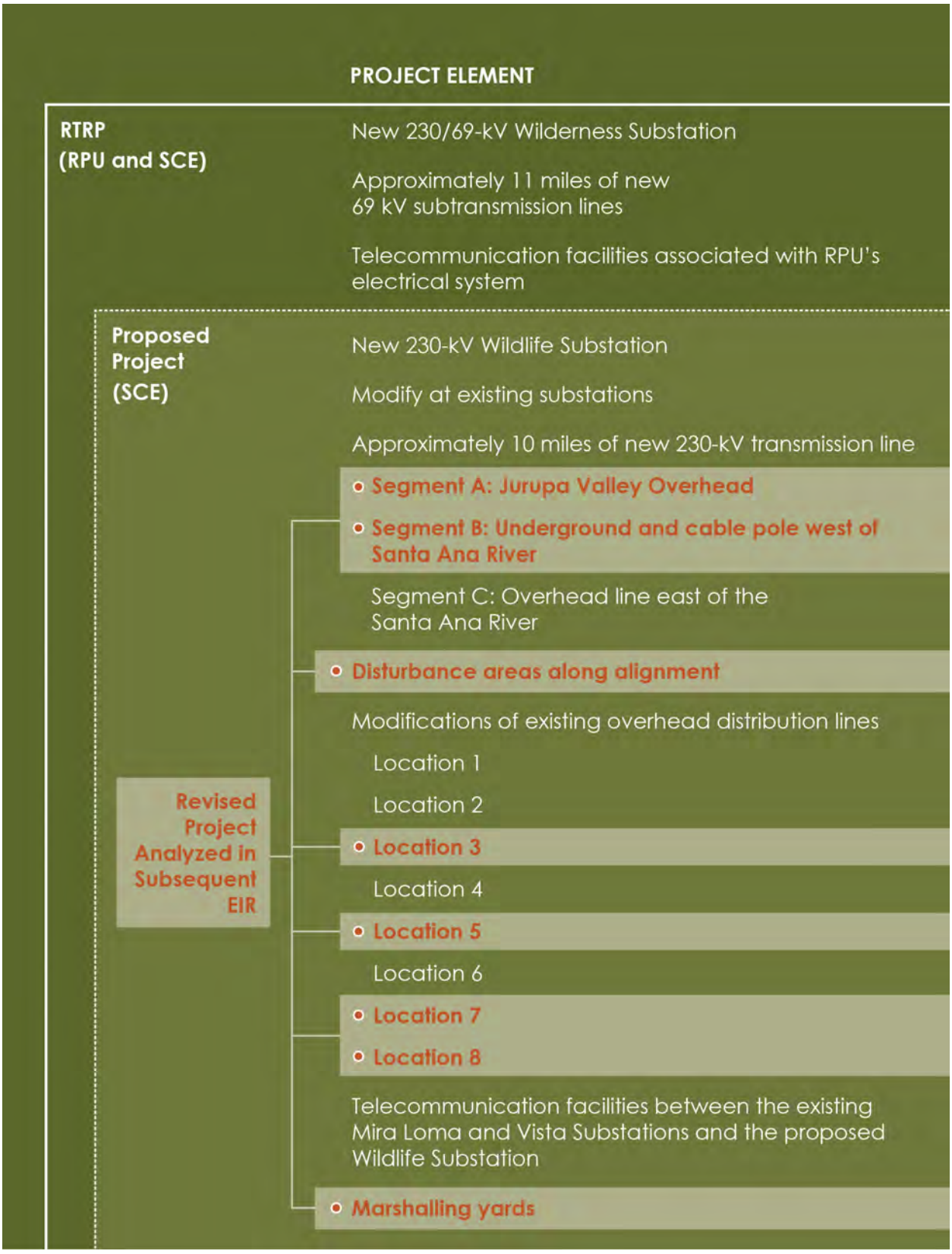
This document uses specific terminology to distinguish the project elements analyzed by the CPUC from the full RTRP addressed in the City of Riverside 2013 RTRP EIR. The full project is referred to as "RTRP." The elements of the RTRP included in the CPCN application and that would be constructed and owned by SCE are referred to as "the proposed project." The revised project elements (shifted and undergrounded transmission line segments, revised distribution line relocations, and new marshalling yards) are referred to as "the revised project." Figure 1.2-1 shows the relationship of the projects.

1.2.4 Organization of Initial Study Checklist

This document is organized into the following sections:

- ***Section 1: Introduction.*** Provides an overview of the proposed project and the CPUC process under CEQA, the need for a Subsequent EIR, and the purpose of the IS Checklist.
- ***Section 2: Proposed Project.*** Provides information on the elements included in SCE's application to the CPUC for a CPCN and modifications to the project elements that make up the revised project.
- ***Section 3: Changes in Baseline Conditions and the Project.*** Provides a summary of SCE's proposed changes to the project and the changes in the baseline physical conditions including new developments and regulations since Riverside's certification of the 2013 RTRP EIR.
- ***Section 4: Environmental Impacts Checklist.*** Provides an analysis of impacts that would result from the changes to the project and in baseline physical conditions. Where these changes result in new significant impacts or a substantial increase in the severity of a significant impact, additional analysis will be provided in a Subsequent EIR.
- ***Section 5: Summary of Resource Topics and Impact Criteria Carried Forward to CPUC Subsequent EIR.*** Contains a list of the resource topics that will be discussed in the Subsequent EIR and the impact criteria that will be used to analyze impacts of the revised project.
- ***Appendix A.*** Contains a map book of the revised project route and all elements included in the CPCN application.

Figure 1.2-1 Relationship Between RTRP, Proposed Project, and Revised Project



This page is intentionally left blank.

2 PROPOSED PROJECT AND REVISED PROJECT ELEMENTS

2.1 PROJECT OBJECTIVES

SCE project objectives are to provide RPU and its customers with adequate transmission capacity to serve existing and projected load, to provide for long-term system capacity for load growth, and to provide needed system reliability.

2.2 PROJECT LOCATION

The proposed project would be located in the western and northern sections of the City of Riverside and extend west and north into the cities of Norco and Jurupa Valley as well as unincorporated portions of western Riverside County (Figure 2.3-1). The proposed project area is bordered to the north by State Route 60 (SR-60) and the existing Mira Loma – Vista SCE transmission lines, to the west by I-15, and to the south and east by State Route 91 (SR-91). The Santa Ana River roughly divides the proposed project area into northern and southern areas. Project maps identifying the locations of project segments, pole locations, and other features, including temporary work areas, can be found in Appendix A.

The natural topography of the proposed project area is valley lowland intersected by a river corridor, isolated bluffs, rolling hills, and surrounded by mountain ranges. Elevation within the proposed project area ranges from 680 to over 1,900 feet above mean sea level (amsl); however, proposed project elements would be in relatively level areas.

The proposed project area is characterized by rural, urban, and suburban development intermixed with agriculture and undeveloped lands. Extensive areas in the central portion of the proposed project area (Santa Ana River floodplain) are preserved open space set aside for recreation, wildlife, and protected species habitats. Rapid population growth in the proposed project area has resulted in increased development with accompanying changes in land use.

2.3 PROJECT DESCRIPTION

2.3.1 2016 CPCN Application Project

SCE proposes to construct, operate, and maintain the following elements, shown in Figure 2.3-1 and in detailed maps provided in Appendix A:

1. **230-kV Transmission Line:** Construction of approximately eight miles of new 230-kV overhead double-circuit transmission line and approximately 2 miles of 230-kV underground double-circuit duct bank connecting the existing Mira Loma and Vista Substations to the proposed Wildlife Substation. The overhead portions

of the transmission line would be constructed on new lattice steel towers and steel poles. The underground portion of the new transmission line would be constructed primarily within streets in the City of Jurupa Valley.

2. **Wildlife Substation:** Construction and operation of a new 230-kV Substation. The proposed substation would accommodate the proposed double-circuit 230-kV transmission line from the SCE system and two outgoing lines connected to the proposed adjacent RPU Wilderness Substation. A fiber optic telecommunication line would be installed at the substation to provide the Supervisory Control and Data Acquisition circuit, data, and telephone services.
3. **Relocated Distribution Lines:** Existing distribution lines would be removed or relocated in eight locations to accommodate the proposed 230-kV transmission line alignment. Relocated distribution lines would require the installation of approximately seven new distribution poles and approximately 1 mile of new underground duct bank.
4. **Substation Modifications:** Line protection relays would be replaced at both Mira Loma and Vista Substations as part of the proposed project.
5. **Telecommunication Facilities:** Construction and operation of approximately 7 miles of new fiber optic cable lines between the new Wildlife Substation and existing Mira Loma Substation, between the Wildlife Substation and Vista Substation, and between the Wildlife Substation and the Pedley Substation. Installation would include approximately 6 miles of line placed on existing overhead transmission and distribution poles and approximately 0.75 mile of line installed in new underground conduit.

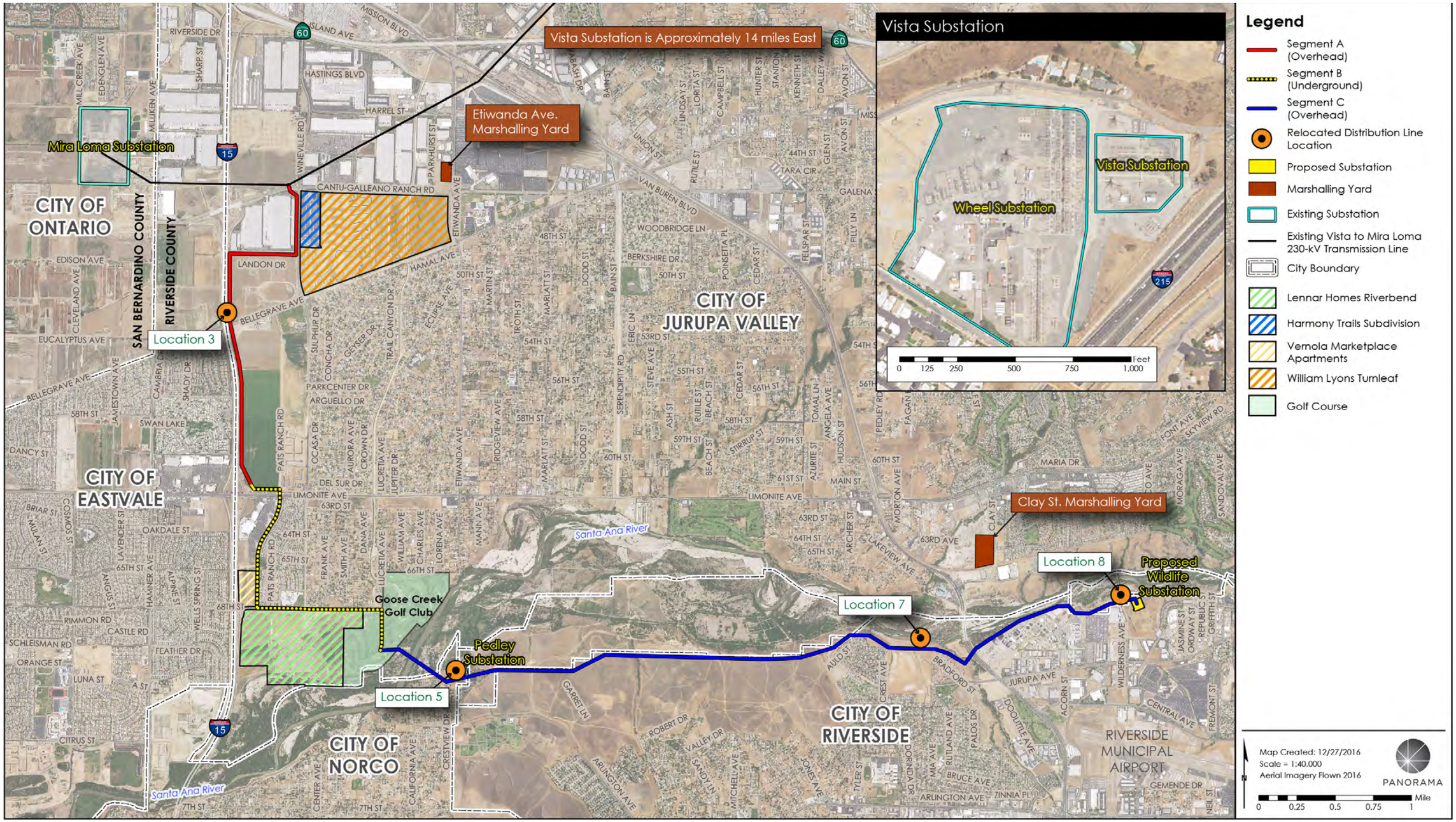
2.3.2 Revised Route

SCE revised the 230-kV transmission route to avoid new development. The transmission line segment would avoid the following new developments:

- Lennar Homes of California, Inc., Riverbend Community,
- Vernola Trust, Vernola Marketplace Apartment Community,
- William Lyon Homes, The Crossing at TurnLeaf, and
- Harmony Trails Subdivision.

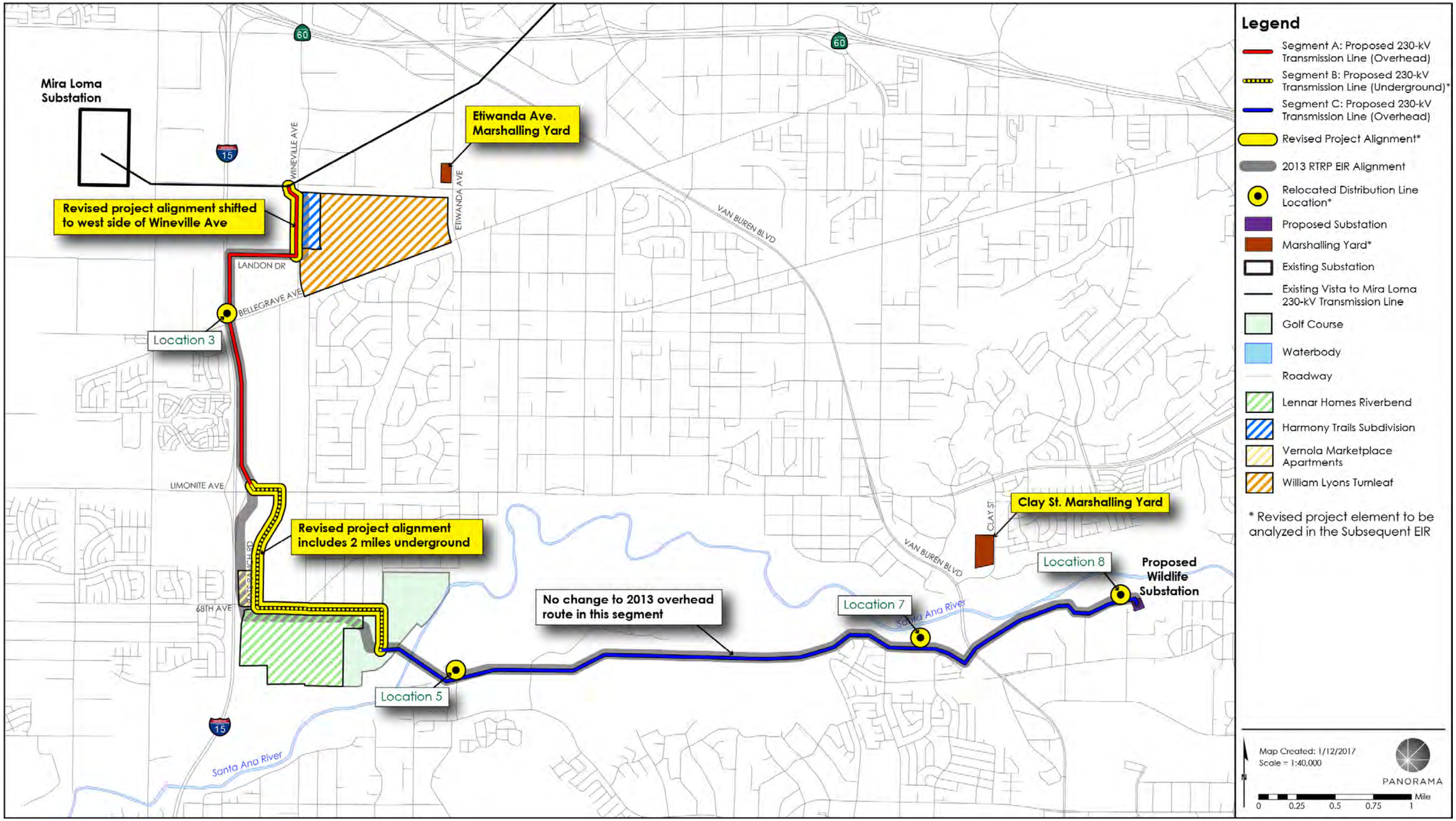
The revised underground route would be constructed within City of Jurupa Valley maintained public right-of-way. The transmission line route has been divided into three segments as described below and shown on Figure 2.3-2. Route revisions would shift the locations of individual overhead structures and reduce the overall number of structures within areas north of the Santa Ana River. Appendix A includes a map book of the revised 230-kV alignment and other SCE project refinements including new marshalling yards, disturbance areas, and areas where existing distribution lines will be relocated. Disturbance areas could be used for laydown of materials, stringing, and other construction activities.

Figure 2.3-1 Revised Transmission Line Route



Source: (ESRI 2016), (Southern California Edison 2016)

Figure 2.3-2 Revised Project Overview



Source: (ESRI 2016), (Southern California Edison 2016)

2.3.2.1 Segment A: Tie-in to Underground Alignment

Segment A would include the overhead transmission line constructed between the tie-in at the Mira Loma-Vista 230-kV transmission line and the point when the line transitions underground north of the park-and-ride on Limonite Avenue. Additional engineering refinements indicate that the relocation of distribution lines would need to be revised from the 2013 RTRP EIR project in one location (Location 3) to accommodate the overhead alignment along Segment A (Figure 2.3-2).

The revised route would tie-in to the Mira Loma – Vista #1 230-kV transmission line at the same location as the original route. Instead of installing the overhead line east of Wineville Avenue, the revised route would be located on the west side of Wineville Avenue, avoiding previous routing conflicts with the Harmony Trails and The Crossing at TurnLeaf developments. The revised route would be the same as the original route between Wineville Avenue and just north of Limonite Avenue where the overhead line would transition to underground.

2.3.2.2 Segment B: Underground Alignment

Segment B includes underground transmission line from the transition underground to the Santa Ana River crossing east of the Goose Creek Golf Club. Segment B includes underground transmission line constructed within the developed golf course and riparian habitat.

Segment B would transition underground north of Limonite Avenue and head east for approximately 1,000 feet, and then turn south and follow Pats Ranch Road to 68th Street. The line would turn east and continue underground within 68th Street to Lucretia Street where it would turn south and continue underground within Goose Creek Golf Club for approximately 1,000 feet. The transmission line would then transition back to an overhead position within the golf course.

2.3.2.3 Segment C: Overhead Alignment East of the Goose Creek Golf Club

Segment C includes the entire overhead alignment from the transition within the Goose Creek Golf Club, as the transmission line crosses to the south side of the Santa Ana River to the new Wildlife Substation. Segment C has not changed since the 2013 RTRP EIR; however, a few disturbance areas along Segment C would be located within riparian habitat, which was not analyzed in the 2013 RTRP EIR. Additional engineering refinements indicate that the relocation of distribution lines would need to be revised from the 2013 RTRP EIR project in three locations (Locations 5, 7, and 8) to accommodate the overhead alignment along Segment C (Figure 2.3-2).

2.3.3 Revised Project Elements

Most of the proposed project elements included in the CPCN application were analyzed in the 2013 RTRP EIR, which will be incorporated by reference into the Subsequent EIR. The Subsequent EIR will analyze the revised project elements, which include only the modified elements of the project.

SCE REVISED PROJECT ELEMENTS

- Revised route and underground segments to avoid new development
- Relocated distribution lines
- Disturbance areas
- Marshalling yards

2.3.3.1 Overhead Segment Revised to Underground Segment

The revised project would replace approximately 2 miles of overhead 230-kV transmission line with approximately 2 miles of underground transmission line between Limonite Avenue and the Goose Creek Golf Club.

2.3.3.2 Relocated Distribution Lines

The 230-kV transmission line would cross SCE-owned existing low voltage local overhead distribution lines in eight locations, creating clearance or reliability issues[1] that could not be addressed through simple route realignment. To accommodate the proposed 230-kV transmission line, the distribution lines would require relocation (and in some cases undergrounding) at these eight locations. The distribution line modifications were addressed in the 2013 RTRP EIR; however, additional engineering refinements conducted by SCE indicates that four of the locations require modifications that were not analyzed in the 2013 RTRP EIR. The location of the modified distribution line relocation activities included in the revised project are shown in Figure 2.3-1.

2.3.3.3 Marshalling Yards and Defined Disturbance Areas

SCE has identified a new marshalling yard and the disturbance areas that would be used during construction of the proposed project. The 2013 RTRP EIR identified a marshalling yard within the William Lyon Homes development near the intersection of Wineville Avenue and Bellegrave Avenue. Homes have since been constructed within the marshalling yard footprint. SCE has identified a new marshalling yard at the intersection of Etiwanda Avenue and Bellegrave Avenue. The City of Riverside 2013 RTRP EIR did not specify the locations of disturbance areas. The marshalling yards and disturbance areas are depicted in the map books in Appendix A.

[1] Minimum horizontal and vertical clearances between transmission and power lines are required for safety purposes. Contact between two energized lines can result in electrical arcing, which could result in damage to the electrical infrastructure, possible power outages, and potential ignition of nearby vegetation that may lead to a wildfire.

3 CHANGES IN BASELINE CONDITIONS AND THE PROJECT

3.1 CHANGES IN BASELINE CONDITIONS

3.1.1 New Development

The City of Jurupa Valley has approved multiple housing developments in the proposed RTRP right-of-way following the City of Riverside's certification of the RTRP Final EIR in 2013. These developments include:

- Lennar Homes of California, Inc., Riverbend Community
- Vernola Trust, Vernola Marketplace Apartment Community
- William Lyon Homes, The Crossing at TurnLeaf
- Harmony Trails Subdivision

3.1.1.1 Lennar Homes of California, Inc.

Riverbend Community places a 464-unit subdivision and 10-acre park across approximately 1 mile of the length of SCE's proposed overhead double circuit 230-kV transmission line. The City of Jurupa Valley prepared and approved an Initial Study/Mitigated Negative Declaration (IS/MND) for the Riverbend project. The approved vested tentative map and zoning and development plan for the Riverbend project did not include a right-of-way for the RTRP route. Lennar Homes, the current owner of the residential development, has started construction of homes on the site, and construction of model homes is complete. Construction of the original project defined in the 2013 RTRP EIR would require SCE to claim eminent domain, demolish homes built by Lennar Homes, and fairly compensate homeowners and utility providers.

3.1.1.2 Vernola Trust

The Vernola Marketplace Apartments Project Parties (VMAP) own the Vernola Marketplace Apartments, a project that proposes to build 397 multi-family residential units just south of Vernola Marketplace in the City of Jurupa Valley. The City of Jurupa Valley approved the entitlements for the project on March 19, 2015. The original route of the RTRP would have conflicted with portions of eight buildings on the Vernola Marketplace Apartments Project site.

Construction of the original project defined in the 2013 RTRP EIR would require SCE to claim eminent domain and fairly compensate the Vernola Trust.

3.1.1.3 William Lyon Homes

The Crossing at TurnLeaf includes 111 single-family lots, open space, 2.6-acre park, and a school on approximately 32 acres located on the northeast corner of Wineville Avenue and Bellegrave Avenue. The original route of the RTRP would have conflicted with residences along Wineville Avenue. Construction is nearly complete and homes are occupied.

3.1.1.4 Harmony Trails Subdivision

Harmony Trails includes 176 single-family lots with open space. The development is located at the southeast corner of Cantu-Galleano Road along Wineville Avenue. Construction has not started.

3.2 CHANGES IN REGULATORY SETTING

Since the City of Riverside certified the Final EIR in 2013, Assembly Bill (AB) 52 has been adopted by the California Natural Resources Agency. AB 52 went into effect on July 1, 2015 and established a new class of resources known as tribal cultural resources. AB 52 requires a notification and consultation process with all California Native American Tribes traditionally and culturally affiliated with the geographic area of the proposed project that request to be on an agency's notification list. The CPUC will complete the AB 52 notification and consultation process concurrent with the completion of the Subsequent EIR.

4 ENVIRONMENTAL IMPACTS CHECKLIST

This section provides an analysis of environmental impacts that would result from changes in baseline physical conditions and from changes to the proposed project route. The CPUC will use the analysis in this section to identify the specific impact criteria that will be included in the Subsequent EIR.

4.1 AESTHETICS

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Have a substantial adverse effect on a scenic vista?	☐	☐	☒
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway or designated scenic roadway?	☐	☐	☒
C) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐
D) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒

A) Would the project have a substantial adverse effect on a scenic vista?

There are no designated scenic vistas in the vicinity of the underground alignment.

Conclusion: The project changes would not result in a new impact on scenic vistas.

B) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway or designated scenic roadway?

There are no designated or eligible state scenic highways or designated scenic roadways in the vicinity of the revised project alignment.

Conclusion: The project changes would not result in a new impact on state scenic highways or designated scenic roadways.

C) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The revised project alignment relocates a segment of overhead transmission line along the eastern side of Wineville Avenue to the western side, and includes two new cable poles and overhead transmission line west of Pats Ranch Road at Limonite Avenue. These changes would reduce the long term visual effects of the project.

The 2013 RTRP EIR concluded that project impacts on visual character and quality north of the Santa Ana River would be less than significant due to low viewer sensitivity in the area. Since preparation of the 2013 RTRP EIR, a substantial number of new residential homes have been constructed along Wineville Avenue adjacent to the proposed overhead alignment between Landon Drive and Cantu Galleano Road, and along Limonite Avenue east of the two proposed cable poles and transmission line along Pats Ranch Road. Viewer sensitivity in the area has increased because of the residential development and associated new viewer groups in the area. Installation of an overhead transmission line and associated steel poles and lattice towers in proximity to housing would potentially result in a new significant impact on visual quality in the area due to the heightened viewer sensitivity and exposure to the visual change.

Conclusion: Additional analysis is required to address impacts on visual quality in areas north of the Santa Ana River.

D) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project changes would not create additional sources of day or nighttime lighting or glare.

Conclusion: The project changes would not result in a new impact on day or nighttime lighting or glare.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☒
B) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☒
C) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resource Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104 (g))?	☐	☐	☒

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
D) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒
E) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☒

A) Would the project convert Prime Farmland, Unique Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

B) Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

C) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resource Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104 (g))?

D) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

and

E) Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use?

The changes to the project route would reduce impacts on agriculture and forestry resources from those analyzed in the 2013 RTRP EIR. The overhead alignment would have less of an impact on agricultural areas because recent residential developments within the ROW have reduced the amount of agricultural lands. The underground alignment would have a minimal impact on agricultural land because most the underground alignment would be constructed within roadways and avoid agricultural areas. The changes to the project and changes in circumstances (residential development) would not result in new impacts or more severe impacts on agricultural or forestry resources.

Conclusion: No additional analysis of agricultural and forestry resources is required.

4.3 AIR QUALITY

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐
B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐
C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☒	☐
D) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐
E) Create objectionable odors affecting a substantial number of people?	☐	☐	☒

A) Would the project conflict with or obstruct implementation of the applicable air quality plan?

SCAQMD prepared a Draft Final 2016 AQMP in December 2016 (SCAQMD 2016), which was not addressed in the 2013 RTRP EIR. The 2013 RTRP EIR concluded that the project would conform with the previous 2012 AQMP (SCAQMD 2012) and there would be no significant impact. The project changes would result in greater air quality emissions from project construction due to increased equipment and excavation activity required for construction of the underground portion of the transmission line. Air quality emissions from the revised project could exceed the SCAQMD significance thresholds; exceedance of SCAQMD's air quality significance thresholds for criteria air pollutants would result in a significant conflict with the 2016 AQMP.

Conclusion: Additional analysis is required to evaluate the potential conflict with the 2016 AQMP.

B) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The project changes would result in greater air quality emissions due to construction of the underground portion of the transmission line. The increased emissions could exceed the SCAQMD significance thresholds and cause a new, potentially significant air quality impact.

Conclusion: Additional analysis is required to evaluate the project's emissions of criteria air pollutants and contribution to existing air quality violations.

C) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

There are no new criteria air pollutants in federal or state nonattainment in the South Coast Air Basin (SCAB). The 2013 RTRP EIR assumed that emissions from the project and other projects combined would be cumulatively significant at various times. The project changes would result in an increase in pollutant emissions for which the region is in nonattainment. The revised project's criteria air pollutant emissions could exceed the SCAQMD significance thresholds and result in a substantial increase in the severity of this significant impact.

Conclusion: Additional analysis is required to evaluate the potentially significant increase in severity of criteria pollutant emissions.

D) Would the project expose sensitive receptors to substantial pollutant concentrations?

The changes to the project would result in greater emissions of air quality pollutants due to construction of the underground portion of the transmission line. Additionally, the underground alignment would be constructed in close proximity to sensitive receptors (residences and a school) for approximately 1.5 miles due to new residential development in the area since the City of Riverside certified the 2013 RTRP EIR. The increase in air quality emissions near new residential areas would expose a substantial number of new receptors to localized construction emissions. The impact from localized construction emissions near sensitive receptors would be potentially significant.

Conclusion: Additional analysis is required to evaluate sensitive receptor exposure to pollutant concentrations.

E) Would the project create objectionable odors affecting a substantial number of people?

The project changes would not create new objectionable odors in the project area. The project changes would not result in a new significant odor impact.

Conclusion: No additional analysis is required to address objectionable odors.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☒	☐	☐

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☒	☐	☐
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐

A) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

The installation of an underground transmission line would require construction in paved roadways and within the Goose Creek Golf Club. The Goose Creek Golf Club contains riparian habitat and designated least Bell's vireo critical habitat that can support special status plant and wildlife species (AECOM 2016). The 2013 RTRP EIR did not address impacts to riparian special-status plant and wildlife species. The potential for impacts on riparian special-status species from the project construction is a new potentially significant impact.

Effects to the non-riparian special-status species that could potentially occur within the Goose Creek Golf Club and the revised overhead realignment north of Landon Drive were analyzed in the 2013 RTRP EIR. The project changes would not result in any new or more severe impacts on special-status species.

Conclusion: Additional analysis is needed to address impacts to riparian special-status species.

B) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

The revised project includes installation of underground transmission line within the Goose Creek Golf Club where riparian habitat is located (City of Riverside 2013). Wetland delineations were not conducted along the proposed project ROW for the 2013 RTRP EIR. Impacts on riparian habitat were not analyzed in the 2013 RTRP EIR. The potential for impacts on riparian habitat from the revised project construction is a new potentially significant impact.

Conclusion: Additional analysis is needed to evaluate the impacts on riparian habitat resulting from the project changes.

C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The project changes would relocate the transmission line north of the Santa Ana River within paved roadways, a portion of the Goose Creek Golf Club, and agricultural lands. Wetland delineations were not conducted for the 2013 RTRP EIR. No wetlands are located within the revised project location. The project changes would not result in impacts to wetlands.

Conclusion: No additional analysis is required to address impacts on federally protected wetlands resulting from the project changes.

D) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The only migratory wildlife corridor in the project area is the Santa Ana River (City of Riverside 2013). The Santa Ana River could potentially be used by native or resident migratory fish that use the river as a nursery. The project changes are located north of the Santa Ana River and would not affect the migratory wildlife corridor along the Santa Ana River. The project changes would not result in impacts to wildlife corridors, the movement of native resident or migratory fish or wildlife species, or the use of a wildlife nursery.

Conclusion: No additional analysis is required to address migratory wildlife corridors or native wildlife nursery sites.

E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The local policies and ordinances for the preservation of biological resources have not changed since the City of Riverside certified the 2013 RTRP EIR[2]. The project changes include relocating

[2] The City of Jurupa Valley is an incorporated city in Riverside County, California as of July 1, 2011. The County of Riverside ordinances and resolutions (including land use ordinances and resolutions) that were in effect on July 1, 2011, remain in full force and effect per City of Jurupa Valley Ordinance Nos.

the overhead alignment north of Limonite Avenue and replacing the overhead transmission line with underground transmission line from Goose Creek Golf Club to Limonite Avenue. The underground transmission line would result in new impacts to riparian areas (see Impact B) above). These impacts could conflict with local policies for the protection of biological resources, which would result in a new significant impact.

Conclusion: Additional analysis is needed to address the potential conflicts with local policies or ordinances protecting biological resources.

F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The revised project would be located within the Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area (County of Riverside 2003). The MSHCP has not changed since the 2013 RTRP EIR was published. As described in Impact B), the project changes would result in new impacts to riparian habitat from construction of the underground portion of the project in the Goose Creek Golf Club. The 2013 RTRP EIR did not include analysis of the project's potential conflicts with MSHCP requirements for impacts to riparian habitat. The project changes could result in a new conflict with the MSHCP and a potentially new significant impact.

Conclusion: Additional analysis is required to evaluate conflicts with the MSHCP resulting from the project changes.

4.5 CULTURAL RESOURCES

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐
B) Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	☐	☒	☐
C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐
D) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐

2011-01 and 2011-10, until superseded by a City ordinance or resolution. A Draft General Plan is in progress for the City of Jurupa Valley (Wright 2016).

A) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

A records search was conducted on September 15, 2016 (Power Engineers 2016). The 2016 records search addressed the potential for cultural resources to be found within the revised overhead alignment along Wineville Avenue and the new underground alignment along Pats Ranch Road, 68th Street, and through the Goose Creek Golf Club. Pedestrian surveys for historical resources were conducted in undeveloped areas in the revised project alignment. Trenching activities associated with the underground transmission line would disturb more area than the overhead alignment analyzed in the 2013 RTRP EIR. The greater ground disturbance during construction would increase the likelihood of encountering previously undiscovered, significant historical resources. The project changes could substantially increase the severity of the significant impact on historical resources.

Conclusion: Additional analysis is required to evaluate the impact of the project changes on historical resources.

B) Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

A records search was conducted on September 15, 2016 (Power Engineers 2016)December 3, 2015. The 2015 record search addressed the revised overhead alignment along Wineville Avenue and the new underground alignment along Pats Ranch Road, 68th Street, and through the segment within the Goose Creek Golf Club. Pedestrian surveys for archaeological resources were conducted in the revised project alignment. The trenching activities associated with the underground transmission line would disturb more area than the overhead alignment analyzed in the 2013 RTRP EIR. The greater ground disturbance during construction would increase the likelihood of encountering previously undiscovered, significant archaeological resources. The project changes could substantially increase the severity of the significant impact on archaeological resources.

Conclusion: Additional analysis is required to evaluate the impact of the project changes on archaeological resources.

C) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Older quaternary alluvium, which has a high sensitivity for paleontological resources, underlays portions of the revised project route (Power Engineers 2010). Construction of the underground transmission line along Pats Ranch Road and 68th Street would require more ground disturbance and excavation within areas of high paleontological sensitivity than installation of the previously considered overhead line. The project changes increase the likelihood of encountering and potentially destroying unique paleontological resources due to the increased ground disturbance. The project changes could substantially increase the severity of the impact on unique paleontological resources.

Conclusion: Additional analysis is required to evaluate the impact of the project changes on paleontological resources.

There are no unique geologic features in the vicinity of the underground portion of the alignment or disturbance areas. The project changes would not impact unique geologic features.

Conclusion: No additional analysis is required to evaluate the impact of the project changes on unique geological resources.

D) Would the project disturb any human remains, including those interred outside of formal cemeteries?

The project changes include trenching within Pats Ranch Road, 68th Street, and through Goose Creek Golf Club. Construction of the underground transmission line has a greater potential to disturb human remains than the overhead transmission line construction analyzed in the 2013 RTRP EIR. The project changes could substantially increase the severity of the significant impact from disturbance of human remains.

Conclusion: Additional analysis is required to evaluate the potential impact of project changes on human remains.

4.6 GEOLOGY AND SOILS

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒
ii) Strong seismic ground-shaking?	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒
iv) Landslides?	☐	☐	☒
B) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
E) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒

A) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

The project changes would be located within areas that have the same potential for seismic activity and liquefaction as the project evaluated in the 2013 RTRP EIR. The project changes would not create a new or increased risk of human injury or death as a result of a seismic event. There is no potential for landslides within the revised project area. The project changes would not result in a new or more severe impact from geologic hazards.

Conclusion: No additional analysis is required to evaluate the potential impact of project changes on the potential to expose people or structures to substantial adverse effects, including the risk of loss, injury, or death related to earthquake faults, seismic ground shaking, seismicity, or landslides.

B) Would the project result in substantial soil erosion or the loss of topsoil?

The project changes would increase the area of earth disturbance due to replacement of overhead transmission line with a segment of underground transmission line; however, most the underground transmission line would be located within roadways where there is no top soil. The project changes would not increase impacts from soil erosion or the loss of topsoil compared to the impact analyzed in the 2013 RTRP EIR. The project changes would not result in a new or more severe impact from soil erosion or loss of topsoil.

Conclusion: No additional analysis is required to evaluate the potential impact of project changes related to substantial erosion or loss of topsoil.

C) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The revised project would be located within the same geologic and soil units as those analyzed in the 2013 RTRP EIR. The project changes would not increase the impact from liquefaction, landslide hazard, lateral spreading, or collapse. The project changes would not result in a new or more severe impact from unstable geologic or soil units.

Conclusion: No additional analysis is required to evaluate the potential impact of project changes related to unstable geologic units or soils.

D) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The revised project would be located within the same soil units as those analyzed in the 2013 RTRP EIR. The underground transmission line would be constructed in roads and would require engineered fill around the duct bank as part of the construction process. The project changes would not increase impacts from expansive soils. The project changes would not result in a new impact from expansive soils.

Conclusion: No additional analysis is required to evaluate the potential impact of project changes related to expansive soils.

E) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The revised project would not require a waste water disposal system. The project changes would not result in a new impact.

Conclusion: No additional analysis is required to evaluate the potential impact of project changes related to waste disposal.

4.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒
B) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☒	☐	☐

A) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The greenhouse gas (GHG) emissions generated during construction of the underground portion of the transmission line would be greater per mile than those analyzed in the 2013 RTRP EIR due to the increased equipment and excavation activity. The increased GHG emissions, however, would not exceed the SCAQMD significance thresholds because construction emissions would be amortized over the life of the project and the operational and maintenance emissions from the substation and line inspections would be minimal. The project changes would not result in a new significant impact from GHG emissions.

Conclusion: No additional analysis is required to evaluate the potential impact of project changes related to GHG emissions.

B) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?

The County of Riverside prepared a General Plan, including an Air Quality Element, which was adopted in December 2015. The County of Riverside also prepared a Draft CAP in February 2015. Western Riverside Council of Governments prepared a Subregional CAP in September 2014. These plans include measures applicable to greenhouse gas emission reductions ranging from idling restrictions, construction materials diversion, and reductions in vehicle miles traveled. The project does not meet all of these requirements and could conflict with the CAPs, which would be a new significant impact.

Conclusion: Additional analysis is required to evaluate the impact from conflicts with applicable CAPs.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒
B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☒	☐
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☒	☐	☐
D) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☐	☒
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project corridor?	☐	☐	☒
F) For a project located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project corridor?	☐	☐	☒

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐
H) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒
Given the specific location and design of the proposed project, impacts are analyzed in this section relative to the following additional threshold, which is not listed in Appendix G:			
I) Expose workers or the public to excessive shock hazards?	☒	☐	☐

A) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The project changes would require use of hazardous materials for construction equipment and vehicles. The types and general volume of hazardous materials used for the revised project would be the same as those considered in the 2013 RTRP EIR; no new hazardous materials would be needed to construct the underground transmission line. The project changes would not result in any new or more severe impacts on the public from the transport, use, or disposal of hazardous materials.

Conclusion: No additional analysis of hazardous materials use, transport or disposal is required.

B) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The project changes would require increased excavation, trenching, and ground disturbance to construct the underground transmission line. The 2013 RTRP EIR determined that the impact from unearthing unidentified hazardous materials was significant. Construction of the underground transmission line has a greater potential to encounter unidentified hazardous materials than the overhead transmission line considered in the 2013 RTRP EIR because more excavation would be required for the underground transmission line. The project changes could result in a more severe impact from the accidental release of unidentified hazardous materials.

The construction of the underground transmission line would require excavation within paved roadways. The exact locations and type of buried utilities adjacent to the revised project underground alignment have not been identified or evaluated. Utility lines carrying hazardous materials (e.g., natural gas) may be located within or adjacent to the proposed excavation area for the underground transmission line. Excavation for the underground transmission line could potentially damage or rupture buried utility lines carrying hazardous materials causing the

release of hazardous materials into the environment and/or a fire or explosion. The potential impact of releasing hazardous materials as a result of rupturing buried utility lines during excavation was not analyzed in the 2013 RTRP EIR and is a new, potentially significant impact.

Conclusion: Additional analysis is required to evaluate the potential impact of project changes on the accidental release of hazardous materials.

C) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The revised project would be located within 0.25 mile of schools that were considered in the 2013 RTRP EIR. As discussed in Air Quality above, the revised project would result in greater pollutant emissions from construction of the underground transmission line. The project changes could result in a more severe impact on schools within 0.25 mile of the project because localized emissions would be greater than those analyzed in the 2013 RTRP EIR.

The construction of the underground transmission line would require excavation within paved roadways. The exact locations and type of buried utilities adjacent to the revised project underground alignment have not been identified or evaluated. Utility lines carrying hazardous materials (e.g., natural gas) may be located within or adjacent to the proposed excavation area for the underground transmission line. Excavation for the underground transmission line could potentially damage or rupture buried utility lines carrying hazardous materials causing the release of hazardous materials into the environment and/or a fire or explosion. The potential impact to schools from releasing hazardous materials as a result of rupturing buried utility lines during excavation was not analyzed in the 2013 RTRP EIR and is a new, potentially significant impact.

Conclusion: Additional analysis is required to analyze and disclose the potential to emit hazardous or acutely hazardous materials within 0.25 mile of a school.

D) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment?

The revised project is not located on an open hazardous materials site. No new open hazardous materials sites are located within 0.25 mile of the revised project alignment (California Department of Toxic Substance Control 2016) (California State Water Resources Control Board 2016); therefore, no new impact from an open hazardous material site would occur.

Conclusion: No additional analysis related to hazardous material sites is required.

E) Would the project or a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project corridor?

and

F) Would the project be located within the vicinity of a private airstrip where it would result in a safety hazard for people residing or working in the project corridor?

The project changes would not relocate the project into an area an airport land use plan or a private airstrip that was not evaluated in the 2013 RTRP EIR. The project changes would not result in any new or increased hazards from air traffic.

Conclusion: No additional analysis related to public airports or private airstrips is required.

G) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction of the underground transmission line would require full or partial closure of Limonite Avenue, Pats Ranch Road, and 68th Street, which could potentially impair emergency response. The impact on emergency response from lane or road closure during underground transmission line construction was not analyzed in the 2013 RTRP EIR. The project changes would result in new significant impacts on emergency response or evacuation plans.

Conclusion: Additional analysis is required to evaluate the impact of the project change on emergency response and evacuation.

H) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The revised route would be located in an area that has similar fire risk as the route analyzed in the 2013 RTRP EIR. Homes have been constructed in areas that were previously open space. The changes in the project location would not result in any new wildland fire hazards.

Conclusion: No additional analysis of risk of wildland fires is required.

I) Would the project expose workers or the public to excessive shock hazards?

The project changes would involve the placement of electrical lines within existing roadways. The underground transmission line could create inductive and conductive interference with existing metallic pipelines located underground in the roadways near the proposed transmission line. The potential shock hazard from the underground transmission line was not analyzed in the 2013 RTRP EIR and is a new potentially significant impact.

Conclusion: Additional analysis is required to evaluate the impacts of the project changes related to shock hazards.

4.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Violate any water quality standards or waste discharge requirements?	☐	☐	☒
B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?	☐	☐	☒
D) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?	☐	☐	☒
E) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒
F) Otherwise substantially degrade water quality?	☒	☐	☐
G) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒
H) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒
I) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒
J) Cause inundation by seiche, tsunami, or mudflow?	☐	☐	☒

A) Violate any water quality standards or waste discharge requirements?

and

B) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The project changes include excavation of a trench for the underground transmission line. The underground transmission line trench would be approximately 8 feet deep. The excavation is unlikely to encounter groundwater because groundwater elevation in the area is typically deeper than the proposed depth of the transmission line trench. Data from wells in the area indicate that the shallowest groundwater level in the project area is between 11 and 14 feet below ground surface (California State Water Resources Control Board 2016). Groundwater could, however, be encountered, which would require dewatering of the trench. Any impact from dewatering of the underground trench would be temporary and highly localized due to the small volume of water that would be extracted during dewatering. Construction dewatering for the project changes would not create a deficit in the aquifer volume or lower the groundwater table. The project changes would not result in any new significant impacts to groundwater supplies.

Conclusion: No additional analysis of impacts related to groundwater is required.

C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

The project changes include a shift in the location of a portion of the proposed overhead alignment north of Landon Drive and replacement of overhead transmission line with underground transmission line in roadways south of Limonite Avenue. The underground transmission line would require more excavation, including areas within the Golf Course, that are currently vegetated. SCE must comply with the requirements of the Stormwater Construction General Permit including implementation of sediment and erosion control best management practices (BMPs), which were considered in the 2013 RTRP EIR. The project changes would not result in a substantial increase in the severity of impacts on sedimentation and water quality standards, or alter drainage patterns that would result in substantial erosion or siltation.

Conclusion: No additional analysis of impacts on water quality standards or drainage patterns is required.

D) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

and

E) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The project changes include installation of an underground transmission line within roadways that are currently impermeable surfaces. There would be fewer new poles as a result of the project changes and the total area of new impervious surface would be less than that analyzed

in the 2013 RTRP EIR. The project changes would not require the construction of new stormwater drainage facilities. No new impact would occur.

Conclusion: No additional analysis of runoff is required.

F) Otherwise substantially degrade water quality?

Construction of the underground transmission line would require the use of the same or similar hazardous materials as construction for the alignment proposed in the 2013 RTRP EIR; the potential impact on water quality from hazardous materials used during construction of the underground and overhead transmission line would be the same.

The construction of the underground transmission line would require excavation within paved roadways. The exact locations and type of buried utilities adjacent to the revised project underground alignment have not been identified or evaluated. Utility lines carrying sewage or other materials may be located within or adjacent to the proposed excavation area for the underground transmission line. Excavation for the underground transmission line could potentially damage or rupture buried utility lines carrying sewage or other materials which could contaminate zones of shallow groundwater or impact the water quality of adjacent drainages. The potential impacts to water quality as a result of rupturing buried utility lines during excavation was not analyzed in the 2013 RTRP EIR and is a new, potentially significant impact.

Conclusion: Additional analysis is required to evaluate potential construction-related impacts to water quality.

G) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The project changes do not include the construction of any new housing; therefore, the revised project would not create a new impact associated with placing housing within a 100-year flood hazard area.

Conclusion: No additional analysis of housing in flood hazard areas is required.

H) Place structures within a 100-year flood hazard area, which would impede or redirect flood flows?

The project changes include replacement of a segment of overhead transmission line with underground transmission line within a 100-year flood hazard area. The underground transmission line would reduce the number of above-ground structures that would impede or redirect flood flows from those considered in the 2013 RTRP EIR. The project changes would not cause new or more severe impacts from flooding. SCE would implement Environmental Protection Element Hydro-05 to ensure that all temporary project-related impervious surfaces are returned to preconstruction conditions after project construction.

Conclusion: No additional analysis of structures in flood hazard areas is required.

I) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project changes would not alter floodways, increase human presence in flood-prone areas, or encroach upon levees or dams. No new impact would occur from the project changes.

Conclusion: No additional analysis of exposure of people or structures to flood hazards is required.

J) Cause inundation by seiche, tsunami, or mudflow?

The project changes are not located in areas that could be subject to damage from a seiche or tsunami. The project changes would reduce the number of structures that were considered subject to a mudflow in the 2013 RTRP EIR. The project changes would not cause new or more severe impacts from mudflows.

Conclusion: No additional analysis of inundation by seiche, tsunami, or mudflow is required.

4.10 LAND USE AND PLANNING

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Physically divide an established community?	☐	☐	☒
B) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒
C) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☒	☐	☐

A) Would the project physically divide an established community?

The environmental conditions in the project vicinity have changed to include more residential development; however, the project changes, including the underground alignment within roadways, would avoid the placement of overhead transmission line and poles within the newly established housing developments. The changes to the project would not physically divide established or planned communities.

Conclusion: No additional analysis of dividing communities is required.

B) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The underground transmission line would be located within the same land use zones identified in the 2013 RTRP EIR[3]. The CPUC has the sole authority for siting and design of the project under General Order 131-d. The project is exempt from local land use policies. The project changes would not result in new conflicts with local land use plans, policies, or regulations.

Conclusion: No additional analysis of potential conflicts with plans and policies is required.

C) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

See Biological Resources Impact F. Construction of the underground transmission alignment within Goose Creek Golf Club would result in impacts on riparian habitat and could thereby result in a new conflict with the MSHCP, which would be a significant impact.

Conclusion: Additional analysis of conflicts with habitat conservation plans or natural community conservation plans is required.

4.11 MINERAL RESOURCES

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒
B) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒

[3] The City of Jurupa Valley is an incorporated city in Riverside County, California as of July 1, 2011. The County of Riverside ordinances and resolutions (including land use ordinances and resolutions) that were in effect on July 1, 2011, remain in full force and effect per City of Jurupa Valley Ordinance Nos. 2011-01 and 2011-10, until superseded by a City ordinance or resolution. A Draft General Plan is in progress for the City of Jurupa Valley (Wright 2016).

A) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

B) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The revised project would not be located within areas of known mineral resources or a mineral resource recovery site (Miller and Busch 2014). The change in the project location would not result in any new impacts on mineral resources.

Conclusion: No additional analysis of mineral resources is required.

4.12 NOISE

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒
B) Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	☒	☐	☐
C) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐
D) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project corridor to excessive noise levels?	☐	☐	☒
F) For a project within the vicinity of a private airstrip, expose people residing or working in the project corridor to excessive noise levels?	☐	☐	☒

A) Would the project expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The project changes include undergrounding the 230-kV transmission line in Jurupa Valley and refinements to the location of relocated distribution lines within the Cities of Jurupa Valley, Norco, and Riverside. The impacts from the relocation of distribution lines may include construction noise to underground the distribution lines. Construction noise is exempt from noise limits in Jurupa Valley if the construction activity occurs 0.25 mile or more away from an inhabited dwelling. Construction activities that are less than 0.25 mile away from an inhabited

dwelling are exempt between 6:00 am and 6:00 pm during the months of June through September and between 7:00 am and 6:00 pm during the months of October through May (City of Jurupa Valley 2012). The City of Norco allows construction noise between 6:30 am and 7:00 pm, Monday through Friday. The City of Riverside does not limit construction noise levels provided construction occurs between 7:00 am and 7:00 pm, Monday through Friday, or between 8:00 am and 5:00 pm on Saturdays. The project changes would be constructed within the allowed construction hours and would not generate noise in excess of standards.

Conclusion: No additional analysis is required to evaluate the impact of noise in regards to local ordinances and standards.

B) Would the project expose persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction of the underground transmission line will require equipment that would create groundborne vibration in close proximity to residential development located along 68th street and Pat's Ranch Road. The impact of groundborne vibration from underground transmission line construction was not analyzed in the 2013 RTRP EIR. The vibration and noise levels from underground transmission line construction could expose adjacent residents to a new significant impact.

Conclusion: Additional analysis is required to evaluate the impact of groundborne vibration and groundborne noise levels.

C) Would the project cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The revised project includes a segment of overhead transmission line along Wineville Avenue that would be located as close as 30 feet from residential homes that were constructed after the 2013 RTRP EIR was published. Corona noise from a 230-kV transmission line could result in a substantial permanent increase in ambient noise levels at a distance of 30 feet from the line. The change in circumstances following the 2013 RTRP EIR (residential development) could result in a new potentially significant impact.

Unlike overhead transmission lines, underground transmission lines would not produce audible corona noise. The underground transmission line would have no permanent impact on ambient noise levels.

Conclusion: Additional analysis is required to evaluate the impact of corona noise on new residential development adjacent to the overhead transmission line.

D) Would the project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The project changes and new housing developments adjacent to the revised project would result in construction activity within close proximity to residential receptors and the Louis Vandermolen Elementary School. Temporary noise from construction of the underground and overhead transmission line adjacent to homes and schools in areas north of the Santa Ana River

was not analyzed in the 2013 RTRP EIR. The temporary increase in noise levels during construction could result in new significant impacts.

Conclusion: Additional analysis is required to evaluate effects of the increase in noise levels from the project on adjacent residential areas and the Louis Vandermolen Elementary School.

E) For a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

and

F) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project changes would not locate the project into any airport land use plan or the vicinity of any public airport or private airstrip that was not evaluated in the 2013 RTRP EIR. The project changes would not result in any new noise impacts associated with the project's proximity to public or private airports/airstrips.

Conclusion: No additional analysis related to public airports or private airstrips is required.

4.13 POPULATION AND HOUSING

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒
B) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒
C) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒

A) Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

The project changes would not substantially increase the number of workers required to construct or operate the project (City of Riverside 2013). Temporary workers would not induce substantial population growth in the project area as discussed in the 2013 RTRP EIR. The project changes would not result in a new impact from population growth.

Conclusion: No additional population growth analysis is required.

B and C) Would the project displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

The underground transmission line would be constructed within paved roads (Limonite Avenue, Pats Ranch Road, and 68th Street), and the revised overhead line along Wineville Avenue would be constructed through agricultural areas and the landscaped areas of commercial property. The revised route was designed to avoid housing developments and displacement of residents living within those developments. The project changes would not result in a new impact on housing or people.

Conclusion: No additional analysis of displacement of people or housing is required.

4.14 PUBLIC SERVICES

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
(i) Fire protection?	☐	☐	☒
(ii) Police protection?	☐	☐	☒
(iii) Schools?	☐	☐	☒
(iv) Parks?	☐	☐	☒
(v) Other public facilities?	☐	☐	☒

A) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i) Fire protection?

Construction and operation of the revised project would not result in a demand for fire services beyond the level analyzed in the 2013 RTRP EIR. The project changes would not result in a new or more a severe impact on fire facilities.

Conclusion: No additional analysis of effects on fire protection services is required.

ii) Police protection?

Construction and operation of the revised project would not result in demand for police services beyond the level analyzed in the 2013 RTRP EIR. The project changes would not result in a new or more a severe impact on police facilities.

Conclusion: No additional analysis of effects on police protection services is required.

iii) iv) v) Schools, Parks, and other Public Facilities?

Construction and operation of the revised project would not displace schools, parks, or libraries or induce population growth resulting in an increased demand for schools, parks, or libraries. The project changes would not result in new impacts on schools, parks, or libraries.

Conclusion: No additional analysis of effects on schools, parks, or other public facilities is required.

4.15 RECREATION

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐
B) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒

A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The change to the project would involve the placement of an underground transmission line within one recreational facility: Goose Creek Golf Club. The potential physical deterioration of Goose Creek Golf Course from construction of the underground transmission line was not analyzed in the 2013 RTRP EIR. The impact at Goose Creek Golf Club is a new potentially significant impact.

Conclusion: Additional analysis is required to evaluate the impact of underground transmission line construction within Goose Creek Golf Club.

B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The revised project does not include any plans for the addition or expansion of any recreational facilities. The revised project would not result in impacts from the construction or expansion of recreational facilities.

Conclusion: No additional analysis of recreational facilities is required.

4.16 TRANSPORTATION AND TRAFFIC

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐
B) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐
C) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒
D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐
E) Result in inadequate emergency access?	☒	☐	☐
F) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐

A) Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The project changes include construction of an underground transmission line within 68th Street and Pat's Ranch Road. Underground transmission line construction would require temporary lane and potentially full road closures. The County of Riverside Jurupa Area Plan and Eastvale Area Plan have a level of service (LOS) standard of D for non-Congestion Management Program (CMP) roadways (RCTC 2011) (County of Riverside 2015) (County of Riverside 2015). Road or lane closures during construction have the potential to increase delays, which could result in a decrease in LOS. New housing developments, discussed in Section 3.1.1above, have been constructed adjacent to the proposed underground transmission line alignment since certification of the 2013 RTRP EIR. These developments could result in a different baseline LOS on affected roadways. The increased baseline traffic levels in combination with lane and road

closures could decrease the LOS of local roadways to a level that would not meet the County of Riverside standard for the Jurupa Area Plan and Eastvale Area Plan. The changes in circumstances and increased traffic that would result from the revised project could result in a new, potentially significant impact.

Conclusion: Additional analysis is required to evaluate the potential conflict with the County of Riverside LOS standard.

B) Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standard and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?

The project changes would require underground transmission line construction across Limonite Avenue in Pats Ranch Road, which would require lane and potentially road closures. The Riverside County Transportation Commission (RCTC) developed CMP standards of LOS E. CMP roadways include state highways and principal arterials; Limonite Avenue is a principal arterial and therefore a CMP roadway. New housing developments have been constructed along Limonite Avenue adjacent to the proposed underground transmission line since the certification of the 2013 RTRP EIR, which could result in a different baseline LOS on Limonite Avenue. The increase in traffic from development in the area in combination with lane and road closures could decrease the LOS of Limonite Avenue below the RCTC CMP standard. The project changes could result in a new potentially significant impact.

Conclusion: Additional analysis is required to evaluate the potential conflict with the CMP LOS standard.

C) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

The project changes would not increase the use of helicopters beyond the use analyzed in the 2013 RTRP EIR. The project changes would not result in a new or more severe impact on air traffic patterns.

Conclusion: No additional air traffic analysis is required.

D) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Construction of the revised project would require trenching within 68th Street, Pats Ranch Road, and across Limonite Avenue. The open trench and presence of construction vehicles and equipment within the underground work area in the roadways would result in temporary traffic hazards not previously analyzed in the 2013 RTRP EIR. The project changes could result in a new, potentially significant impact.

Conclusion: Additional analysis is required to evaluate the increase in hazards resulting from the project changes.

E) Would the project result in inadequate emergency access?

Underground transmission line construction would require lane and potentially road closures, which could temporarily result in inadequate emergency access. The impact of underground transmission line construction on emergency access was not analyzed in the 2013 RTRP EIR. The project changes could result in a new, potentially significant impact by limiting access for emergency responders.

Conclusion: Additional analysis is required to evaluate the impact of the project changes on emergency access.

F) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The County of Riverside prepared a General Plan in December 2015[4], which designates Limonite Avenue between I-15 and Wineville Avenue as a Class I bike path and 68th Street between I-15 and Lucretia Avenue as a Community Trail. Sidewalks and crosswalks are located along Wineville Avenue, Limonite Avenue, Pats Ranch Road, and 68th Street. A Riverside Transit Agency bus stop is located along Pats Ranch Road near Limonite Avenue. Lane and road closures for underground transmission line construction within these roadways could result in temporary closures or potentially unsafe access to public transit, bicycle, or pedestrian facilities. Impacts on bicycle and pedestrian facilities from underground transmission line construction were not analyzed in the 2013 RTRP EIR. The changes in the project and circumstances could result in a new, potentially significant impact on public transit, bicycle, and pedestrian facilities.

Conclusion: Additional analysis is needed to evaluate the impact of the project changes on public transit, bicycle lanes, and pedestrian facilities.

4.17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒

[4] The City of Jurupa Valley is an incorporated city in Riverside County, California as of July 1, 2011. The County of Riverside ordinances and resolutions (including land use ordinances and resolutions) that were in effect on July 1, 2011, remain in full force and effect per City of Jurupa Valley Ordinance Nos. 2011-01 and 2011-10, until superseded by a City ordinance or resolution. A Draft General Plan is in progress for the City of Jurupa Valley (Wright 2016).

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
B) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒
C) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒
D) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒
E) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒
F) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒
G) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒
Given the specific location and design of the Proposed Project, impacts are analyzed in this section under one threshold not listed in Appendix G. Specifically, the Proposed Project would have a significant impact on public services and utilities if it would:			
H) Cause substantial deterioration or damage to gas, water, sewer, or communication lines?	☒	☐	☐

A) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

B) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

and

E) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project changes would not alter the amount of wastewater that would be generated during construction or operation. The revised project would not result in new impacts associated with wastewater or water treatment.

Conclusion: No additional analysis of wastewater is required.

C) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

See Hydrology and Water Quality Impacts D and E. The project change would not require the construction of new stormwater drainage facilities; no new impact would occur.

Conclusion: No additional analysis of stormwater drainage facilities is required.

D) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The 2013 RTRP EIR identified that the primary use of water during construction of the RTRP would be for dust suppression on access roads and active ground disturbance sites. A small amount of water would also be required to be on-site for fire suppression. Water used during the construction period would be supplied by a local vendor or agency and would not require local water providers to obtain additional water entitlements. The revised project would not require substantially more construction water than was analyzed in the 2013 RTRP EIR. The two miles of underground construction in paved streets would result in less dust being generated because there would be less unpaved access road and work space than the proposed project overhead alignment.. The project changes would not affect the water supply and would therefore not create a new impact.

Conclusion: No additional analysis of water supplies is required.

F) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The 2013 RTRP EIR identified that solid waste resulting from construction of the RTRP would represent only a small fraction of the total landfill capacity available in the region, and would be managed per the regulations of the Riverside County Department of Waste Resources. . The solid waste generated from construction of the revised project would be similar to the materials described in the 2013 RTPR EIR and disposed of at the same identified locations including the Badlands, El Sobrante, and Lamb Canyon landfills. The revised project would not result in significantly more waste than the proposed project. The revised project would therefore not create a new impact on the capacity of local landfills.

Conclusion: No additional analysis of landfill capacity and waste disposal is required.

G) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The solid waste generated by the revised project would not be substantially more than the amount analyzed in the 2013 RTRP EIR. The revised project would comply with the federal, state, and local statues analyzed in the 2013 RTRP EIR. No new impacts would occur.

Conclusion: No additional analysis of solid waste is required.

H) Would the project cause substantial deterioration or damage to gas, water, sewer, or communication lines?

The project changes include excavation within paved roadways where gas, water, sewer, or communication lines could be located. Construction of the underground transmission line could potentially result in the damage or rupture of these utilities. The impact from underground transmission line construction adjacent on existing utilities was not analyzed in the 2013 RTRP EIR. Construction of the underground transmission line could result in a new, potentially significant impact on underground utilities.

Conclusion: Additional analysis is required to evaluate the impact from project changes on damage to existing utilities.

The project changes include operation of an underground transmission line located near existing underground utilities. Operation of the underground transmission line and associated induced current could result in corrosion of metallic utility pipelines if there are any metallic utility pipelines located within the paved roadways adjacent to the proposed transmission line. Corrosion of metallic underground utilities was not analyzed in the 2013 RTRP EIR and could result in a new, potentially significant impact.

Conclusion: Additional analysis is required to evaluate the impact from project changes on corrosion of existing utility pipelines.

4.18 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☒	☐	☐

A) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Tribal cultural resources also were not defined at the time of the 2013 RTRP EIR. Impacts on tribal cultural resources were not analyzed in the 2013 RTRP EIR because the analysis was not required under the law at the time. Tribal consultation must be initiated within 14 days of SCE's project application being deemed complete by the CPUC. During consultation, tribes will have the opportunity to identify potential tribal cultural resources that would require additional analysis. The changes in circumstances and the project could result in new potentially significant impacts on tribal cultural resources.

Conclusion: Additional analysis is required to evaluate the impact of the project on tribal cultural resources.

4.19 ENERGY CONSERVATION

Would the project:	Potentially New Significant Impact	Substantially Increased Severity of Impact	No New Significant Impact
A) Result in wasteful, inefficient, and unnecessary consumption of energy?	☐	☐	☒
B) Result in a substantial increase in demand upon energy resources in relation to projected supplies?	☐	☐	☒
C) Result in longer overall distances between jobs and housing?	☐	☐	☒

A) Would the project result in wasteful, inefficient, and unnecessary consumption of energy?

B) Would the proposed project result in a substantial increase in demand upon energy resources in relation to projected supplies?

C) Would the proposed project result in longer overall distances between jobs and housing?

The project is proposed to meet existing demand for electricity in the region. The changes in the project would not result in increased demand for energy or inefficient use of energy. The project would not create long-term employment opportunities and would not result in longer overall distances between jobs and housing. The project changes would not result in a new significant impact on energy conservation.

Conclusion: The effects of the project on energy resources was adequately discussed in the 2013 RTRP EIR. No additional analysis is required.

5 SUMMARY OF RESOURCE TOPICS AND IMPACT CRITERIA CARRIED FORWARD TO CPUC SUBSEQUENT EIR

5.1 SCOPE OF SUBSEQUENT EIR

The Subsequent EIR will evaluate the potential environmental impacts associated with the changes in baseline conditions and revised project elements, as well as project alternatives. Mitigation measures will be developed to avoid or minimize potential environmental impacts where possible.

5.2 POTENTIAL IMPACTS TO BE EVALUATED IN THE SUBSEQUENT EIR

Table 5.2-1 provides a summary of the impact criteria that will be included in the Subsequent EIR. Each of the identified categories has been determined to require additional analysis.

Table 5.2-1 Impact Criteria Included in the Subsequent EIR

Resource	Impact Criteria Included in Subsequent EIR
Aesthetics	C) Substantially degrade the existing visual character or quality of the site and its surroundings?
Air Quality	A) Conflict with or obstruct implementation of the applicable air quality plan?
	B) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
	C) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?
	D) Expose sensitive receptors to substantial pollutant concentrations?
Biological Resources	A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?
	B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?
	E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
	F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

5 SUMMARY OF RESOURCE TOPICS AND IMPACT CRITERIA CARRIED FORWARD TO THE CPUC SUBSEQUENT EIR

Resource	Impact Criteria Included in Subsequent EIR
Cultural Resources	A) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
	B) Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?
	C) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
	D) Disturb any human remains, including those interred outside of formal cemeteries?
Greenhouse Gas Emissions	B) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?
Hazards and Hazardous Materials	B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
	C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?
	G) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
	I) Expose workers or the public to excessive shock hazards?
Hydrology and Water Quality	F) Otherwise substantially degrade water quality?
Land Use and Planning	C) Conflict with any applicable habitat conservation plan or natural community conservation plan?
Noise	B) Expose persons to or generate excessive groundborne vibration or groundborne noise levels?
	C) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
	D) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
Recreation	A) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
Transportation and Traffic	A) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
	B) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Resource	Impact Criteria Included in Subsequent EIR
	D) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
	E) Result in inadequate emergency access?
	F) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
Tribal Cultural Resources	A) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
	a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
	b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

This page is intentionally left blank.

6 REFERENCES

AECOM. 2016. "Riverside Transmission Reliability Project -- Habitat Assessment Results." *Technical Memorandum Report.* August 29.

California Department of Toxic Substance Control. 2016. *EnviroStor.* Accessed October 20, 2016. http://www.envirostor.dtsc.ca.gov/public/.

California State Water Resources Control Board. 2016. *Geotracker.* Accessed October 20, 2016. http://geotracker.waterboards.ca.gov/.

_____. 2016. *Geotracker Groundwater Ambient Monitoring and Assessment Database.* Accessed October 20, 2016. http://geotracker.waterboards.ca.gov/gama/.

City of Jurupa Valley. 2012. "Ordinance No. 2012-01 of the City Council of the City of Jurupa Valley Adding Chapter 11.10, Noise Regulations, to the Jurupa Valley Municipal Code." February 16.

City of Riverside. 2013. *Riverside Transmission Reliability Project Final Environmental Impact Report.* Riverside: City of Riverside.

County of Riverside. 2015. "County of Riverside General Plan Eastvale Area Plan." December 8.

_____. 2015. "County of Riverside General Plan Jurupa Area Plan." December 8.

County of Riverside. 2003. "Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)."

ESRI. 2016. "raster, vector, and on-line GIS resources." ESRI.

Miller, Russell V., and Lawrence L. Busch. 2014. "Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the Temescal Valley Production Area, Riverside County, California." *Special Report 231.* California Geological Survey.

Power Engineers. 2016. "124462 Cultural Resource Survey Results for the RTRP Undergrounding Segment." September 23.

_____. 2010. "RTRP Paleontology Technical Report." June.

RCTC. 2011. "2011 Riverside County Congestion Management Plan." December 14.

SCAQMD. 2016. "Draft Final 2016 Air Quality Management Plan." December.

_____. 2012. "Final 2012 Air Quality Management Plan." December.

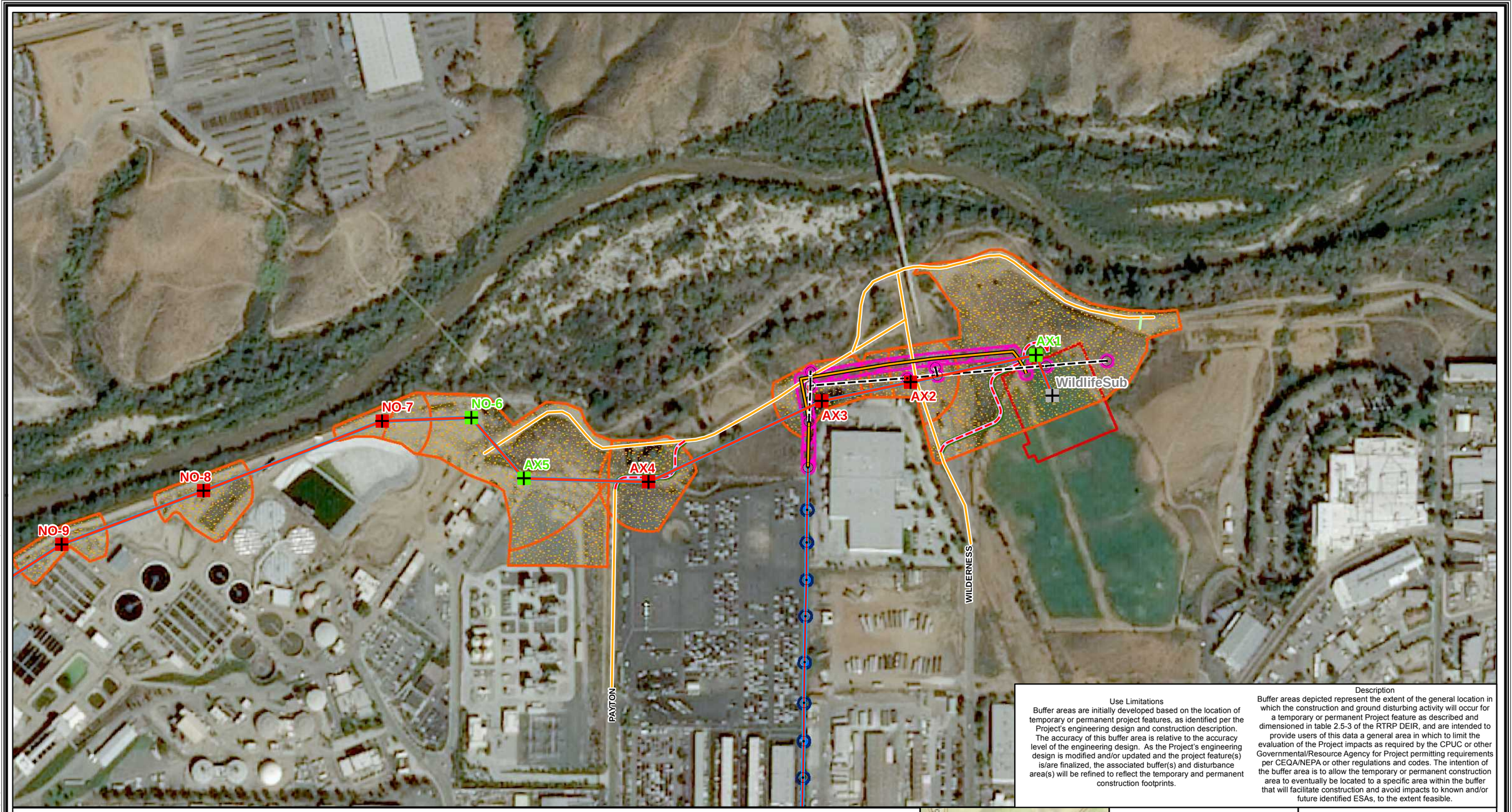
Southern California Edison. 2015. "Proposed Project Elements GIS dataset."

_____. 2016. "Proposed Project Revised Elements GIS Dataset." *Response to Data Request 1, Question 19.* November 22.

Wright, Mary, interview by Rita Wilke. 2016. *Personal Communication of Mary Wright, Civic Solutions* (February 17).

APPENDIX A

2016 Proposed Project Mapbook



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Distribution Structures

- Existing Distribution Structure

Proposed Transmission Structures

- Tubular Steel Pole (TSP)
- Lattice Steel Tower (LST)
- Rack

Proposed Transmission Alignment

- Overhead Proposed Alignment

Proposed Distribution Alignment

- Existing Overhead Alignment
- New Underground Alignment

Proposed Telcom Alignment

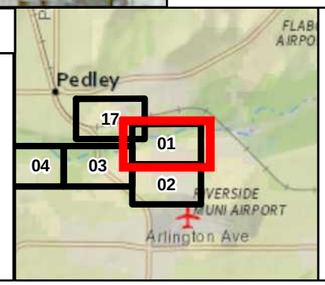
- Replace Exisiting Telcom Overhead Alignment
- New Telcom Underground Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Travel Path (Temporary)
- Civil Access Road Disturbance Area

Construction Areas

- Distribution Disturbance Area
- Telecom Disturbance Area
- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)
- Wildlife Substation Area



Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

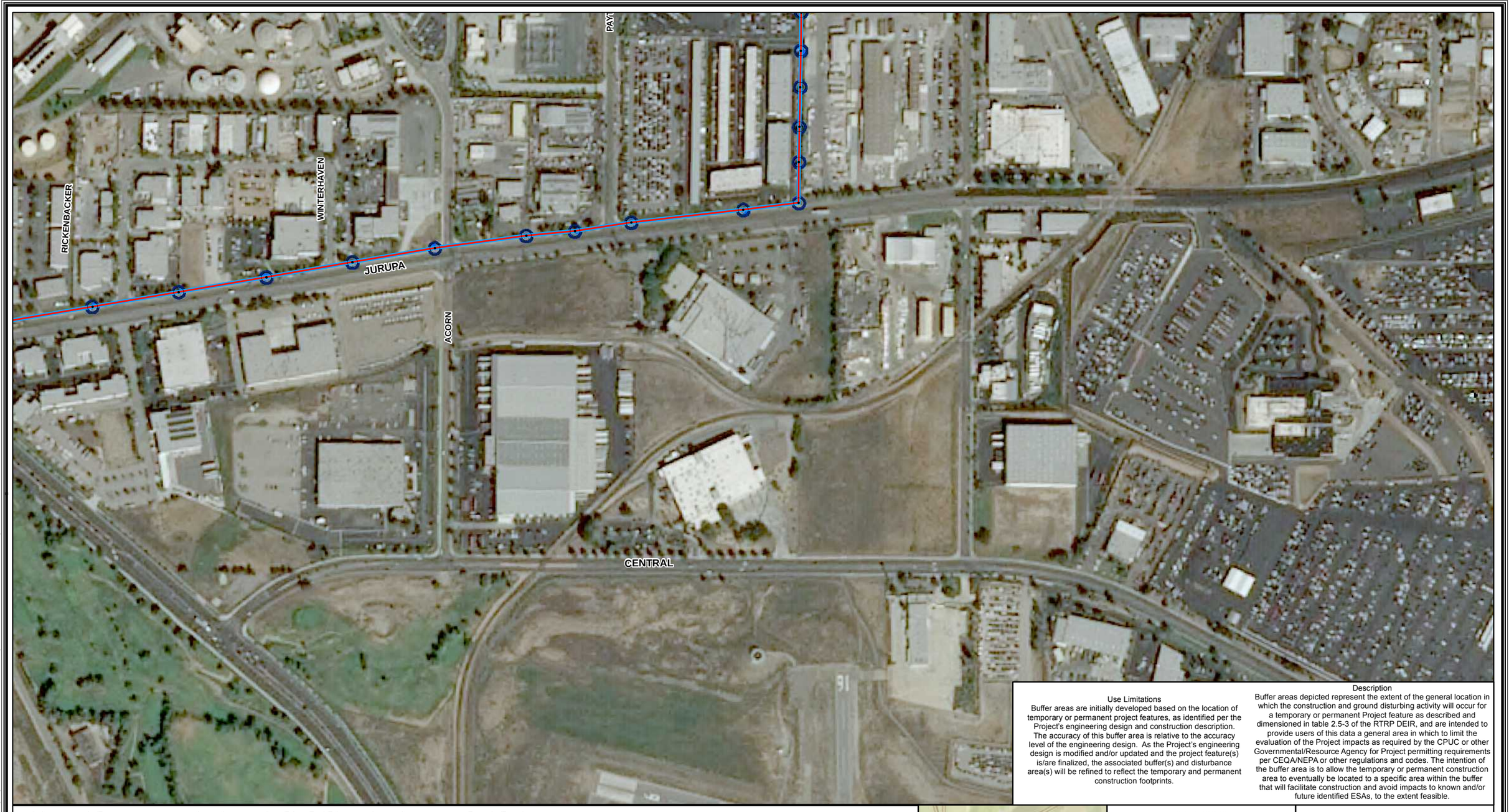
0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®

An *EDISON INTERNATIONAL*® Company

Path: P:\PROJECTS\MXD_Projects\RiversideTransmissionReliabilityProject_WLD\Data\CPUC\20161130_CPUCDataDefRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Distribution Structures

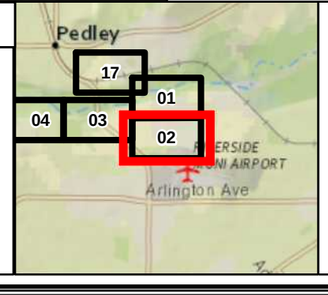
⊙ Existing Distribution Structure

Construction Areas

Telecom Disturbance Area

Proposed Telcom Alignment

Replace Exisiting Telcom Overhead Alignment



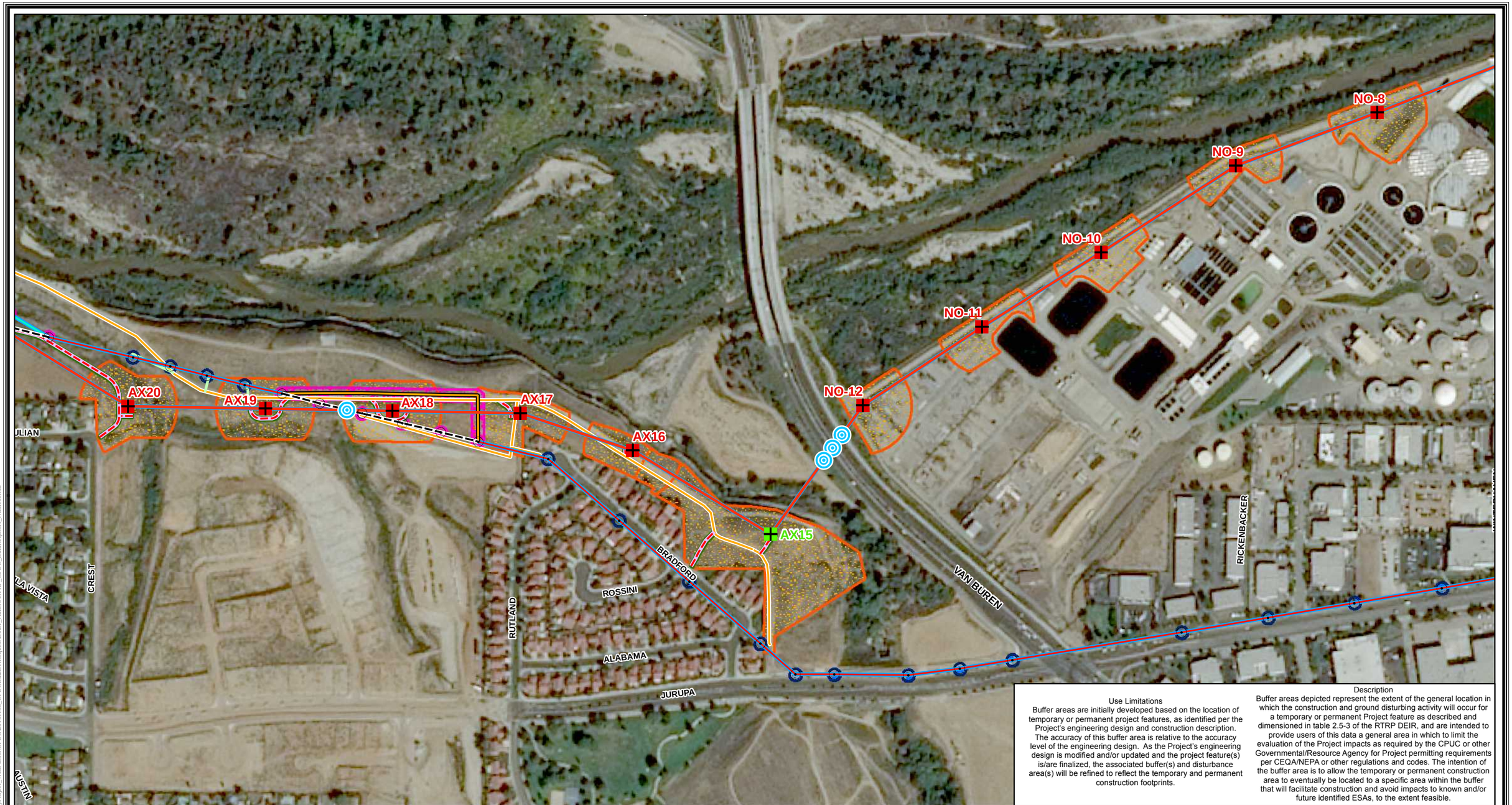
Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company

Path: P:\PROJECTS\MPO_Projects\RiversideTransmissionReliabilityProject_MXD\Data\CPUC\20161130_CPUCDataRefRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

- Proposed Guard Structure

Distribution Structures

- Existing Distribution Structure

Proposed Transmission Structures

- Tubular Steel Pole (TSP)
- Lattice Steel Tower (LST)

Proposed Transmission Alignment

- Overhead Proposed Alignment

Proposed Distribution Alignment

- Existing Overhead Alignment
- New Overhead Alignment
- New Underground Alignment

Proposed Telcom Alignment

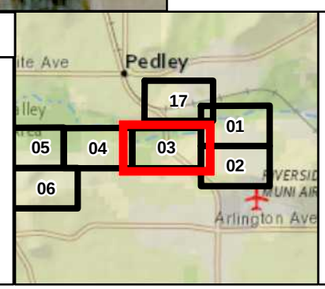
- Replace Exisiting Telcom Overhead Alignment
- New Telcom Underground Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Travel Path (Temporary)
- Civil Access Road Disturbance Area

Construction Areas

- Distribution Disturbance Area
- Telecom Disturbance Area
- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



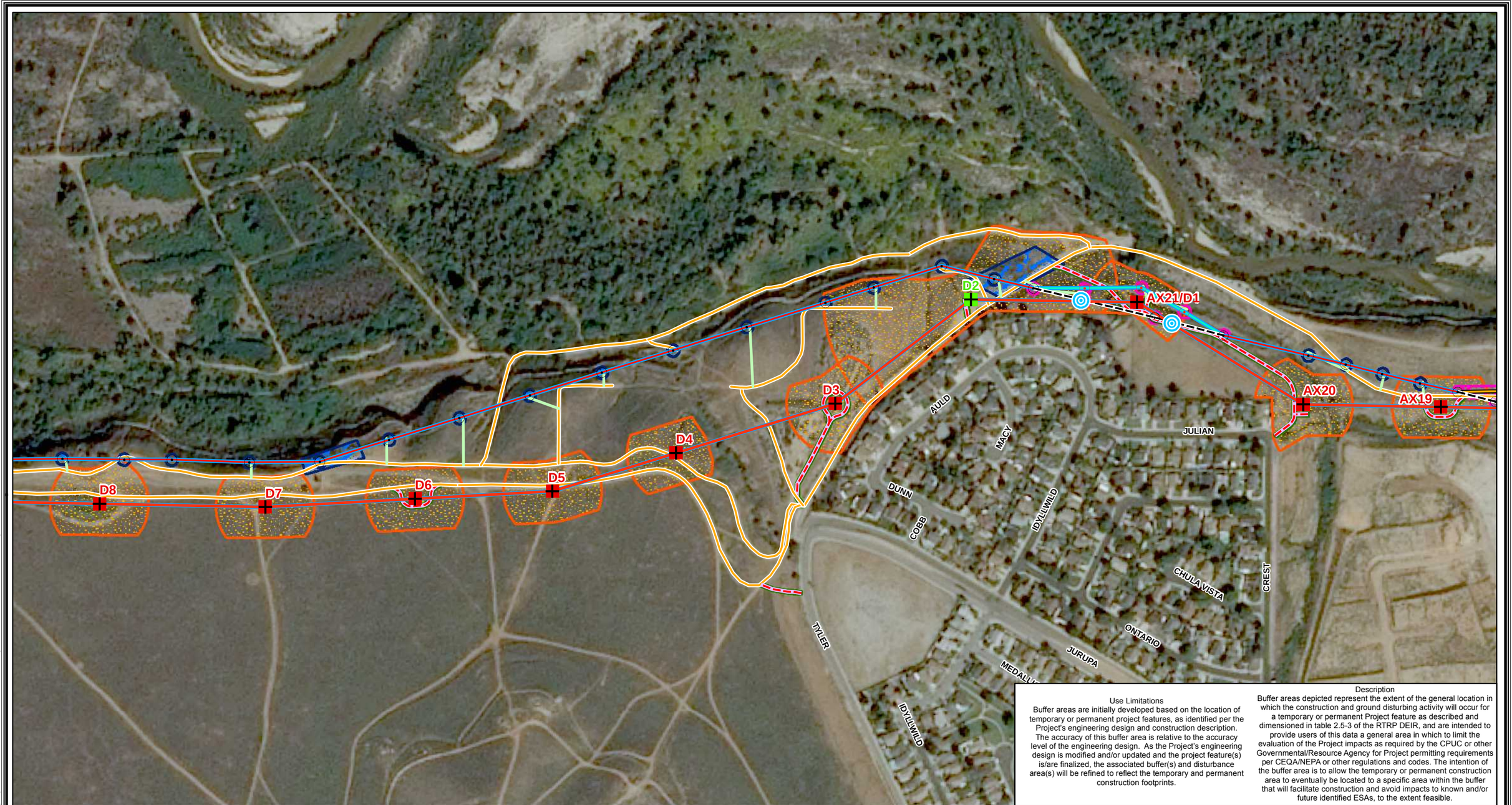
Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL© Company

Path: P:\PROJECTS\MPO_Projects\Riverside\TransmissionReliabilityProject_WLD\Data\CPUC\2016130_CPUCDataDoRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

- Proposed Guard Structure

Distribution Structures

- Existing Distribution Structure
- New Distribution Structure

Proposed Transmission Structures

- Tubular Steel Pole (TSP)
- Lattice Steel Tower (LST)

Proposed Transmission Alignment

- Overhead Proposed Alignment

Proposed Distribution Alignment

- Existing Overhead Alignment
- New Overhead Alignment
- New Underground Alignment

Proposed Telcom Alignment

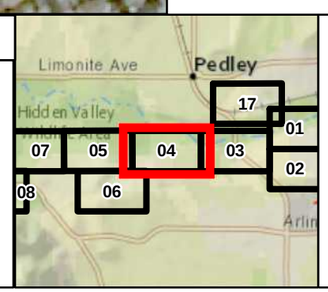
- Replace Exisiting Telcom Overhead Alignment
- New Telcom Underground Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Travel Path (Temporary)
- Civil Access Road Disturbance Area

Construction Areas

- Distribution Disturbance Area
- Telecom Disturbance Area
- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®
An *EDISON INTERNATIONAL*© Company

D15 D14 D13 D12 D11 D10 D9 D8 D7

Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Distribution Structures

- Existing Distribution Structure

Proposed Transmission Structures

- Tubular Steel Pole (TSP)

Proposed Transmission Alignment

- Overhead Proposed Alignment

Proposed Telcom Alignment

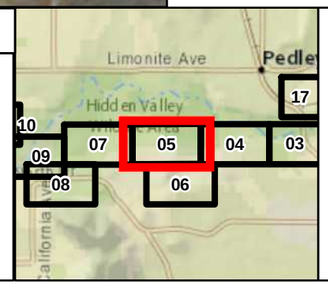
- Replace Exisiting Telcom Overhead Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Travel Path (Temporary)
- Civil Access Road Disturbance Area

Construction Areas

- Telecom Disturbance Area
- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 386 feet

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company

Path: P:\PROJECTS\MXD_Projects\RiversideTransmissionReliabilityProject_WLD\Data\CPUC\20161130_CPUCDataDefRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd

Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

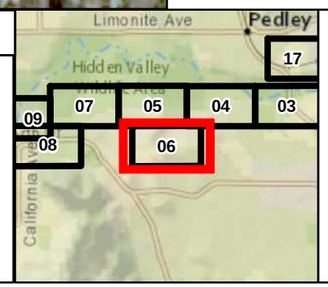
Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Civil Access Roads

Existing Access Road (Permanent)

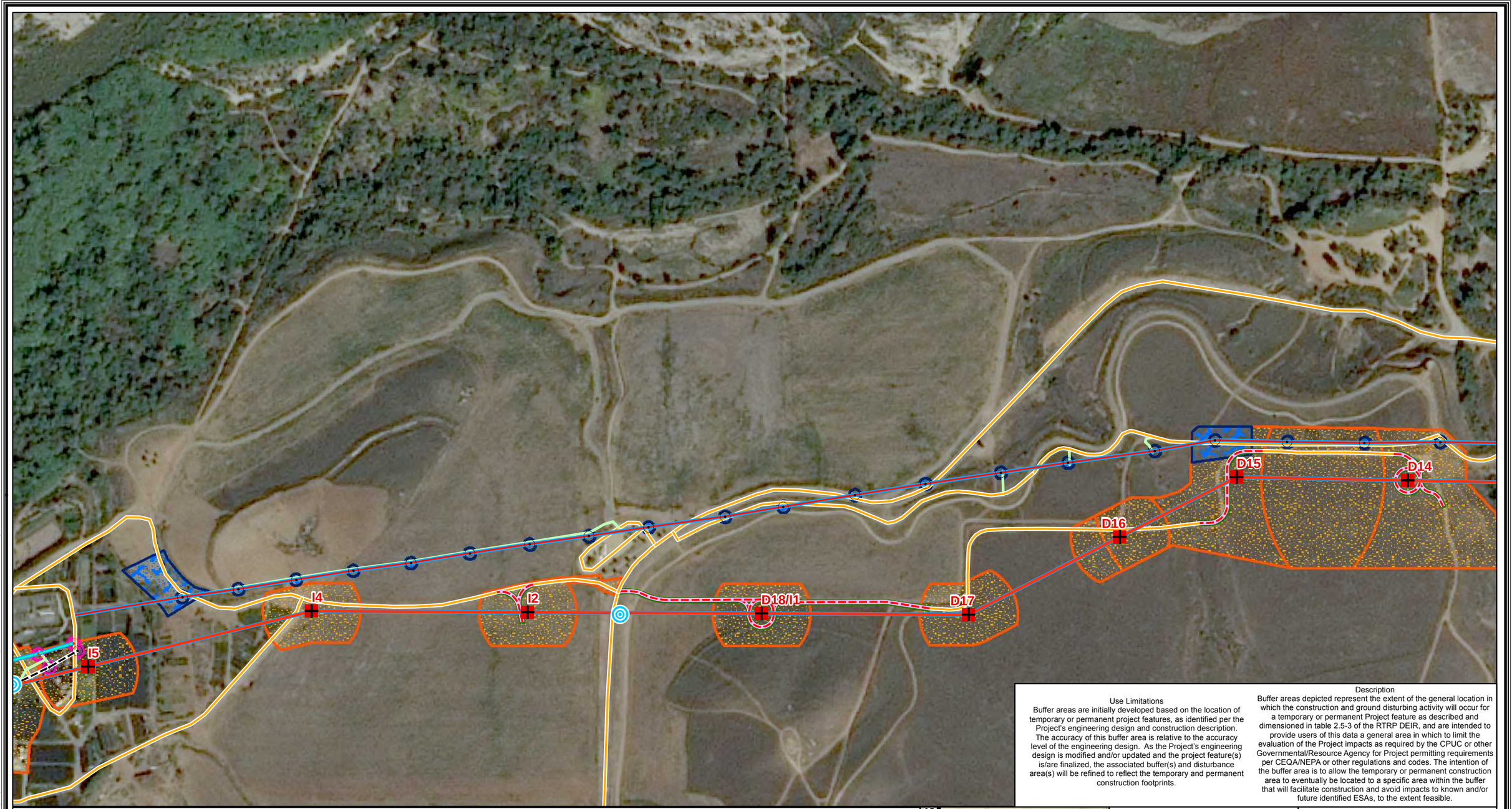


Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 386 feet

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL© Company



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

- Proposed Guard Structure

Distribution Structures

- Existing Distribution Structure
- New Distribution Structure

Proposed Transmission Structures

- Tubular Steel Pole (TSP)

Proposed Transmission Alignment

- Overhead Proposed Alignment

Proposed Distribution Alignment

- Existing Overhead Alignment
- New Overhead Alignment

Proposed Telcom Alignment

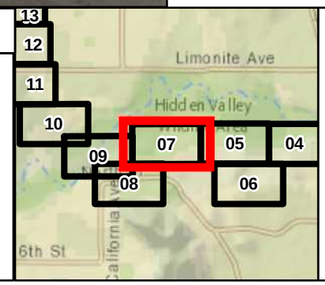
- Replace Exisiting Telcom Overhead Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Travel Path (Temporary)
- Civil Access Road Disturbance Area

Construction Areas

- Distribution Disturbance Area
- Telecom Disturbance Area
- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 386 feet

SOUTHERN CALIFORNIA EDISON©
An EDISON INTERNATIONAL© Company

Path: P:\PROJECTS\MPO_Projects\Riverside\TransmissionReliabilityProject_WLD\Data\CPUC\20161130_CPUCDataDuRequestData1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Proposed Guard Structure

Distribution Structures

Existing Distribution Structure

Proposed Transmission Structures

Lattice Steel Tower (LST)

Proposed Transmission Alignment

Overhead Proposed Alignment

Proposed Distribution Alignment

Existing Overhead Alignment

Proposed Telcom Alignment

Replace Exisiting Telcom Overhead Alignment

Civil Access Roads

Existing Access Road (Permanent)

New Stub Road (Permanent)

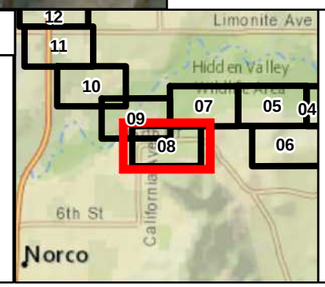
Travel Path (Temporary)

Civil Access Road Disturbance Area

Construction Areas

Distribution Disturbance Area

Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 386 feet

SOUTHERN CALIFORNIA EDISON©
An EDISON INTERNATIONAL© Company

Path: P:\PROJECTS\MPO_Projects\Riverside\TransmissionReliabilityProject_WLD\Data\CPUC\20161130_CPUCDataDatRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

V15
V16
V16
JB2A
JB2B
JA2A/JB1A
I4
I5
I6/JA1
GRULLA
CALIFORNIA
FILLY
PEDLEY SUBSTATION

Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Proposed Guard Structure

Distribution Structures

Existing Distribution Structure
New Distribution Structure

Proposed Transmission Structures

Tubular Steel Pole (TSP)
Lattice Steel Tower (LST)
Riser pole (TSP)
Vault

Proposed Telecom Vaults*
(Adjacent to Electrical Vaults per Telecom design)

Proposed Transmission Alignment

Overhead Proposed Alignment
Underground Proposed Alignment

Proposed Distribution Alignment

Existing Overhead Alignment
New Overhead Alignment
New Underground Alignment

Proposed Telcom Alignment

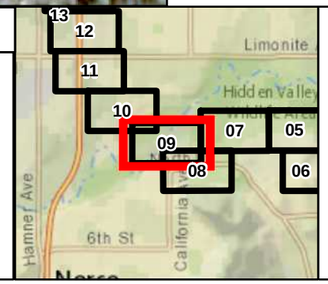
Replace Exisiting Telcom Overhead Alignment
New Telcom Underground Alignment

Civil Access Roads

Existing Access Road (Permanent)
New Stub Road (Permanent)
Travel Path (Temporary)
Civil Access Road Disturbance Area

Construction Areas

Distribution Disturbance Area
Telecom Disturbance Area
Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



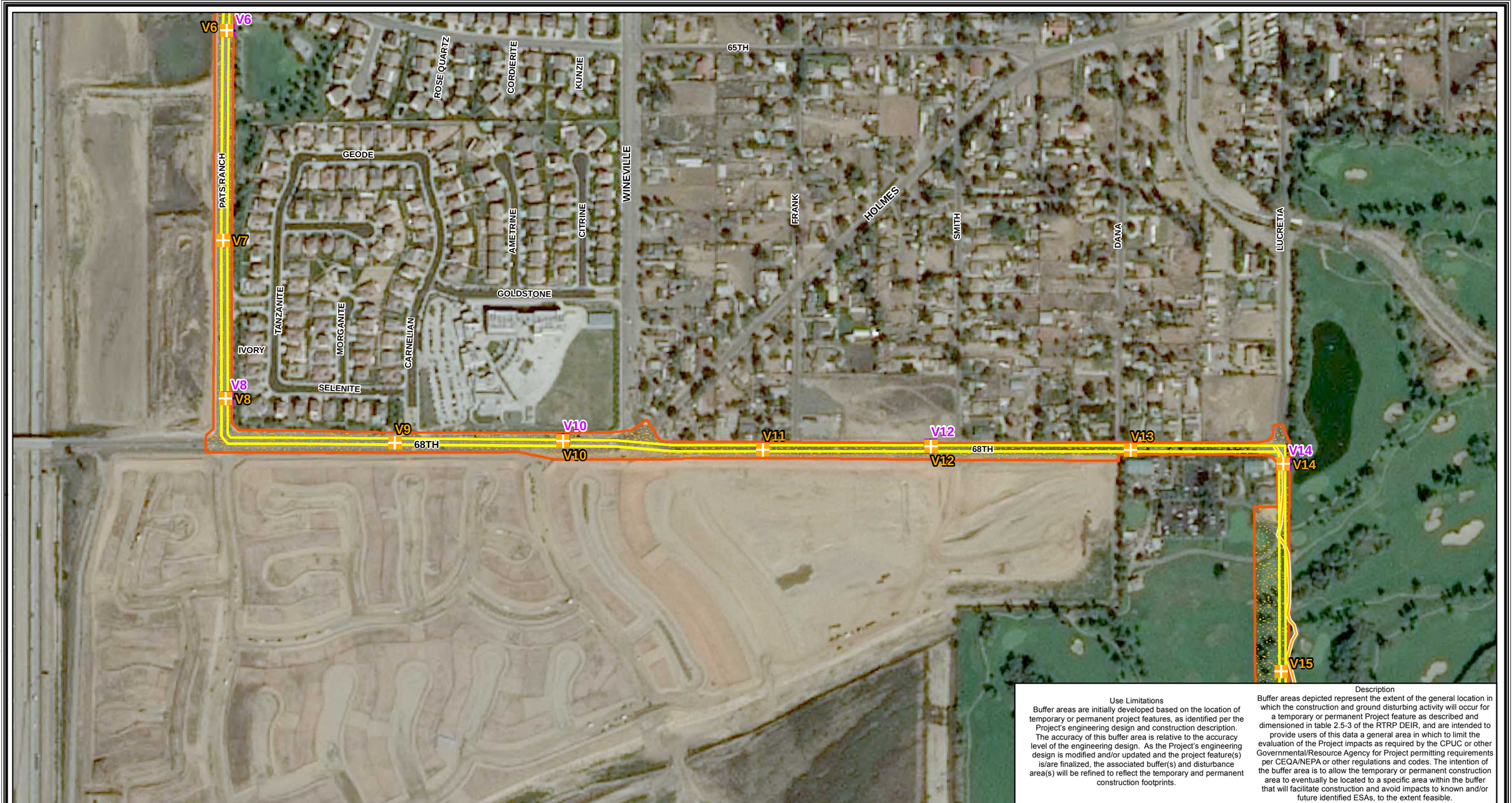
Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 386 feet

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company

Path: P:\PROJECTS\MPO_Projects\Riverside\TransmissionReliabilityProject_WLD\Data\CPUC\20161130_CPUCDataDotRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Proposed Transmission Structures

- Lattice Steel Tower (LST)
- Riser pole (TSP)
- Vault
- Proposed Telecom Vaults* (Adjacent to Electrical Vaults per Telecom design)

Proposed Transmission Alignment

- Overhead Proposed Alignment
- Underground Proposed Alignment

Proposed Telcom Alignment

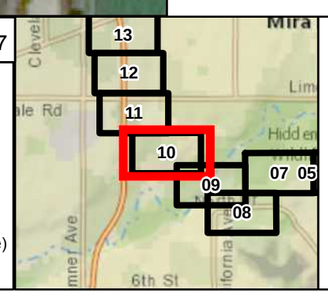
- Replace Exisiting Telcom Overhead Alignment
- New Telcom Underground Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Civil Access Road Disturbance Area

Construction Areas

- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



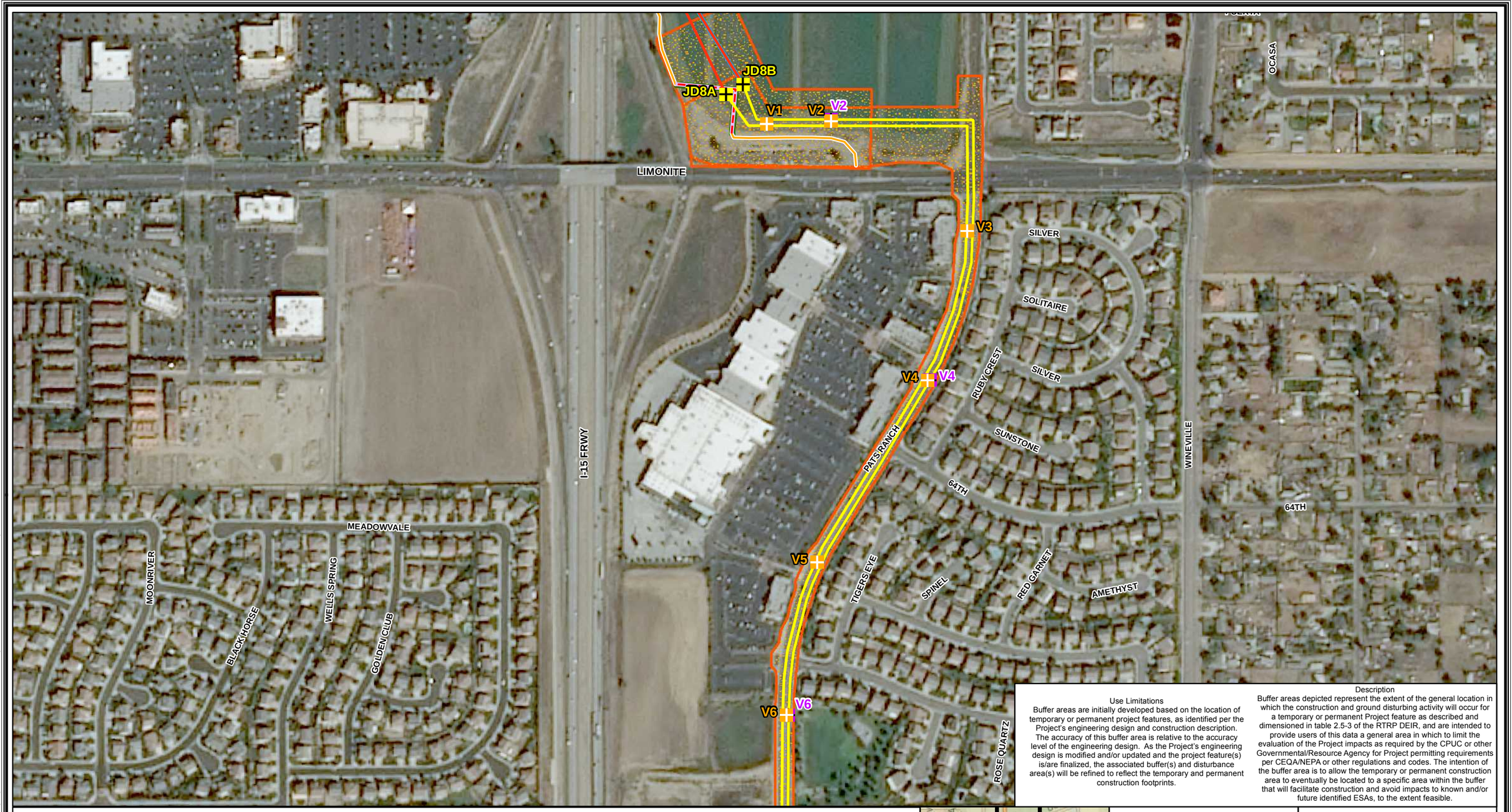
Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL© Company

Path: P:\PROJECTS\MPO_Projects\Riverside\TransmissionReliabilityProject_WLD\Data\CPUC\2016\130_CPUCDataDoRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Proposed Transmission Structures

- Riser pole (TSP)
- Vault
- Proposed Telecom Vaults* (Adjacent to Electrical Vaults per Telecom design)

Proposed Transmission Alignment

- Overhead Proposed Alignment
- Underground Proposed Alignment

Proposed Telcom Alignment

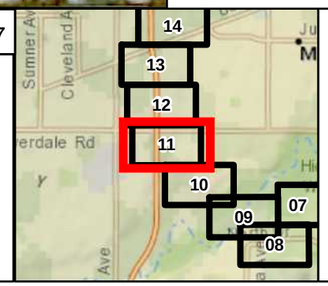
- Replace Exisiting Telcom Overhead Alignment
- New Telcom Underground Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Civil Access Road Disturbance Area

Construction Areas

- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



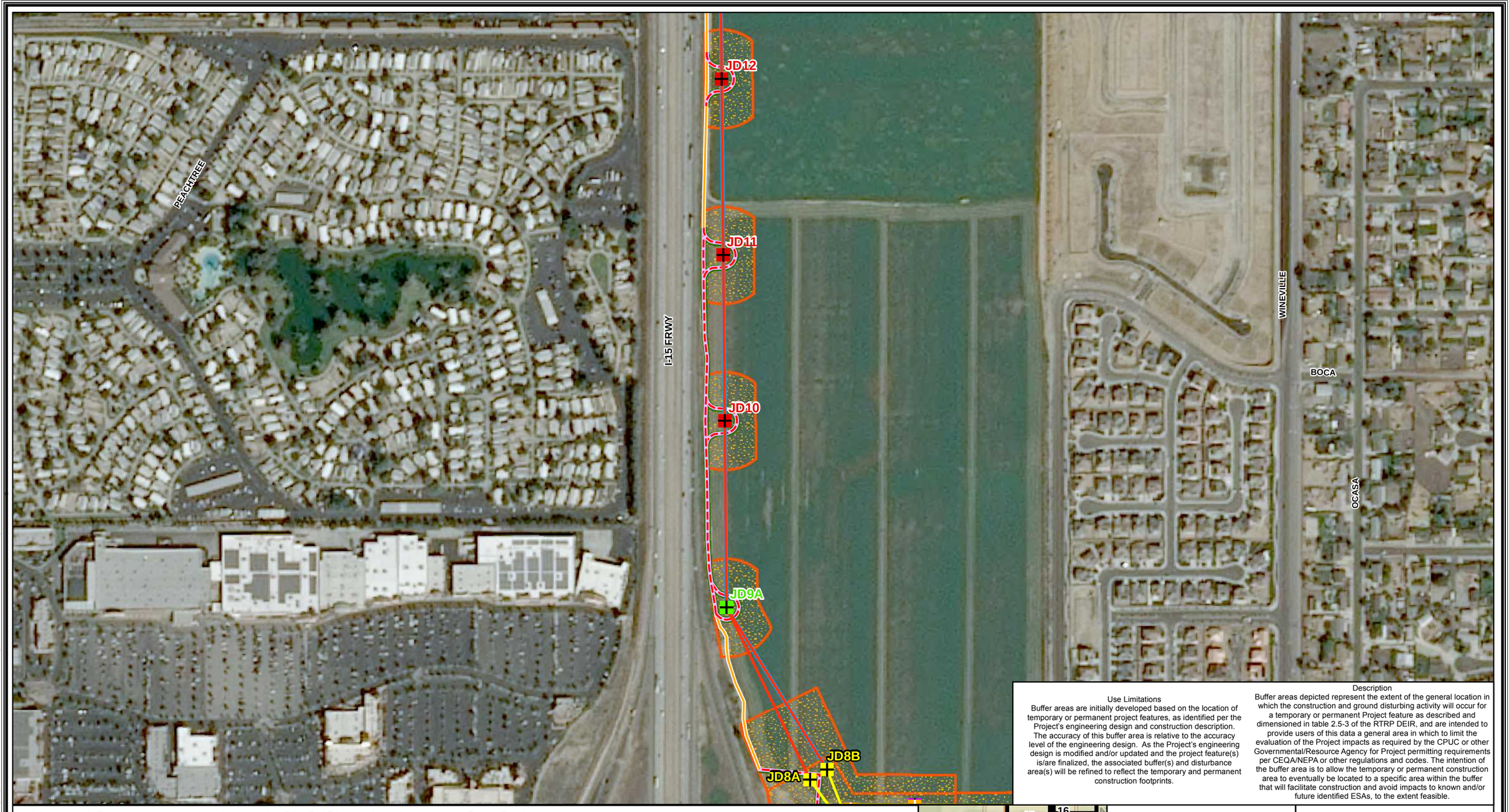
Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL© Company

Path: P:\PROJECTS\MPO_Projects\Riverside\TransmissionReliabilityProject_WLD\Data\CPUC\20161130_CPUC\DataDuRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Proposed Transmission Structures

- Tubular Steel Pole (TSP)
- Lattice Steel Tower (LST)
- Riser pole (TSP)
- Vault
- Proposed Telecom Vaults* (Adjacent to Electrical Vaults per Telecom design)

Proposed Transmission Alignment

- Overhead Proposed Alignment
- Underground Proposed Alignment

Proposed Telcom Alignment

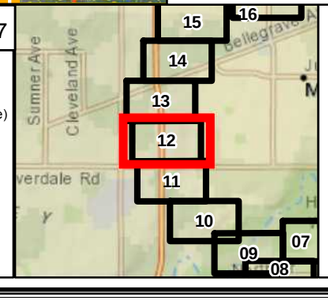
- Replace Exisiting Telcom Overhead Alignment
- New Telcom Underground Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Civil Access Road Disturbance Area

Construction Areas

- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)

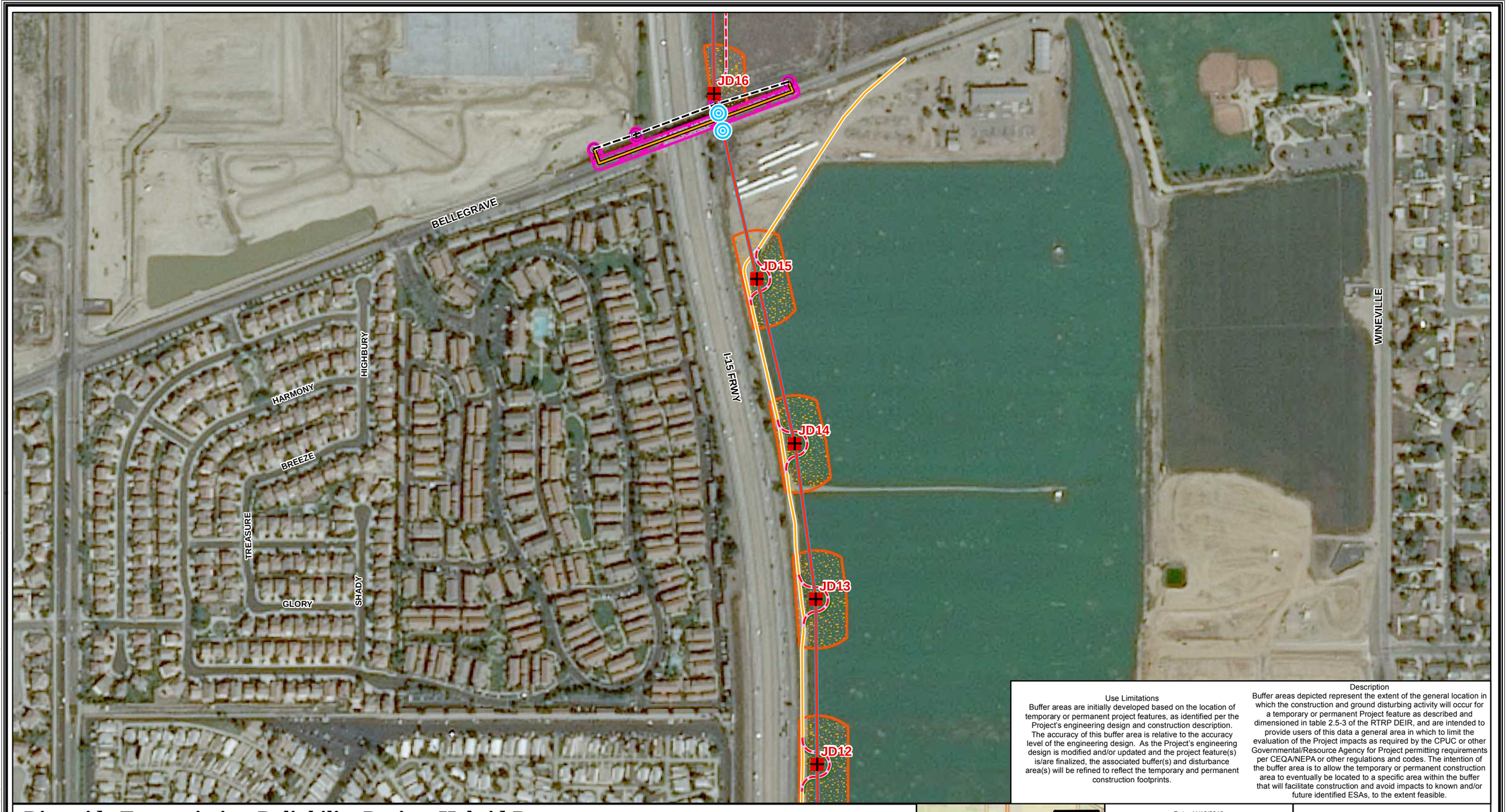


Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®
An *EDISON INTERNATIONAL*® Company



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

- Proposed Guard Structure

Distribution Structures

- Existing Distribution Structure

Proposed Transmission Structures

- Tubular Steel Pole (TSP)

Proposed Transmission Alignment

- Overhead Proposed Alignment

Proposed Distribution Alignment

- Existing Overhead Alignment
- New Underground Alignment

Proposed Telcom Alignment

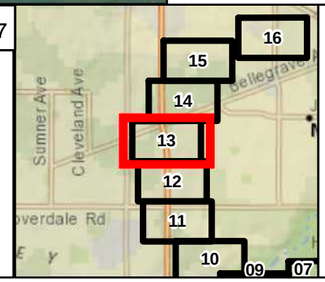
- Replace Exisiting Telcom Overhead Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Civil Access Road Disturbance Area

Construction Areas

- Distribution Disturbance Area
- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)

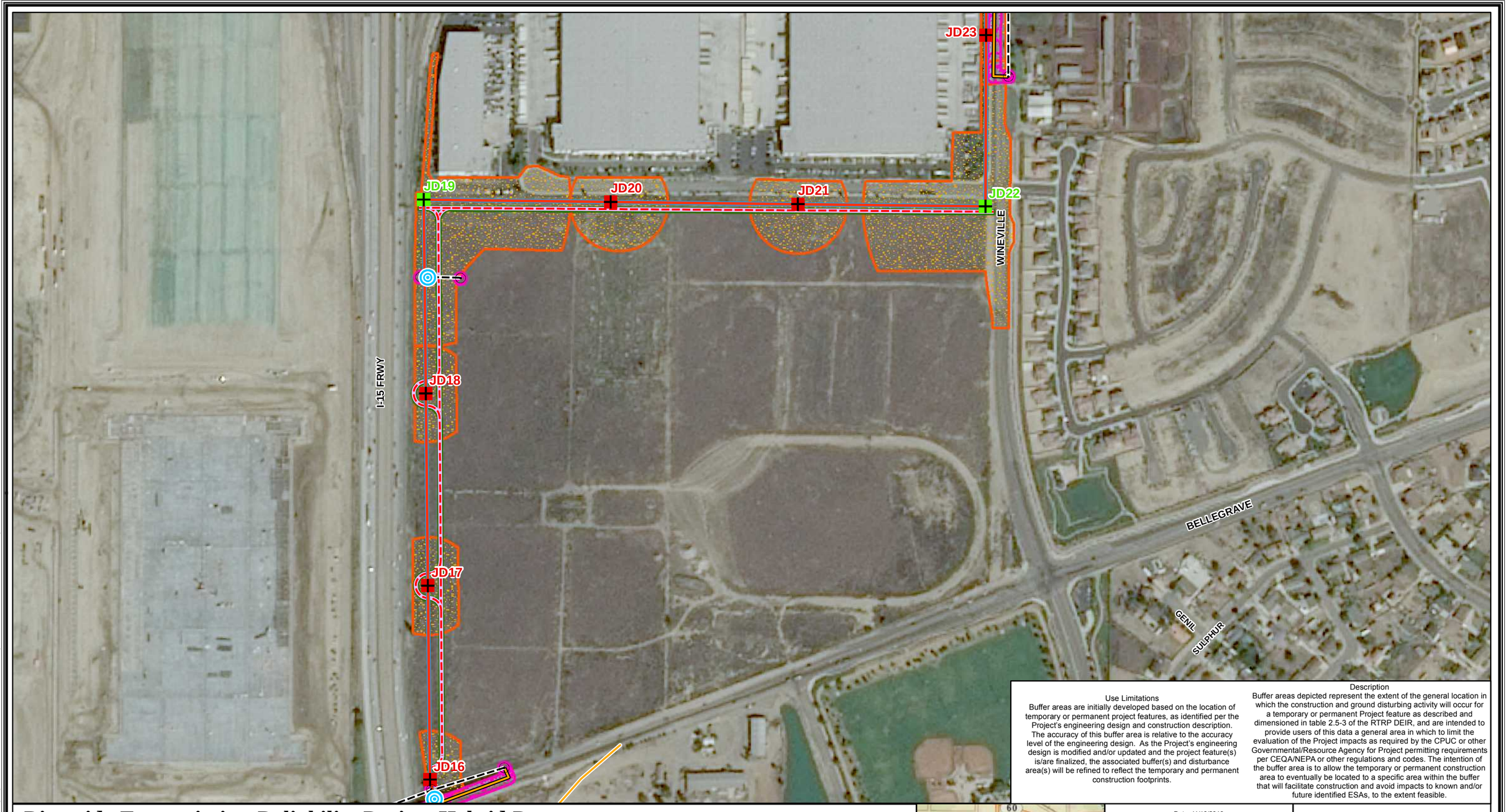


Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

- Proposed Guard Structure

Distribution Structures

- Existing Distribution Structure

Proposed Transmission Structures

- Tubular Steel Pole (TSP)
- Lattice Steel Tower (LST)

Proposed Transmission Alignment

- Overhead Proposed Alignment

Proposed Distribution Alignment

- Existing Overhead Alignment
- New Underground Alignment

Proposed Telcom Alignment

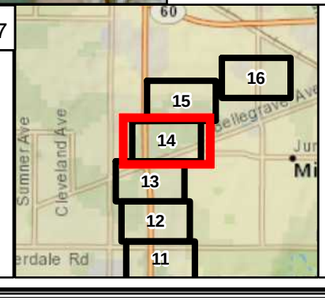
- Replace Exisiting Telcom Overhead Alignment

Civil Access Roads

- Existing Access Road (Permanent)
- New Stub Road (Permanent)
- Civil Access Road Disturbance Area

Construction Areas

- Distribution Disturbance Area
- Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



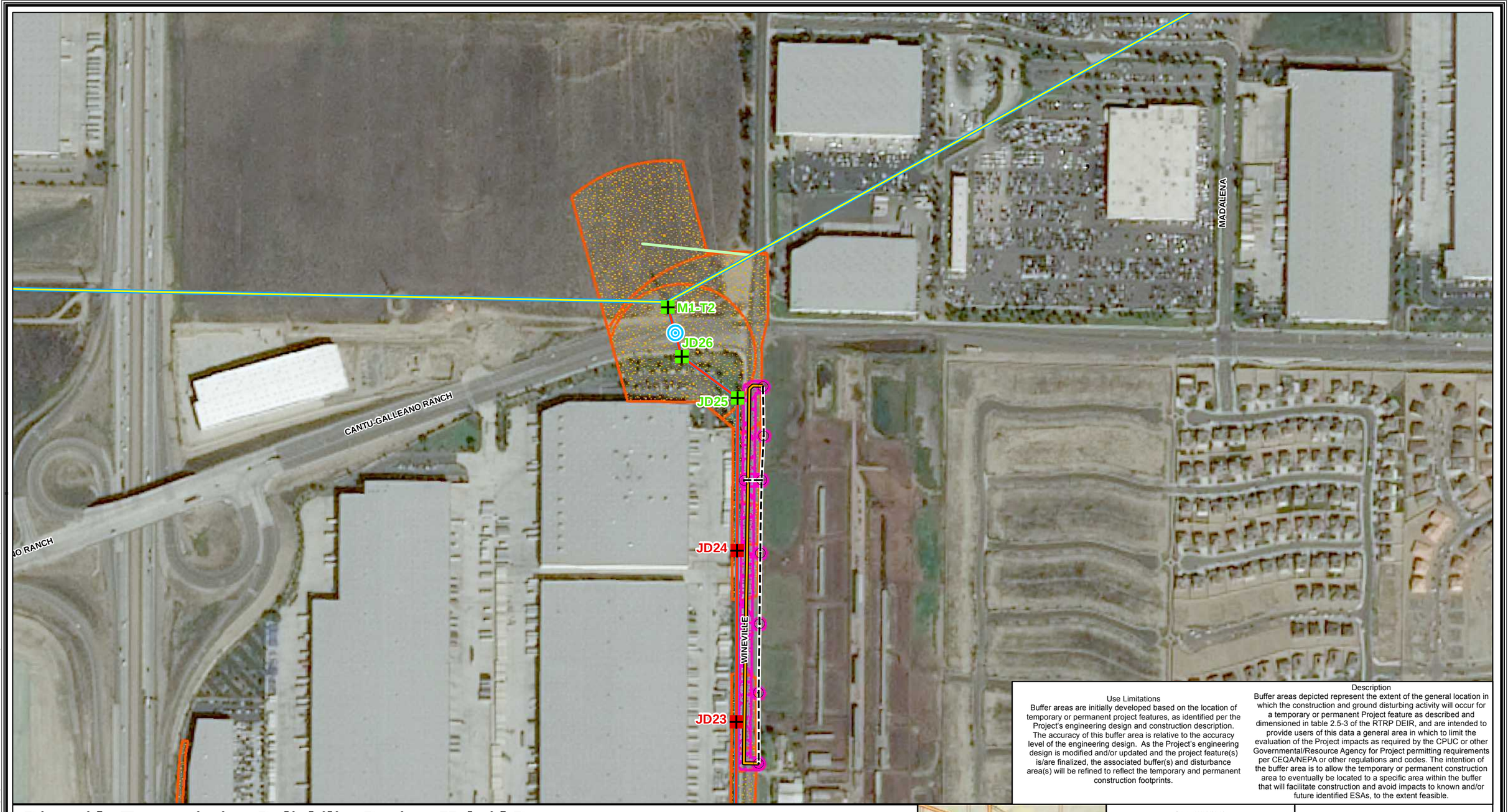
Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company

Path: P:\PROJECTS\MPO_Projects\Riverside\TransmissionReliabilityProject_WLD\Data\CPUC\20161130_CPUCDataDatRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Proposed Guard Structure

Distribution Structures

Existing Distribution Structure

Proposed Transmission Structures

Tubular Steel Pole (TSP)

Lattice Steel Tower (LST)

Proposed Transmission Alignment

Overhead Proposed Alignment

Proposed Distribution Alignment

Existing Overhead Alignment

New Underground Alignment

Proposed Telcom Alignment

Existing Transmission Overhead Alignment

Replace Exisiting Telcom Overhead Alignment

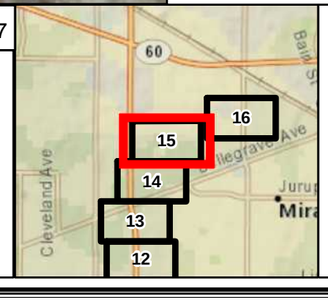
Civil Access Roads

Travel Path (Temporary)

Construction Areas

Distribution Disturbance Area

Ground Disturbance Area Data (GDAD)/ Buffer Area (Hybrid Route)



Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

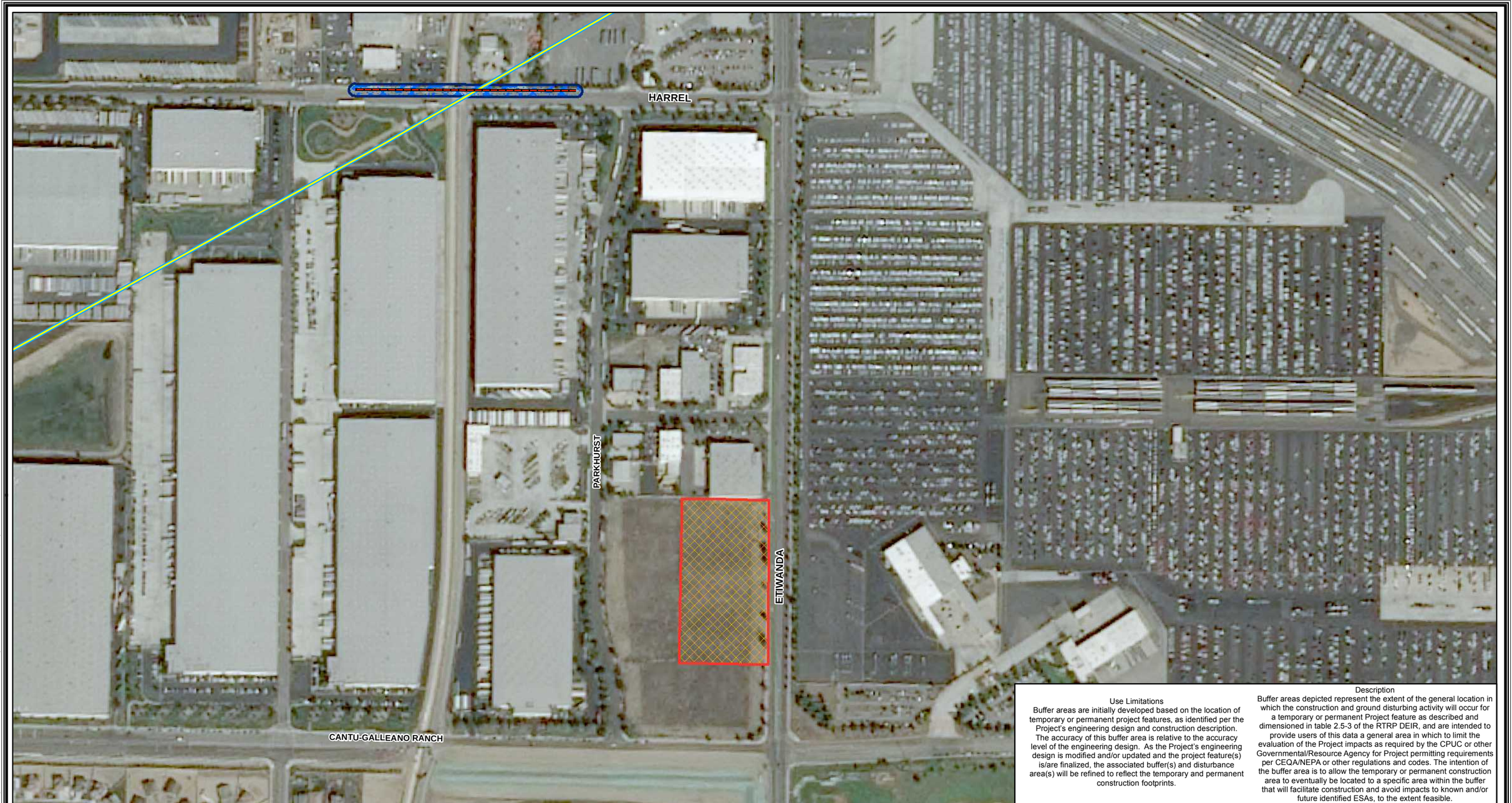
0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®

An *EDISON INTERNATIONAL*® Company

Path: P:\PROJECTS\MPO_Projects\Riverside\Transmission\ReliabilityProject_WLD\Data\CPUC\20161130_CPUCDataDatRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd



Use Limitations

Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Proposed Telcom Alignment

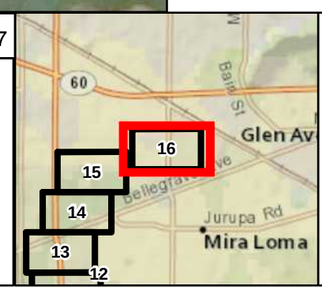
Tentative Material Yards

Existing Transmission Overhead Alignment

New Telcom Underground Alignment

Construction Areas

Telecom Disturbance Area



Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON®

An EDISON INTERNATIONAL© Company

Use Limitations

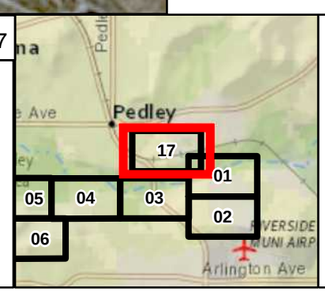
Buffer areas are initially developed based on the location of temporary or permanent project features, as identified per the Project's engineering design and construction description. The accuracy of this buffer area is relative to the accuracy level of the engineering design. As the Project's engineering design is modified and/or updated and the project feature(s) is/are finalized, the associated buffer(s) and disturbance area(s) will be refined to reflect the temporary and permanent construction footprints.

Description

Buffer areas depicted represent the extent of the general location in which the construction and ground disturbing activity will occur for a temporary or permanent Project feature as described and dimensioned in table 2.5-3 of the RTRP DEIR, and are intended to provide users of this data a general area in which to limit the evaluation of the Project impacts as required by the CPUC or other Governmental/Resource Agency for Project permitting requirements per CEQA/NEPA or other regulations and codes. The intention of the buffer area is to allow the temporary or permanent construction area to eventually be located to a specific area within the buffer that will facilitate construction and avoid impacts to known and/or future identified ESAs, to the extent feasible.

Riverside Transmission Reliability Project Hybrid Route *CPUC Data Request #1 - No.19*

Tentative Material Yards



Date: 11/18/2016
File Name:
RTRP_CPUC_DataRequest1_Num19.mxd

0 115 230 460 Feet

1 in = 385 feet

SOUTHERN CALIFORNIA EDISON©
An EDISON INTERNATIONAL© Company

Path: P:\PROJECTS\MPO_Projects\RiversideTransmissionReliabilityProject_WLD\Data\CPUC\20161130_CPUCDataDataRequest\Data1_Num19\RTRP_CPUC_DataRequest1_Num19.mxd