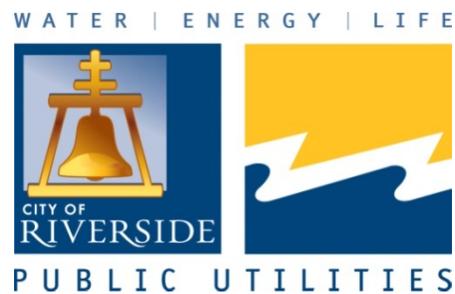


# **Initial Study / Mitigated Negative Declaration**

## **Circuit 1533 Feeder Load Relief Project**

Riverside, California



Riverside Public Utilities  
3901 Orange Street  
Riverside, California 92501

March 2010

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## ABBREVIATIONS AND ACRONYMS

AQMP	Air Quality Management Plan
BMPs	Best Management Practices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
DFR	Digital Fault Recorder
EPA	Environmental Protection Agency
IS	Initial Study
kV	Kilovolt
MND	Mitigated Negative Declaration
MSHCP	Multiple Species Habitat Conservation Plan
MSL	Mean Sea Level
MW	Mega Watts
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
RCRA	Resource Conservation and Recovery Act
RM	Resource Management
ROC	Reactive Organic Compounds
RPU	Riverside Public Utilities
RWQCB	Regional Water Quality Control Board
SAS	Substation Automation Systems
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resource Control Board
UCR	University of California at Riverside
USGS	United States Geological Survey

## 1.0 INTRODUCTION

The following discussion of potential environmental effects was completed in accordance with Section 15063(d) (3) of the California Environmental Quality Act (CEQA) Guidelines (2008) to determine if the project may have a significant effect on the environment.

### 1.1 CEQA INITIAL STUDY FORM

**1. Project Title:** Circuit 1533 Feeder Relief Project

**2. Lead Agency name and Address:**

City of Riverside (City)  
3900 Main Street, Riverside, California 92522

**3. Contact Person and Phone Number:**

Daniel Honeyfield, Project Manager – Electrical Engineer  
(951) 826-2122

**4. Project Location:** City of Riverside, County of Riverside, California (see Section 2.3)

**5. Project Sponsor's Name and Address:**

Riverside Public Utilities (RPU)  
3901 Orange Street, Riverside, California 92501

**6. General Plan Designation:**

The proposed project involves installation of new electric distribution lines within existing roadway rights-of-way and across two arroyos. The City's Circulation Element identifies Overlook Parkway and Trautwein Road as 4-lane Arterials each with a 110-foot right-of-way. Alessandro Boulevard is designated as a 6-lane Arterial with a 120-foot right-of-way. Land use designations along the proposed project alignment include Agriculture/Rural Residential, Hillside Residential, Medium Density residential, Medium High Density Residential, Commercial, and Business Office.

**7. Zoning:**

City of Riverside zoning districts along or adjacent to the proposed route include Commercial Retail (CR), Single-family Residential (R-1-10500), Multiple-Family Residential (R-3-3000), Rural Community (RC), and Rural Agricultural (RA-5).

**8. Description of Project:** See Section 2.0.

**9. Surrounding Land Uses and Setting:**

The proposed project is located southeast of downtown Riverside within the Orangecrest, Mission Grove, Canyon Crest, and Alessandro Heights neighborhoods. Land uses in the project area are primarily single-family residential. Lesser amounts of multifamily, public park, commercial, and some vacant/open space areas are also present. A commercial shopping center is located at the southeast corner of the Alessandro Boulevard-Trautwein Road/Berry Road-E-Alessandro Boulevard intersection.

**10. Other public agencies whose approval is required:** See Section 1.4.

## 1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the description of each environmental factor within Section 3 of this document.

	Aesthetics
	Agriculture Resources
	Air Quality
	Biological Resources
	Cultural Resources
	Geology/Soils
	Hazards & Hazardous Material
	Hydrology/Water Quality
	Land Use Planning
	Mineral Resources
	Noise
	Population/Housing
	Public Services
	Recreation
	Transportation/Traffic
	Utilities/Service Systems
	Mandatory Findings of Significance

Signature

Date

Dave Wright, Riverside Public Utilities, General Manager

Name and Title

## 1.3 ENVIRONMENTAL SETTING AND SURROUNDING LAND USES

The natural topography of the project area is valley lowland intersected with rolling hills surrounded by mountain ranges. Elevations within the project area range from approximately 880 to 1,100 feet above mean sea level (MSL). With exception of two arroyos, the project area has been developed and no native habitats or undisturbed lands remain.

Land uses in the project area are primarily single-family residential. Lesser amounts of multifamily, public park, commercial, industrial, and agriculture uses are also present.

## 1.4 AGENCIES, PERMITS, AND APPROVALS

All the required federal, state, and local agency permits and approvals would be obtained prior to the start of construction of the proposed project. This list may be modified as a result of field investigations and further consultation with agencies.

## Local Agencies

- *City of Riverside*
  - Traffic permits consistent with Riverside City codes.
- *Riverside County*
  - Regional Conservation Authority Notice of Inclusion (MSHCP).

## 2.0 PROJECT DESCRIPTION

### 2.1 INTRODUCTION

RPU is proposing to construct a new 12 kV electric distribution circuit to support existing and future electric load requirements in the Canyon Crest and Alessandro Heights neighborhoods off Overlook Parkway. RPU has reliability concerns associated with electric load demand on Circuit 1533, an existing 12kV distribution circuit. Circuit 1533 is currently 8 miles long, the longest distribution circuit on the RPU system. During peak load periods, the inline voltage regulator is overloaded and the end-of-line voltage needs further support. The proposed project would install approximately 2.9 miles of new distribution line and shorten the length of the distribution circuit to the Canyon Crest and Alessandro Heights neighborhoods, resulting in reliable voltage and improved electric service. The construction of this new 12 kV is consistent with the *General Plan 2025*, which discussed that the City was upgrading and expanding existing facilities to meet future growth needs.

### 2.2 PROJECT LOCATION

The project is located in an area of Southern California referred to as the Inland Empire. The project area is located in the northwest corner of Riverside County within the southeast portion of the City of Riverside.

A route has been identified through system studies performed by RPU. The alignment for the proposed 12 kV circuit generally runs north to south along Trautwein Road and Alessandro Boulevard from John F. Kennedy Boulevard to Overlook Parkway. The alignment then runs generally east to west on Overlook Parkway from Alessandro Boulevard to Crystal View Terrace. The area is characterized by urban and suburban development with some undeveloped lands. The natural topography is primarily valley lowlands. Figure 1 provides a graphic portrayal of the project location and vicinity.

The route starts at the Orangecrest Substation located at the southeast corner of Trautwein Road and John F. Kennedy Boulevard. From the substation, the new cable will be routed through existing underground conduits north along Trautwein Road for 6,500 feet and continuing north through existing underground conduits along Alessandro Boulevard for approximately 5,200 feet to Overlook Parkway. The underground cable will then continue west into a new underground conduit system proposed within the street right-of-way along Overlook Parkway for approximately 1,300 feet. From this location, an overhead span of 350 feet will be constructed over the eastern arroyo located near the end of the pavement at Overlook Parkway. The cable will continue west underground through existing conduits for approximately 1,000 feet and past Via Vista Drive to the western arroyo. An overhead span of 600 feet will be constructed to clear the second arroyo and then drop underground into existing underground conduits located within the Overlook Parkway right-of-way for approximately 300 feet to Crystal View Terrace where the new cable will tie into existing facilities.

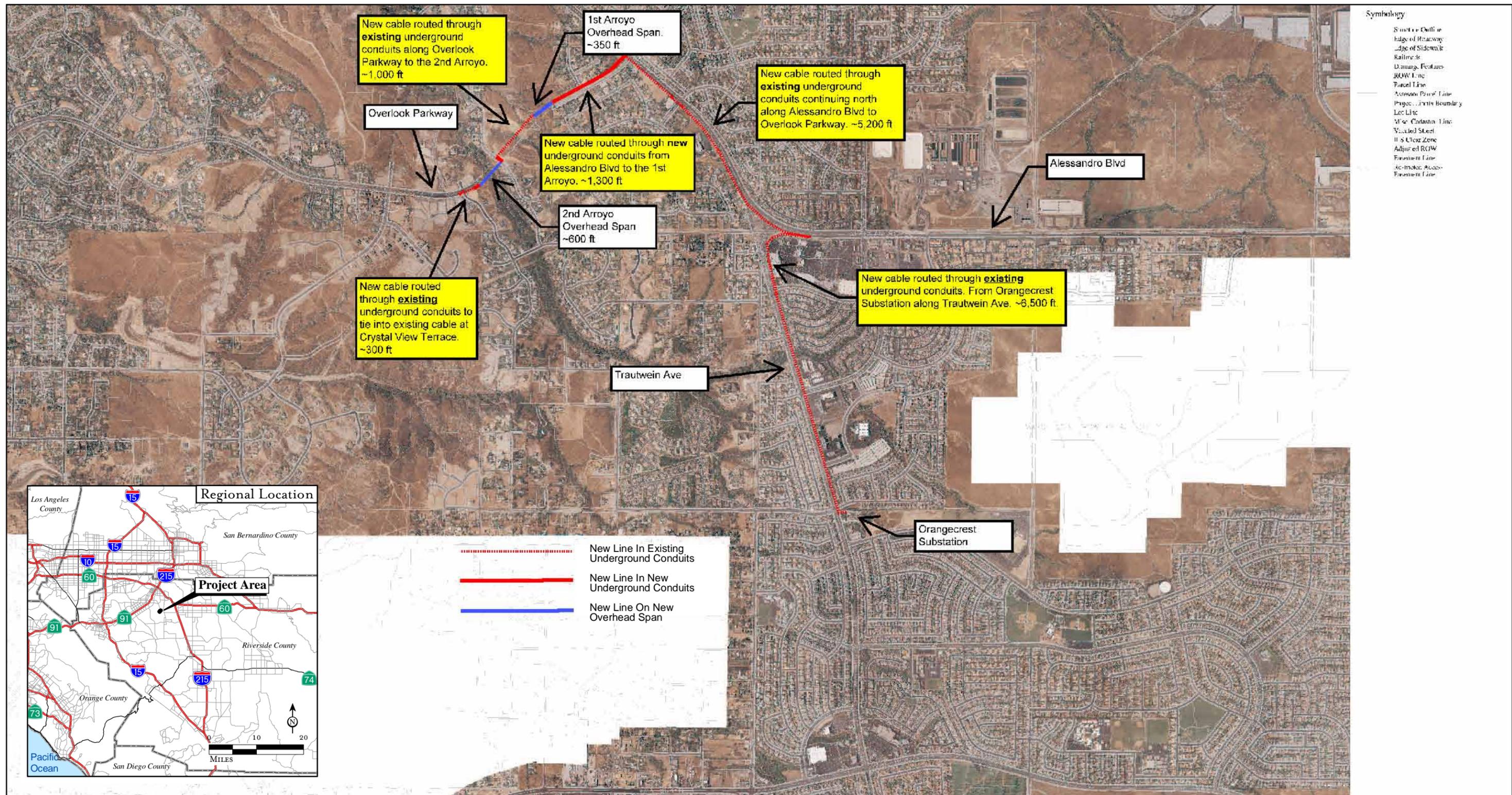
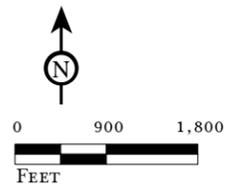


FIGURE 1

LSA



SOURCE: City of Riverside, 2009

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1533 Feeder Load Relief Project  
Initial Study  
Mitigated Negative Declaration

Project Location and Vicinity

## 2.3 DESCRIPTION OF AN ELECTRICAL SYSTEM

Electric energy can be produced from different sources in a number of ways, but typically it is produced at large power generating plants, usually at some distance from consumers. The power plants are typically connected to a regional electrical system, consisting of high voltage transmission lines and substations which normally operate at 230 kV and higher. Large power transformers in electrical substations “step down” or reduce the transmission voltage so that the energy can then flow through subtransmission lines, such as 69 kV lines that make up the RPU subtransmission network, to distribution substations. At the distribution substations, the voltage is again stepped down via power transformers to a lower voltage, typically 12 kV, to which a number of distribution circuits are connected. The energy then flows through one of these distribution circuits to a transformer located at or near the final consumer where it is stepped down to voltages generally between 120 and 480 volts for the end user.

## 2.4 PROJECT DESCRIPTION

### Construction Methods

The proposed 12 kV distribution circuit would be constructed using existing underground conduit, new underground conduit installed as part of this project, and new overhead structures consisting of wood poles. Each of these three installation/construction types is described as follows:

**New Cable Installed Within Existing Underground Conduit.** As described previously, four segments of the proposed new distribution circuit would be installed within existing underground conduit. These segments include approximately 6,500 linear feet on Trautwein Road from the Orangecrest Substation located at John F. Kennedy Boulevard to Alessandro Boulevard, approximately 5,200 linear feet on Alessandro Boulevard from Trautwein Road to Overlook Parkway, approximately 1,000 linear feet on Overlook Parkway from the eastern arroyo to the western arroyo near Via Vista Drive, and approximately 300 linear feet on Overlook Parkway from the western arroyo to Crystal View Terrace.

Installation of the new distribution lines within the existing underground conduit will involve pulling each conductor from the Orangecrest Substation to conduit pull boxes, with this process repeated until the run is completed. During these tasks, traffic lanes may be temporarily blocked so that construction personnel and their construction vehicles and equipment can safely complete the operation.

**New Cable Installed within New Underground Conduit.** As described previously, one segment of the proposed new distribution circuit would be installed in a new underground conduit constructed as part of the proposed project. This segment includes approximately 1,300 linear feet on Overlook Parkway from Alessandro Boulevard to the eastern arroyo. The new underground conduit would be constructed primarily within the existing asphalted road surface on Overlook Parkway. Trenching for the undergrounding would be approximately 18 inches wide to encase the conduit containing the electrical distribution lines at a depth of approximately 5 feet. The streets would be covered by metal plates, managed by directional flag men, and follow best management practices (BMPs) during construction to ensure public safety. The new conduit would be backfilled with road subgrade materials and the asphalt road surface repaired. Figure 2 shows a schematic cross-section of the underground conduit. Table A shows the construction duration, equipment, and personnel anticipated for constructing the underground conduit.

Installation of the new distribution lines within the new underground conduit will be performed in the same manner as described above for the existing underground conduit. A temporary construction phasing

area would be needed along or near the proposed underground conduit alignment for construction crews to store materials and vehicles. It is anticipated that existing Overlook Parkway right-of-way will function as the construction phasing area.

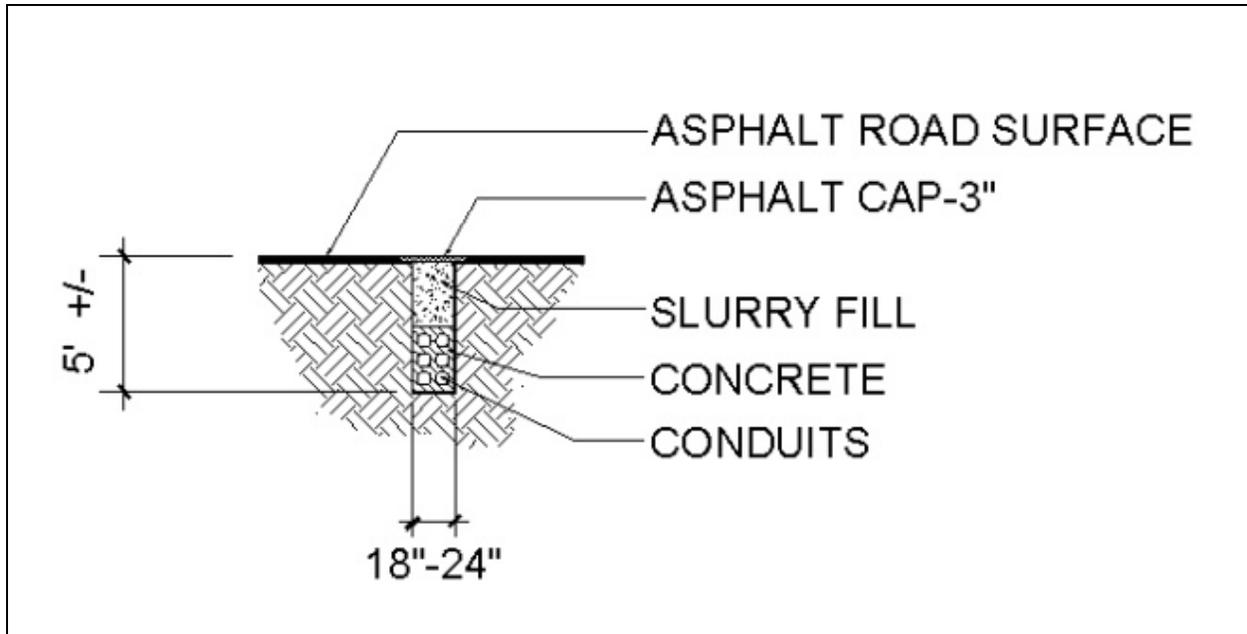


Figure 2: Underground conduit schematic cross-section.

**Table A: Estimated Undergrounding Construction Duration, Equipment and Personnel**

Type of Crew	Duration	Equipment	Number of Personnel
Structure Crew	11 days	Line truck, bucket truck, and material truck	5
Trench/Asphalt Crew	15 days	Track hoe, two dump trucks, loader, two concrete trucks, asphalt scraper, asphalt roller, and water truck	4
Switch Crew	3 days	Line truck and material truck	4
Underground Crew	15 days	Pickup truck, cable truck, cable pulling rig, and water truck	5

**New Cable Installed on Overhead Spans.** As described previously, two segments of the proposed new distribution circuit would be installed on overhead spans constructed as part of the project. These segments include a span of approximately 350 feet over the eastern arroyo located near the end of the pavement at Overlook Parkway (1,300 feet west of Alessandro Boulevard) and a span of approximately 600 feet over the western arroyo located near Via Vista Road (300 feet east of Crystal View Terrace).

Typical heights of the four power poles will range from 50 to 70 feet (see Figure 3) and will be made of wood. All poles will be located within existing road rights-of-way and will not be placed within the arroyo areas.

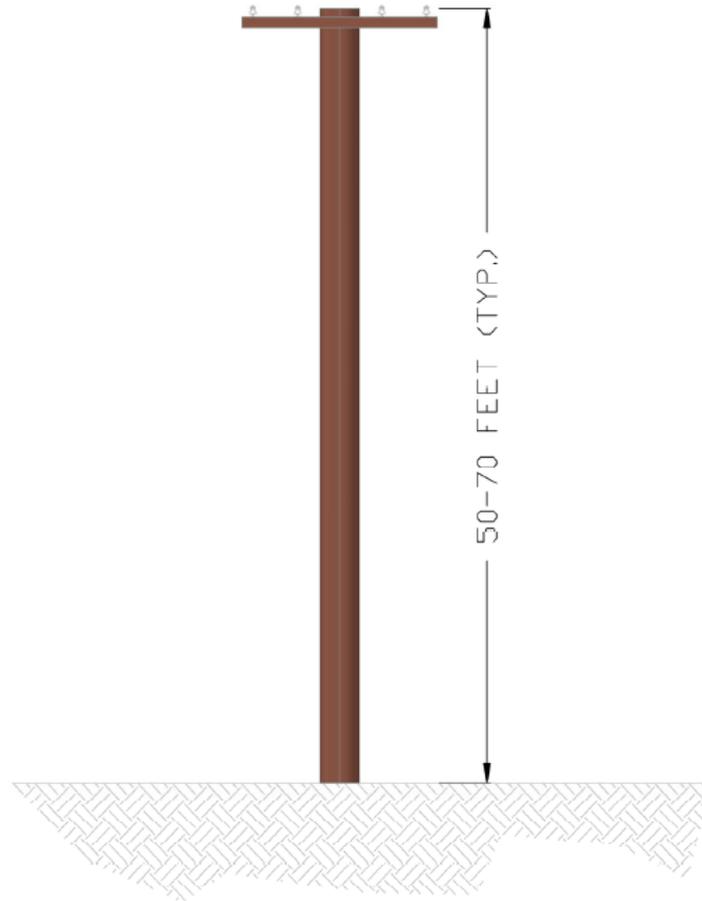


Figure 3: Typical 12 kV pole structure.

All pole foundations would be directly embedded. The foundations would be built below grade to enable the finished surface at the base of the pole to remain flush with the existing surface. The bottom of the poles would vary in diameter from approximately 1.0 to 2.0 feet. Installation depths would vary according to soil and geological conditions and structural requirements.

The construction of the proposed 12 kV distribution lines would generally follow the sequence of surveying the centerline, access preparation, installing poles, stringing, tensioning, clipping conductors, cleanup, and restoration. Stringing the lines will be accomplished by construction personnel manually carrying the lines between the two poles and across the arroyos, which will minimize or eliminate impacts to the arroyos.

A temporary construction phasing area would be needed along or near the proposed spans for construction crews to store materials and vehicles (day time use only). It is anticipated that existing Overlook Parkway right-of-way will function as the construction phasing area. Total construction time for this segment is estimated to be four (4) days.

Access will be located on existing roads. Disturbances to areas around the pole foundations would be restored to their original conditions upon completion of the project. Disturbances to natural habitat from carrying the lines across the arroyos will be minimal due to the manual nature of the construction method

employed (i.e., walking). Land rights are in place for the western arroyo and an easement for access across the eastern arroyo will be acquired from the applicable property owner(s) as necessary.

**Project Components.** The proposed project involves the construction of a new 12 kilovolt (kV) electric distribution circuit to support existing and future electric load requirements in the Canyon Crest and Alessandro Heights neighborhoods off Overlook Parkway and consists of three major components. The first component involves installation of new distribution lines within existing conduit in Trautwein Road and Alessandro Boulevard from the Orangecrest Substation located at the southeast corner of the John F. Kennedy Boulevard intersection north for approximately 11,700 feet. The second component involves installation of new distribution lines and new underground conduit within the street right-of-way along Overlook Parkway west from Alessandro Boulevard for approximately 1,300 feet to the dead end at the eastern arroyo. The third component involves installation of two overhead spans across two arroyos. The first span would cover a span of approximately 350 feet across the eastern arroyo located near the end of the pavement at Overlook Parkway. The cable would continue west underground through existing conduits in a recently paved and discontinuous section of Overlook Parkway for approximately 1,000 feet and past Via Vista Drive to the western arroyo. An overhead span of 600 feet will be constructed to clear the second arroyo and then drop underground into existing underground conduits located within the Overlook Parkway right-of-way for approximately 300 feet to Crystal View Terrace where the new cable will tie into existing facilities.

### 3.0 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

#### 3.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:

**a) Have a substantial adverse effect on a scenic vista?**

**LESS THAN SIGNIFICANT IMPACT.** As described in the Aesthetics Section of the *City of Riverside General Plan 2025 EIR*, the hills and the ridgelines that surround the City are considered scenic vistas afforded to residents of the City. The EIR identifies the following notable scenic vistas within the City: La Sierra/Norco Hills, Sycamore Canyon Wilderness Park, and Box Springs Regional Park. These scenic features are visible from many areas within the City, including portions of the proposed project area.

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. Because this component of the project would not introduce new features that may obstruct scenic vistas as facilities are already in place underground, no substantial adverse effect on a scenic vista would occur. No mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. This component of the project would not introduce new features that may obstruct scenic vistas as facilities will be placed

underground within existing roadways; therefore, no substantial adverse effect on a scenic vista would occur. No mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation of four pole structures used to elevate power lines over the arroyo areas. An easement is already in place for the western arroyo, while a new easement will need to be obtained to span the eastern arroyo. This component of the proposed project would introduce new structures, in the form of pole structures and connecting lines, into the project area. However, the four pole structures would be similar in stature to existing light poles and other elevated utilities in the surrounding area. While this component of the proposed project would result in the introduction of new facilities that would alter the visual environment, the installation of new poles structures would occur in an area where similar existing structures already occur. Should Overlook Parkway be constructed in the future, new underground conduits and cable would be added to the new roadway. This would allow removal of the overhead spans and the four pole structures. Implementation of the proposed project would not create a significant impact upon a scenic vista. No mitigation is required.

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

**LESS THAN SIGNIFICANT IMPACT.** As described in the Aesthetics Section of the *City of Riverside General Plan 2025 EIR*,<sup>1</sup> Overlook Parkway is a City-designated Scenic Boulevard/Parkway. While the City identifies specific roadways they consider to be scenic and/or special, there are no officially designated State Scenic Highways or eligible State Scenic Highways within the City.

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. This component of the project would not introduce new features that may affect scenic resources as facilities are already in place underground; therefore, no substantial adverse effect on a scenic vista would occur. No mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. Because this component of the project would not introduce new features that may affect scenic resources as facilities will be placed underground within existing roadways, a less than significant impact on a scenic vistas would occur. No mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation of four pole structures used to elevate power lines over the arroyo areas. The City's *General Plan 2025 EIR* identifies numerous policies related to the protection/preservation and/or enhancement of aesthetic resources including City-designated Scenic Boulevards/Parkways. The proposed project has been designed to minimize aesthetic impacts to Overlook Parkway and the arroyos. Should Overlook Parkway be constructed in the future across the arroyos, new underground conduits and cable would be included as part of the new roadway. This would allow removal of the overhead spans and the four pole structures.

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<sup>1</sup> *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, City of Riverside, November 2007.

Based on the reasons stated above, the proposed project would create a less than significant impact to scenic resources and no mitigation is required.

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

**LESS THAN SIGNIFICANT IMPACT.** The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. Because this component of the project would not introduce new features that may affect the visual character or quality of the project area as facilities are already in place underground, no degradation of visual character or quality of the project area would occur. No mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. Because this component of the project would not introduce new features that would alter the visual character or quality of the project area as facilities will be placed underground within existing roadways, a less than significant would occur. No mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation of four pole structures used to elevate power lines over the arroyo areas. This is the only visible component of the proposed project. The City's General Plan 2025 EIR identifies numerous policies related to the protection/preservation and/or enhancement of aesthetic resources. As stated above, the overhead facilities will be removed and placed underground in the event that Overlook Parkway is extended.

Based on the reasons stated above, the proposed project would create a less than significant impact to the visual character or quality of the project area and no mitigation is required.

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

**LESS THAN SIGNIFICANT IMPACT.** There will be no permanent additional light sources as a result of the project. As described in the City's General Plan EIR, the City has significant existing sources of light and glare, such as streetlights along roadways, parking lots and walkways, lighted recreation facilities, and light emitted from residential and non-residential buildings. Buildings and structures made with glass, metal and polished exterior or roofing materials exist throughout the City, constituting sources of localized glare.

The Mount Palomar Observatory, located in San Diego County, has identified that the continued urbanization of southwestern Riverside County contributes to reducing the nighttime usefulness of the Observatory due to the emission of lighting from streetlights, automobiles, residences, and businesses. In 1988, the County of Riverside adopted Ordinance No. 655 regulating light pollution. Ordinance No. 655 establishes standards to limit light leakage in order to reduce interference with nighttime astrological observation and research conducted at the Mount Palomar Observatory. Ordinance No. 655 established two zones

based on radial distance from the Mount Palomar Observatory. Zone A is defined as a circular area within a 15-mile radius of the observatory. Zone B includes a circular ring area defined by two circles, one forty-five (45) miles in radius centered on Palomar Observatory, and the other the perimeter of Zone A. The proposed project area is not within the 45-mile radius and is not subject to Ordinance No. 655.

Routine construction, operation, and maintenance work will be performed during the day; however, there may be times during construction when nighttime lighting will be necessary to maintain a safe working environment. In this case, the lighting would be temporary and will be directed toward the work areas requiring illumination and away from motorists and residences resulting in a less than significant impact. No mitigation is required.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

**3.2 AGRICULTURAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No 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 non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:

- 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 non-agricultural use?**

**NO IMPACT.** All ground-disturbing activities will take place within existing rights-of-way, existing easements, or future utility easements. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance was identified within the project limits.

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. Because this component of the project would occur within existing conduit within existing roadways, no impacts related to farmland would occur. No mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. Because this component of the project would occur within existing roadways, no impacts related to farmland would occur. No mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation of four pole structures used to elevate power lines over the arroyo areas. None of the land within the potential areas of disturbance associated with this component is identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impacts associated with the conversion of farmland to urban uses would occur with project implementation. No mitigation is required.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**NO IMPACT.** The proposed project area is not zoned for agricultural use nor is there any Williamson Act contract in effect. The installation of new distribution lines within existing conduit and the installation of new distribution lines within new conduit would occur within existing roadways; therefore, these components of the proposed project would not affect land zoned for agricultural use or a Williamson Act contract. The installation of overhead spans over two arroyos in the project area involves the construction and installation of four pole structures used to elevate power lines over the arroyo areas. None of the land within the potential areas of disturbance associated with this component of the project is on land zoned for agricultural use or where a Williamson Act contract is in effect. Therefore, there would be no impact related to existing zoning for agricultural use or a Williamson Act contract and no mitigation is required.

**c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

**LESS THAN SIGNIFICANT IMPACT.** All ground-disturbing activities will take place within existing rights-of-way, existing easements, or future utility easements. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance was identified within the project limits. However, a portion of the potential area of disturbance for the eastern arroyo pole structures was determined to be Farmland of Local Importance. Implementation of the proposed project may result in the disturbance of land designated as Farmland of Local Importance. However upon the completion of the project's construction, only the footprint of the poles would be converted. The only portions of the site that would be converted would be the footprint of four poles which would each be no more than 24 inches in diameter. The remainder of the property could be used for agricultural use in the unlikely event that the property owner chooses to do so. Furthermore, this conversion would not result in the premature conversion of other land designated as farmland to non-agricultural uses as there

are no active farmland uses in the vicinity of the project area. For these reasons, impacts are less than significant and no mitigation is required.

**Sources**

California Department of Conservation (CDC), Division of Land Resource Protection. 2004. *Table A-22, Riverside County, 2002-2004 Land Use Conversion.*

City of Riverside. November 2007. *Riverside General Plan 2025.*

**3.3 AIR QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standards or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state AAQS (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentration?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors that would affect a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:

**a) Conflict with or obstruct implementation of the applicable air quality plan?**

**LESS THAN SIGNIFICANT IMPACT.** The Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin) sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. Air quality in the Basin is regulated by the South Coast Air Quality Management District (SCAQMD). The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly,

conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

The proposed project involves the construction of a new 12 kilovolt (kV) electric distribution circuit to support existing and future electric load requirements in the Canyon Crest and Alessandro Heights neighborhoods off Overlook Parkway. Because the project's purpose is to meet existing electricity demand, it does not have the potential to induce growth over and above the projected growth forecasts contained in the City's General Plan 2025 used by AQMD in their forecasts used to prepare the AQMP. Therefore, the project will not affect implementation of the AQMP. Impacts are considered less than significant and no mitigation is required.

**b) Violate any air quality standards or contribute substantially to an existing or projected air quality violation?**

**LESS THAN SIGNIFICANT IMPACT.** Trenching and other construction activities would result in combustion emissions from heavy-duty construction vehicles, haul trucks, and vehicles transporting the construction crew. Exhaust emissions during these construction activities will vary daily as construction activity levels change. As described previously, one segment of the proposed new distribution circuit would be installed in a new underground conduit constructed as part of the proposed project. This segment includes approximately 1,300 linear feet on Overlook Parkway from Alessandro Boulevard to the eastern arroyo. The new underground conduit would be constructed primarily within the existing asphalted road surface on Overlook Parkway. Trenching for the undergrounding would be approximately 18 inches wide to encase the conduit containing the electrical distribution lines at a depth of approximately 5 feet. The streets would be covered by metal plates, managed by directional flag men, and follow best management practices during construction to ensure public safety. The new conduit would be backfilled with road subgrade materials and the asphalt road surface repaired. This phase of construction represents the most intense construction period in which daily emissions would be at their greatest level based on the equipment list and duration identified in previously referenced Table A. The other construction phases identified in Table A would not result in any greater construction emissions due to less equipment being used and shorter construction duration.

Currently, the Basin is designated as a nonattainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. Project construction will be required to comply with regional fugitive dust reduction practices (SCAQMD Rule 403) that assist in reducing short-term air pollutant emissions. The purpose of SCAQMD Rule 403 is to reduce the amount of particulate matter in the atmosphere resulting from man-made fugitive dust sources. Among the requirements under this rule, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. This is achieved by requiring actions to prevent, reduce, or mitigate dust emissions. Adherence to Rule 403 is a standard requirement for any construction activity occurring within the Basin. Adherence to Rule 403 can reduce fugitive dust emissions by 50 percent or more. Table B identifies peak day construction emissions for the most intense construction phase.

**Table B: Emissions from Construction Equipment Exhaust and Fugitive Dust**

Construction Phase	Pollutant Emissions (pounds per day)						CO <sub>2</sub>
	CO	ROCs	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	
Trenching/Asphalt Installation	18	5	43	0	1.8	1.7	4,500
<b>SCAQMD Threshold</b>	<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>	<b>55</b>	<b>No Threshold</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	
<b>Localized Significance Threshold</b>	<b>602</b>	—	<b>118</b>	—	<b>4</b>	<b>3</b>	
<b>Significant?</b>	<b>No</b>	—	<b>No</b>	—	<b>No</b>	<b>No</b>	—

CO = carbon monoxide

CO<sub>2</sub> = carbon dioxide

NO<sub>x</sub> = nitrogen oxides

PM<sub>10</sub> = particulate matter less than 10 microns in size

Source: LSA Associates, Inc., November 2009.

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in size

ROCs = reactive organic compounds

SCAQMD = South Coast Air Quality Management District

SO<sub>x</sub> = sulfur oxides

As depicted in Table B, construction emissions would not exceed regional thresholds and impacts are less than significant. No mitigation is required.

The SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003, recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. Localized Significance Thresholds (LSTs) represent the maximum emissions from a project that are not expected to result in an exceedance of the national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA) and the distance to the nearest sensitive receptor. For this project, the appropriate SRA is the Metropolitan Riverside County (Area 23) according to the SRA/City Table on the SCAQMD LST website.<sup>2</sup> As previously described, it is expected that construction would occur in increments of approximately 500 linear feet per day and less than 1 acre will be actively worked on during any given day. Therefore, the 1-acre thresholds were used. The residences nearest to the project area are adjacent to the project boundary. Thus, the LST values for the distance of 25 meters were used, as the SCAQMD recommends utilizing this distance when receptors are located 25 meters or less from the project area. The applicable construction LSTs for the project are shown in Table B, which shows that emissions would not exceed LST thresholds and would not require mitigation.

The proposed project would not generate emissions once construction of the project is completed. Therefore, implementation of the proposed project would not result in long-term air pollutant emissions, and impacts related to long-term emissions are less than significant. Therefore, no mitigation is required for long-term emissions.

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state AAQS (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**LESS THAN SIGNIFICANT IMPACT.** The portion of the Basin within which the project is located is designated as a non-attainment area for ozone and PM<sub>10</sub> under state standards, and as a non-attainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> under federal standards.

<sup>2</sup> [www.aqmd.gov/ceqa/handbook/LST/LST.html](http://www.aqmd.gov/ceqa/handbook/LST/LST.html)

In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that “previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis.” In addressing cumulative effects for air quality, the AQMP utilizes approved general plans and, therefore, the general plan is the most appropriate document to use to evaluate cumulative impacts of the project. This is because the AQMP evaluated air quality emissions for the entire Basin using a future development scenario based on population projections and set forth a comprehensive program that would lead the region, including the project, into compliance with all federal and state air quality standards. Since the project is in compliance with the AQMP and both short-term and long-term emissions are below all applicable SCAQMD established regional and localized thresholds of significance, the project’s cumulative impact to air quality is considered less than significant.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**LESS THAN SIGNIFICANT IMPACT.** Please refer to Checklist Response 3.b.

**e) Create objectionable odors that would affect a substantial number of people?**

**LESS THAN SIGNIFICANT IMPACT.** During construction, vehicle and equipment exhaust would create odors. Additionally, the installation of asphalt may also generate odors. These odors are temporary and not likely to be noticeable beyond the project limits. Land uses generally associated with long-term objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The proposed project does not include uses that would generate long-term objectionable odors.

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. Because this component of the project would not involve any odor-generating activities, impacts are considered less than significant and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. SCAQMD Rule 1108 identifies standards regarding the application of asphalt. Adherence to the standards identified in SCAQMD Rule 1108 would reduce temporary odor impacts to a less than significant level. No mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation of four pole structures used to elevate power lines over the arroyo areas. Because this component of the project would not involve any odor-generating activities, impacts are considered less than significant and no mitigation is required.

**Sources**

South Coast Air Quality Management District, *Draft Air Quality Management Plan*, 2007.

### 3.4 GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing The emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**LESS THAN SIGNIFICANT IMPACT.** During the construction of the project, equipment and vehicles would be used that will generate greenhouse gases in small amounts. There currently are no identified thresholds for greenhouse gas emissions. This section provides an analysis of greenhouse gas (GHG) emissions associated with the proposed project. This analysis examines the short-term construction and long-term operational impacts of the proposed project as it relates to greenhouse gases.

The following analysis represents an estimate of the project's GHG emissions through the quantification of carbon dioxide emissions (CO<sub>2</sub>). Carbon dioxide emissions account for approximately 84 percent of the State's total GHG emissions in 2004. Methane and nitrous oxide accounted for 5.7 and 6.8 percent, respectively. Therefore, the estimation of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from the most important construction and operation-related sources is illustrative of much of the project's contribution to GHG emissions. The following project activities were analyzed for their contribution to global CO<sub>2</sub> emissions.

Project-related emissions of greenhouse gases (GHG) have been modeled by including direct emissions from project vehicular traffic. Indirect emissions from electric power plants generating electricity, energy used to provide water, and the processing of solid waste were not accounted for due to the nature of the project. There would be no quantifiable amount of electricity and natural gas usage to substantially contribute to the overall CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions as there are no buildings that would utilize electricity or natural gas. Similarly, the project would not utilize a quantifiable amount of water or generate solid waste to substantially contribute to the overall CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions. The emissions of GHG resulting have been estimated using parameters from both the State of California and the U.S. Government.

As shown on the first worksheet (Appendix A), the emissions were calculated for the year 2010. Vehicle emissions of CO<sub>2</sub> and CH<sub>4</sub> were determined using EMFAC2007 emissions factors for 14 vehicle trips per day (from the URBEMIS air quality modeling output), combined with the assumption (shown on the Vehicle Emissions Worksheet) that the average

trip length is 40 miles and the average speed is 40 miles per hour. Also shown on this worksheet is that N<sub>2</sub>O emissions factors from the U.S. EPA were used. However these are not as specific as the EMFAC factors which vary by vehicle speed, but do vary by vehicle type. The output of 14 vehicles per day is overly conservative as the project is a utility project where daily vehicle trips will no longer occur upon completion of construction.

**Calculation of Greenhouse Gas Emissions.** The project's GHG emissions during construction and mobile sources during project operation were estimated by using the URBEMIS 2007 computer model (Version 9.4.2). The project's GHG emissions from on-site equipment were estimated using the emission factors for off-road equipment found on the SCAQMD website.

The methodology used to analyze the project's potential effect on global warming includes a calculation of GHG emissions. Greenhouse gas emissions associated with the proposed project were estimated separately for two categories or sources of emissions: (1) increase in emissions due to construction activities; and (2) vehicle use due to development of the facility. GHG emission calculations were conducted for CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O as these are the most prevalent of greenhouse gases.

- **Construction Activities.** GHG emissions would be released through the burning of fossil fuels in construction equipment. However, GHG emissions associated with this phase of the project would be temporary.

Production and eventual disposal of materials used in the construction of the project causes emission of greenhouse gases. These emissions are generally referred to as "life-cycle" emissions. For example, manufacture of building materials, such as cement, produces large quantities of life-cycle GHG emissions.

While construction of the project will lead to life-cycle emissions, environmental impacts of the production and disposal of materials are not generally analyzed in other sections of the Initial Study in order to avoid speculation and to maintain a reasonable analytical approach toward assessing environmental impacts. For example, criteria pollutant emissions associated with off-site cement manufacture for a project are not considered. These impacts are not evaluated because to do so would require highly speculative forecasting, which lead agencies are poorly situated to conduct and are not required to conduct under CEQA (Cal. Pub. Res. Code §§ 15144, 15145).

The recent CAPCOA White Paper on CEQA and Climate Change supports this conclusion by stating that, "The full life-cycle of GHG emissions from construction activities is not accounted for ... and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level."<sup>3</sup>

Life-cycle GHG emissions caused by a project are extremely difficult to estimate before they occur because of large variations in the carbon intensity of materials among suppliers. In addition, developers very often do not have control over choice of supplier by builders on a project. While it is possible to quantify life-cycle emissions when all suppliers of production materials are known, in the absence of such knowledge and/or control, indirect life-cycle GHG emissions are, although real, extremely uncertain. Thus, quantification of these emissions is not attempted because to do so would be too speculative (Cal. Pub. Res. Code §§ 15144, 15145).

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<sup>3</sup> California Air Pollution Control Officers Association, CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, 65 (January 2008).

- **Vehicle Use.** Mobile source GHG emissions were estimated based on the conservative 14 projected gross daily trips from the URBEMIS air quality model output conducted for this project. Average trip lengths were estimated based on the URBEMIS 2007 model outputs. Emissions of CO<sub>2</sub> and CH<sub>4</sub> were obtained from the EMFAC2007 model. Emissions of N<sub>2</sub>O and CH<sub>4</sub> were estimated based on EPA emission factors, assuming vehicles, on average, would meet Tier 0 emission standards.

**Project Carbon Dioxide Emissions.** The project will generate emissions of carbon dioxide primarily in the form of vehicle exhaust. Carbon dioxide emissions from vehicles were calculated using URBEMIS 2007 assumptions and EMFAC2007 emission factors that are used in URBEMIS 2007. Based on the URBEMIS air quality model output, the project's estimated carbon dioxide emissions are approximately 23.5 metric tons per year.

**Project Methane Emissions.** The project will generate emissions of methane primarily in the form of vehicle exhaust. Methane emissions from natural gas combustion were generated using an EPA AP-42 emission factor.<sup>4</sup> Methane emissions from vehicles were estimated using EPA emission factors for on-highway vehicles<sup>5</sup> and the same assumptions used to estimate criteria pollutants in URBEMIS 2007. Methane emissions generated during construction activities were not included because the emissions associated with construction are temporary and do not emit methane emissions that occur over the long-term. Based on the worksheets contained in Appendix A, the project's estimated methane emissions are approximately 0.0011 metric ton per year.

**Project Nitrous Oxide.** The project would generate small amounts of nitrous oxide from vehicle emissions. Emissions from natural gas combustion were generated using an EPA AP-42 emission factor.<sup>6</sup> Nitrous oxide from vehicles was estimated using EPA emission factors for on-highway vehicles<sup>7</sup> and the same assumptions that were used to estimate criteria pollutants. Nitrous oxide emissions generated during construction activities were not included because the emissions associated with construction are temporary and do not emit nitrous oxide emissions that occur over the long-term. Based on the worksheets contained in Appendix A, the project's estimated nitrous oxide emissions are approximately 0.0018 metric ton per year.

**Other Greenhouse Gas Emissions.** Estimations for other GHG emissions were not calculated as these gases would not be generated or would not be affected by the proposed project:

*Water Vapor:* The project does not contribute to this greenhouse gas because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks and not emissions from utility-related activities.

*Ozone:* Ozone is a greenhouse gas; however, unlike the other greenhouse gases, ozone in the troposphere is relatively short-lived and therefore is not global in nature. According to the

<sup>4</sup> AP-42 Emission Factor, Natural Gas Combustion, U.S. Environmental Protection Agency, July 1998. [www.epa.gov/ttn/chieff/ap42/ch01/final/c01s04.pdf](http://www.epa.gov/ttn/chieff/ap42/ch01/final/c01s04.pdf).

<sup>5</sup> EPA420-P-04-016: *Update of Methane and Nitrous Oxide Emission Factors for On-Highway Vehicles*. U.S. Environmental Protection Agency, prepared by ICF Consulting, November 2004. <http://www.epa.gov/otaq/models/ngm/420p04016.pdf>.

<sup>6</sup> AP-42 Emission Factor, Natural Gas Combustion, U.S. Environmental Protection Agency, July 1998. [www.epa.gov/ttn/chieff/ap42/ch01/final/c01s04.pdf](http://www.epa.gov/ttn/chieff/ap42/ch01/final/c01s04.pdf).

<sup>7</sup> EPA420-P-04-016: *Update of Methane and Nitrous Oxide Emission Factors for On-Highway Vehicles*. U.S. Environmental Protection Agency, prepared by ICF Consulting, November 2004. <http://www.epa.gov/otaq/models/ngm/420p04016.pdf>.

California Air Resources Board (CARB), it is difficult to make an accurate determination of the contribution of ozone precursors (NO<sub>x</sub> and VOCs) to global warming. Therefore, project emissions of ozone precursors would not significantly contribute to global climate change.

*Chlorofluorocarbons:* There is a ban for chlorofluorocarbons; therefore, the project would not generate emissions of these greenhouse gases and is not considered any further in this analysis.

*Hydrofluorocarbons:* The project may emit a small amount of HFC emissions from leakage and service of refrigeration and air conditioning equipment and from disposal at the end of the life of the equipment.<sup>8</sup> It is customary to exclude chlorofluorocarbons and hydrofluorocarbons from GHG inventories because they are regulated and are being phased out by the Clean Air Act and also because their global warming potentials are complicated by the fact that they deplete stratospheric ozone, which is also a greenhouse gas.

*Perfluorocarbons and Sulfur Hexafluoride:* Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications including aluminum smelting, semiconductor manufacturing, electric power transmissions and distribution, and magnesium casting. The proposed project would not include any of these industrial applications. Additionally, there is no aluminum or magnesium production in California; therefore, these sources of greenhouse gases are excluded.<sup>9</sup>

Global warming potentials (GWPs) are used to compare the abilities of different GHGs to trap heat in the atmosphere. GWPs are based on the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO<sub>2</sub>. The GWP provides a construct for converting emissions of various gases into a common measure, which allows climate analysts to aggregate the radiative impacts of various GHGs into a uniform measure denominated in carbon or CO<sub>2</sub> equivalents (CO<sub>2</sub>e). The primary greenhouse gas generated by the project would be carbon dioxide. As identified in the worksheets contained in Appendix A, the proposed project's total unmitigated carbon dioxide equivalents<sup>10</sup> for carbon dioxide, methane, and nitrous oxide would be 0.56 CO<sub>2</sub>e, or 0.00000056 Teragram (Tg) CO<sub>2</sub> Eq per year.

The carbon dioxide, methane, and nitrous oxide emissions that would be associated with the proposed project is approximately 0.00000012 percent of California's 2004 total emissions for carbon dioxide, methane, and nitrous oxide (492 Tg CO<sub>2</sub> Eq).

**CARB Early Action Measures.**<sup>11</sup> The measures identified in the *Proposed Early Actions to Mitigate Climate Change in California* document will become part of the State's comprehensive strategy for achieving GHG reductions under Assembly Bill 32, the California Global Warming Solutions Act of 2006 (AB 32).

By January 1, 2009, the CARB must design and adopt an overall plan to reduce GHG emissions to 1990 levels. By January 1, 2011, the CARB must adopt the necessary

<sup>8</sup> EPA430-K-03-004, *Direct HFC and PFC Emissions from Use of Refrigeration and Air Conditioning Equipment*. U.S. Environmental Protection Agency, Climate Leaders, October 2004, [http://www.epa.gov/climateleaders/documents/resources/refrige\\_acequipuseguidance.pdf](http://www.epa.gov/climateleaders/documents/resources/refrige_acequipuseguidance.pdf).

<sup>9</sup> *Hydrofluorocarbon, Perfluorocarbon, and Sulfur Hexafluoride Emissions*, California Climate Change Policy and Program, California Climate Change Portal, [http://www.climatechange.ca.gov/policies/1990s\\_in\\_depth/page11.html](http://www.climatechange.ca.gov/policies/1990s_in_depth/page11.html), website accessed January 21, 2008.

<sup>10</sup> All greenhouse gases are presented in units of teragrams of carbon dioxide equivalents (Tg CO<sub>2</sub> Eq.).

<sup>11</sup> *Proposed Early Actions to Mitigate Climate Change in California*, California Air Resources Board, April 20, 2007.

regulations to implement that plan. Implementation begins no later than January 1, 2012, and the emissions reduction target must be fully achieved by January 1, 2020. As part of this comprehensive effort, the CARB is empowered to use traditional command and control methods and to adopt and implement market-based compliance mechanisms provided certain criteria are met. The proposed project is in compliance with all the applicable CARB Early Action Strategies. In addition, the impacts on climate change of a project of this size, considered in isolation, would be analytically indistinguishable from the background. For these reasons, the project-specific incremental contribution to climate change at the project level is less than significant. No mitigation is required.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**LESS THAN SIGNIFICANT IMPACT.** The City of Riverside has published the Clean and Green Sustainable Riverside Action Plan<sup>12</sup> (Action Plan), which serves as an implementation plan to further the City's commitment to a clean, green, and sustainable future. The Action Plan highlights seven vital areas of city life: Energy, Greenhouse Gas Emissions, Waste, Urban Design, Urban Nature Transportation and Water. Each topic identifies specific implementation actions to achieve the specific goals of each topic.

The proposed project is a 12 kV distribution circuit facility that is necessary to maintain service reliability within the City. The various implementation measures identified in the Action Plan are not specifically applicable to this type of project as it is a unique project that is responding to demand, rather than a project generating new demand. Although these specific goals and implementation measures would not be applicable to a project of this type, the project would not conflict with or hinder the implementation of the City's Action Plan. Impacts would be less than significant and no mitigation is required.

**Sources**

AP-42 Emission Factor, Natural Gas Combustion, U.S. Environmental Protection Agency, July 1998.  
[www.epa.gov/ttn/chieff/ap42/ch01/final/c01s04.pdf](http://www.epa.gov/ttn/chieff/ap42/ch01/final/c01s04.pdf).

California Air Pollution Control Officers Association, CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, 65 (January 2008).

EPA420-P-04-016: Update of Methane and Nitrous Oxide Emission Factors for On-Highway Vehicles. U.S. Environmental Protection Agency, prepared by ICF Consulting. November 2004.  
<http://www.epa.gov/otaq/models/ngm/420p04016.pdf>.

EPA430-K-03-004, Direct HFC and PFC Emissions from Use of Refrigeration and Air Conditioning Equipment. U.S. Environmental Protection Agency, Climate Leaders, October 2004,  
[http://www.epa.gov/climateleaders/documents/resources/refrige\\_acequipuseguidance.pdf](http://www.epa.gov/climateleaders/documents/resources/refrige_acequipuseguidance.pdf).

Hydrofluorocarbon, Perfluorocarbon, and Sulfur Hexafluoride Emissions, California Climate Change Policy and Program, California Climate Change Portal,  
[http://www.climatechange.ca.gov/policies/1990s\\_in\\_depth/page11.html](http://www.climatechange.ca.gov/policies/1990s_in_depth/page11.html), website accessed January 21, 2008.

<sup>12</sup> Green River Action Plan, City of Riverside.

Proposed Early Actions to Mitigate Climate Change in California, California Air Resources Board, April 20, 2007.

### 3.5 BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the Project:

- a) **Have a substantial adverse effect, either directly or indirectly 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 U.S. Fish and Wildlife Service?**

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATION.** The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground within existing roadways. This component of the project would not affect habitat as these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. This component of the project would not affect habitat as these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation of four pole structures outside the arroyo areas used to elevate power lines over the arroyos. Power lines will be extended across the arroyos by hand carrying them from one side to the other to avoid impact to the arroyo area. No grading or construction activities will occur within the arroyos. The General Biological Resources and MSHCP Compliance Report (LSA, December 2009) prepared for the project examined the area consisting of the four pole locations and a band of undeveloped area between the poles across the western and eastern arroyos. For the purposes of assessing impacts to biological resources, this area is referred to as the study area. A literature review was conducted to determine the existence or potential occurrence of special-status plant and animal species in the project study area and in the project vicinity. Database records for the *Riverside East, California; Riverside West, California; Steele Peak, California, and Lake Mathews, California* U.S. Geological Survey (USGS) 7.5-minute quadrangles were searched on October 28, 2009, using the California Department of Fish and Game (CDFG) Natural Diversity Data Base *Rarefind 3* application (version 3.1.0, dated August 30, 2009) and the California Native Plant Society (CNPS) *Electronic Inventory of Rare and Endangered Vascular Plants of California* (online edition, v7-09d, 2009, <http://www.cnps.org/inventory>). An aerial photograph (AirPhoto USA 2008) was reviewed and Geographic Information Systems (GIS) software generated maps of U.S. Fish and Wildlife Service (USFWS) designated critical habitats (USFWS 1994, 2005, 2006, 2007, and 2008) were used to determine the locations of critical habitats relative to the project study area. Volume 1, Parts 1 and 2 of the *Western Riverside County Multiple Species Habitat Conservation Plan* were also used to prepare the biological resources report. Soil information was taken from *Soil Survey of Western Riverside Area, California* (Soil Conservation Service 1971) and data provided by Soil Data Mart (NRCS 2003).

The study area is undeveloped but much of the habitat is disturbed due to impacts from adjacent land uses. However, trees and shrubs in the study area may provide nesting habitat to birds observed using the study area and surrounding vicinity. Vegetation communities

identified in the study area include nonnative grassland (NNG), riparian scrub, and riparian woodland. NNG is the dominant vegetation community and occurs at the tops of the slopes on both the east and west sides of the project area.

The proposed power poles are within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) burrowing owl survey area. Burrowing owls (*Athene cunicularia*) are found in open, dry grasslands, agricultural and range lands, and desert habitats often associated with burrowing animals. They can also inhabit grass, forb, and shrub stages of pinyon, and ponderosa pine habitats. They nest in abandoned burrows of ground squirrels or other animals, in pipes, under piles of rock or debris, and in other similar features. Projects within the MSHCP burrowing owl survey area require a burrowing owl habitat suitability assessment and, if suitable habitat is present, focused burrowing owl surveys.

A habitat suitability assessment (HSA) for the burrowing owl was conducted at the time of the general biological resources survey in November 2009 according to the MSHCP Burrowing Owl Survey Guidelines (MSHCP October 2005) and California Burrowing Owl Consortium Burrowing Owl Survey Protocol and Mitigation Guidelines (August 2000). Burrowing owls generally forage in short grass (2 to 6 inches in height), mowed and grazed pastures, and ruderal vegetation. Burrowing owls avoid vegetation taller than approximately three feet and avoid foraging in open fields that do not provide adequate cover from potential predators. Nonnative grassland habitat present throughout much of the study area provides suitable habitat for burrowing owl due to the presence of suitable vegetation. Several small mammal burrows were observed throughout these areas. Additionally, large boulders in the western portion of the study area could provide suitable burrows. No owls or owl sign (pellets, whitewash, feathers, prey remains, etc.) were observed at the time of the HSA. Due to the presence of suitable habitat in accordance with MSHCP guidelines, a focused burrowing owl survey was conducted for the project.

During the months of January and February, four visits to the project site were made to determine the presence or the absence of burrowing owl on site. Observations were made by walking the study area and with binoculars at locations adjacent to suitable western burrowing owl habitat. During the presence/absence survey, no owl sign was found and no owls were observed. However, since the burrowing owl is a mobile species, it has a potential to subsequently occupy any suitable burrows that may be on site. In accordance with MSHCP requirements for projects within the burrowing owl survey area, a pre-construction survey will be required within 30 days prior to beginning of grading and related construction activities associated with installation of the power poles and distribution line across the two arroyos in order to determine whether any owls have subsequently moved into the study area as detailed in **Mitigation Measure BIO-01**.

Special interest species may be expected to occur in the general project vicinity but are not covered under the MSHCP or are not adequately conserved by the MSHCP at this time. None of these species is expected to occur in the study area due to lack of suitable soils and/or habitat. None of these species is listed as threatened or endangered under state or federal law. Therefore, any impacts to these species by the project would be less than significant. Neither additional surveys nor additional conservation measures will be required by this project for these species.

The study area is located within designated critical habitat for the California gnatcatcher (*Poliophtila californica*; CAGN); however, habitat within the study area is not suitable to support CAGN and no impacts to this species are expected. Critical habitat for Munz's onion

(*Allium munzii*) occurs approximately 3 miles southwest of the study area. No suitable habitat for CAGN, Munz's onion, or any other threatened or endangered species occurs in the study area. A less than significant impact to listed species will occur.

Trees and shrubs in the study area may provide nesting habitat to birds observed using the study and surrounding areas. It is recommended that power pole construction activities that will be within 250 feet of trees and shrubs be scheduled outside of the general migratory avian nesting season (February 15 to August 15). If construction activities are planned during the avian nesting season, a pre-construction nesting bird survey should be conducted within three days prior to commencement to avoid impacts to birds protected under the Migratory Bird Treaty Act (MBTA) as detailed in **Mitigation Measure BIO-02**.

The study area provides suitable habitat for Stephens' kangaroo rat (*Dipodomys stephensi*) and the species was known to occupy the local vicinity based on surveys conducted in 1990 (CNDDDB). The Stephens' kangaroo rat is listed as a threatened, endangered species by the California Department of Fish and Game. The Stephens' Kangaroo Rat Preservation fee is imposed to develop, prepare, and implement a Habitat Conservation Plan that provides protection for the species and guarantees its survival. Since the City is situated within the historic range of the Stephens' kangaroo rat, such fee is required to comply with the state and federal legislation per **Riverside Municipal Code 16.40.040**. Participation in the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) will mitigate potential impacts to this species.

**Mitigation Measure BIO-01.** Pre-construction burrowing owl surveys will be required within 30 days prior to any phase of construction in the areas identified as potential burrowing owl habitat (the location of the power poles and/or conductor haul routes across the arroyos) to determine whether any owls have subsequently moved into the study area. These pre-construction surveys are also required in order to comply with the MSHCP, Migratory Bird Treaty Act (MBTA), and the California Fish and Game Code. If any of the pre-construction surveys determine that burrowing owls are present, further mitigation measures may be required.

**Mitigation Measure BIO-02.** In order to avoid impacts to nesting birds, no native or exotic vegetation removal or tree trimming activities will occur during the general nesting bird season (February 15–August 31). In the event that vegetation clearing is necessary during the nesting season, a qualified biologist will conduct a pre-construction survey within three days prior to ground disturbance activities in the area of the power poles and/or conductor haul routes across the arroyos to identify the locations of nests. Should nesting birds be found, an exclusionary buffer will be established by the biologist. This buffer shall be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active. If project activities are scheduled within riparian habitat during the nesting bird season, focused riparian bird surveys will be required in order to avoid take of least Bell's vireo and southwestern willow flycatcher.

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

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATION.** Riparian habitats, oak woodlands, and vernal pools are among the natural communities of interest to the CDFG. Coastal sage scrub is not considered a sensitive natural community unless it is occupied by coastal California gnatcatcher (*Polioptila californica californica*) or has been declared designated critical habitat for the California gnatcatcher by the USFWS.

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground within existing roadways. This component of the project would not affect riparian habitat or a sensitive natural community as these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. This component of the project would not affect riparian habitat or a sensitive natural community as these activities would occur within existing roadways; therefore, impact would occur and no mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyo of four pole structures used to elevate power lines over the arroyo areas. The study area contains approximately 1.16 acres of riparian/riverine habitat in the western portion, or western arroyo, of the Overlook Parkway future alignment and approximately 0.10 acres in the eastern portion, or eastern arroyo, of the Overlook Parkway future alignment. The riparian scrub is dominated by arroyo willow (*Salix lasiolepis*), mule fat (*Baccharis salicifolia*), tamarisk (*Tamarix* sp.), and California encelia (*Encelia californica*). Riparian woodland occurs within the streambed near the center of the study area. The tree canopy within the riparian woodland is dominated by arroyo willow, black willow (*Salix gooddingii*), Fremont's cottonwood (*Populus fremontii*). The understory is dominated by shrub and herbaceous species including cattails (*Typha* sp.), stinging nettle (*Urtica dioica*), and mule fat.

The study area contains riparian/riverine habitat in the western portion of the overlook arroyo crossing area and smaller area of riparian scrub located in the eastern portion of the overlook arroyo crossing. The larger riparian area provides suitable habitat for southwestern willow flycatcher (*Empidonax traillii extimus*) and least Bell's vireo (*Vireo bellii pusillus*). However project construction of the poles will not encroach into the riparian, riverine areas. All project construction will take place on the upper elevations of the arroyos within the right-of-way for Overlook Parkway. No equipment will be used within the arroyos. Power lines will be hand carried across the arroyo areas and will not require trucks or heavy equipment to be used within the arroyo areas which will avoid impacts to wetlands. Although no disturbance is anticipated in the riparian areas, mitigation is required to ensure that impacts to these species remain less than significant (see **Mitigation Measure BIO-03**).

No vernal pools or similar habitats suitable for special interest fairy shrimp species are present in the study area; therefore, no surveys for fairy shrimp species will be required.

**Mitigation Measure BIO-03.** The following measures shall be incorporated to avoid potential impacts to riparian/riverine habitat and associated riparian species, such as least Bell's vireo and southwestern willow flycatcher:

- During power pole construction activities and installation of power lines across the arroyos, soil and vegetation disturbance shall be minimized to the greatest extent feasible. Prior to the placement of the poles, highly visible barriers (such as orange construction fencing) shall be installed around riparian/riverine vegetation, under the guidance of a qualified biologist. These areas shall be designated as Environmentally Sensitive Areas (ESAs) to be preserved. No grading or fill activity of any type shall be permitted within the ESAs. In addition, heavy equipment, including motor vehicles, shall not be allowed to operate within the ESAs. All construction equipment shall be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be allowed within the ESAs. Silt fence barriers shall be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned power pole construction areas.
- A biologist shall monitor construction within the vicinity of designated ESA areas for the duration of the project to flush any wildlife species present prior to construction and to ensure that all vegetation removal, Best Management Practices (BMPs), ESAs, and all avoidance and minimization measures are properly constructed and followed.
- Applicable BMPs as identified in MSHCP Appendix C shall be implemented during project construction in order to minimize siltation and erosion and point and/or nonpoint pollution sources in established ESAs during and following the project's construction phase.
- Equipment maintenance and staging shall occur in designated areas, away from ESAs. If work must be done at night, noise and direct lighting would be directed away from ESAs.
- During construction, the construction contractor shall inspect and clean construction equipment at the beginning and end of each day for fluid leaks.
- ESAs shall be kept clear of all equipment or structures that could potentially serve as barriers to wildlife passage.

- 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?**

**LESS THAN SIGNIFICANT IMPACT.** Any activities resulting in fill, discharge or alteration of a lake, river or streambed are subject to jurisdiction by the CDFG, U.S. Army Corps of Engineers (ACOE), and Regional Water Quality Control Board (RWQCB).

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground within existing roadways. This component of the project would not affect

federally protected wetlands as these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. This component of the project would not affect federally protected wetlands as these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. The stream, streambed, and associated riparian vegetation in the western portion of the study area are subject to the jurisdiction of CDFG, ACOE, and RWQCB. Additionally, there are two eroded washes in the eastern portion of the study area that are potentially subject to the jurisdiction of CDFG, ACOE, and RWQCB. Disturbance of these areas would result in a significant impact requiring mitigation. As discussed in Responses 3.5(a) and 3.5(b), no project construction will occur within the stream, streambed, or associated riparian vegetation. Four poles will be placed at the higher elevation points within the Overlook Parkway right-of-way to allow the power lines to be elevated over the arroyo areas and to eliminate any disturbance within the arroyo areas. Power lines in the Overlook Parkway area will be installed workers carrying the power line across the arroyos by hand without the use of vehicles or heavy equipment. Additionally, the poles are to be located outside of the arroyos. Impacts therefore are less than significant to the streams and no mitigation is required.

**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?**

**LESS THAN SIGNIFICANT IMPACT.** Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging and reaching water sources. Migrational corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground within existing roadways. This component of the project would not affect wildlife movement as these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. This component of the project would not affect wildlife movement as these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. The project is not adjacent to any existing or proposed linkage or core areas as identified in the MSHCP. The project area is surrounded by residential and transportation uses on the southeast and west. The riparian area within the western portion of the Overlook Parkway area could provide wildlife movement habitat for many species. Project activities will not result in a loss of wildlife movement habitat because the riparian habitat will not be altered. Therefore, a less than significant impact would occur and no mitigation is required.

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

**LESS THAN SIGNIFICANT IMPACT.** County and City General Plans and development ordinances may include regulations or policies governing biological resources. For example, policies may include tree preservation, locally designated species survey areas, local species of interest, and significant ecological areas. The City of Riverside General Plan contains numerous policies requiring the protection of biological resources. There are no other local ordinances applicable to biological resources except for code provisions related to the MSHCP mitigation fee and land credits. The project will not be in conflict with any local policies or ordinances applicable to biological resources and no mitigation is required.

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?**

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATION.** The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground within existing roadways. This component of the project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. This component of the project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. The project will comply with MSHCP requirements as implemented through **Mitigation Measures BIO-01** through **BIO-03**. Surveys have been completed and will be conducted as described above in Response 3.5(a). The study area is

located within the City of Riverside and Norco Area Plan but is not within an MSHCP Criteria Cell. Required species survey areas for the study area were identified by conducting a search on the Riverside County Integrated Project (RCIP) Conservation Summary Report Generator. The study area is located within the burrowing owl survey area but is not located within survey areas for Criteria Area Species Survey Area (CASSA) or Narrow Endemic Plant Species Survey Area (NEPSSA) species. The study area is not identified as an existing or proposed MSHCP core or linkage. Since the study area is not located within any Criteria Cells or identified as an existing or proposed core or linkage, it is not identified for potential use for MSHCP Reserve Assembly. Therefore, installation of the power poles and distribution line as proposed will not conflict with MSHCP conservation objectives for the area. With implementation of **Mitigation Measures BIO-01** through **BIO-03**, a less than significant impact would occur.

**Sources**

LSA Associates, Inc., *General Biological Resources and MSHCP Compliance Report*, December 2009.

**3.6 CULTURAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?**

**NO IMPACT.** The City’s General Plan EIR indicates that no national or state historic resources have been designated as landmarks or points of interest within the project vicinity.

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground within existing roadways. This component of the project would not affect historical resources because none exists in the project vicinity and these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. This component of the project would not affect historical resources because none exists in the project vicinity and these activities would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. Construction of this component of the proposed project would not affect any structures or historic resources because none exists in the project vicinity and. In the absence of historic resources within the project vicinity, no impacts to a historical resource would result from project implementation. No mitigation is required.

**b) Cause a substantial adverse change in the significance of an archaeological resource as defined in California Code of Regulations Section 15064.5?**

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATION.** The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground within existing roadways. For these reasons, installation of new distribution line as part of this component of the project would not affect archaeological resources. No impact would occur and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. This component of the project would occur within existing roadways subject to previous excavation and grading. Thus, no archaeological resources are expected to occur within the previously disturbed roadway right-of-way.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. As this component of the project is located in an undeveloped area, the potential to uncover an archaeological resource is present. Hence, soil excavation for the overhead spans could adversely affect or eliminate unknown archaeological resources. While no archaeological resources are expected to occur within this area, implementation of **Mitigation Measure CUL-01** would ensure that impacts to any archaeological resources encountered during project construction remain less than significant.

**Mitigation Measure CUL-01.** Should cultural and/or paleontological resources be discovered during power pole construction activities, construction shall be halted until a professional archaeologist and/or paleontologist has had the opportunity to investigate the resource and assess its significance. Any such resource uncovered during the course of project-related grading or construction shall be recorded and/or removed per standard archaeological practice and/or applicable City and/or state regulations.

c) **Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?**

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATION.** Pleistocene alluvium deposits underlie part of the City of Riverside and significant vertebrate paleontological resources are known to be present in these deposits in other parts of Riverside County (SWCA 2007).

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground within existing roadways. This component of the project would occur within existing roadways. For these reasons, installation of new distribution line as part of this component of the project would not affect paleontological resources. No impact would occur and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. This component of the project would occur within existing roadways which have been previously excavated and graded thus, no paleontological resources are expected to occur within the previously disturbed right-of-way.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. As this component of the project is located in an undeveloped area, the potential to uncover a paleontological resource is present. Hence, soil excavation for the overhead spans could adversely affect or eliminate unknown paleontological resources. While no paleontological resources are expected to occur within this area, implementation of **Mitigation Measure CUL-01** would ensure that impacts to any archaeological resources encountered during project construction remain less than significant.

d) **Disturb any human remains, including those interred outside of formal cemeteries?**

**LESS THAN SIGNIFICANT IMPACT.** No human remains have been identified in the proposed project area. Therefore, it is anticipated that the project would not disturb any human remains. However, the potential to discover human remains, either historic or prehistoric, exists during ground disturbing construction activities.

The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on a proposed project site, no further disturbance shall occur until the County

Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As adherence to state regulations would be required, no additional mitigation would be required in the unlikely event human remains were discovered on the proposed project area. Impacts associated with this issue would be less than significant.

**Sources**

Architectural Preservation Planning Services. 2003. *Historic Preservation Element of the City of Riverside General Plan 2025 November 2007.*

**3.7 GEOLOGY AND SOILS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:

- 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.**

**NO IMPACT.** None of the components of the proposed project alignment are located within a known active Earthquake Fault Zone as defined by the California Geological Survey (CGS, 2007). In the absence of a known active fault along the project alignment, no people or structures would be exposed to fault rupture. No impact would occur and no mitigation is required.

- ii. **Strong seismic ground shaking?**

**LESS THAN SIGNIFICANT IMPACT.** The proposed project is situated in a seismically active area. Ground shaking is expected to be the seismic hazard most likely to affect the project. No habitable structures or bridges are proposed as part of the proposed project. The design of the proposed project would include seismic design parameters included in the Uniform Building Code as modified by the California Building Code, which will help ensure that construction is conducted in an earthquake-safe fashion. Given that the project does not include any habitable structures and would include any necessary seismic building standards, the potential for seismic shaking-related impacts are less than significant. No mitigation is required.

- iii. **Seismic-related ground failure, including liquefaction?**

**LESS THAN SIGNIFICANT IMPACT.** Liquefaction typically occurs in areas where groundwater is shallower than approximately 30 feet, and where there is the presence of loose, sandy soils. According to Figure 5.6-3 of the City of Riverside General Plan 2025,

the proposed project alignment is not located in an area susceptible to liquefaction. The liquefaction potential along the project alignment is considered to be absent; therefore, a less than significant impact related to liquefaction would occur. No mitigation is required.

**iv. Landslides?**

**NO IMPACT.** The City's General Plan 2025 does not identify specific areas of landslide risk; however, the General Plan identifies that the possibility of landslides within the City is greater within the northeastern portion of the City. The proposed project is not located within this area. The majority of the project vicinity is generally flat and does not present any significant topographical features that would result in landslide occurrences. No risk to structures would occur as a result of the construction and installation of the buried or elevated portions of the proposed project. Therefore, no landslide impact would result from the construction of the proposed project and no mitigation is required.

**b) Result in substantial soil erosion or the loss of topsoil?**

**LESS THAN SIGNIFICANT IMPACT.** The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground within existing roadways. This component of the project would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way and would require the installation of asphalt surfaces. This component of the project would occur within existing roadways; therefore, no impact would occur and no mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. Although the proposed project does not exceed one acre of land disturbance and therefore would not be required to adhere to applicable provisions of the City's National Pollutant Discharge Elimination System (NPDES) permit, including the submittal of a Stormwater Pollution Prevention Plan (SWPPP), the project will implement Best Management Practices (BMPs) as part of the City's standard construction practices to address erosion impacts associated with the proposed construction, resulting in a less than significant impact. No additional mitigation would be required.

**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?**

**LESS THAN SIGNIFICANT IMPACT.** As detailed in the City's General Plan EIR 2025, as part of the construction permitting process and reflected in the Subdivision Code (Section 18.090.050), the City requires completed reports of soil conditions at specific construction sites to identify potentially unsuitable soil conditions including landslides, liquefaction and

subsidence. The reports must be written by a registered soil professional, and measures to eliminate inappropriate soil conditions must be applied. The design foundation support must conform to the analysis and implementation criteria described in CBC Chapter 15. Additionally, if any development is proposed on terrain where slopes are greater than 10 percent, provisions must be made to comply with Title 17, Grading, of the City's Municipal Code.

Compliance to the City's existing codes and policies contained in the General Plan would ensure the maximum practical protection available for users of infrastructure. With these requirements, the proposed project would have a less than significant impact.

**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?**

**NO IMPACT.** Expansive soils generally have a significant amount of clay particles, which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings, structures, roads, and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. The distribution of expansive soils can be widely dispersed and they can occur in hillside areas as well as low-lying alluvial basins. A small portion of the project near the intersection of John F. Kennedy Drive and Trautwein Road is located within an area of soils with high shrink swell potential.<sup>13</sup> The power lines will be placed in existing conduit below the surface of the existing roadbed and unpaved road shoulders composed of previously engineered soils. No changes to soil conditions will occur as a result of the project. Therefore, the project would have no impact related to this issue and no mitigation is required.

**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?**

**NO IMPACT.** The proposed project does not include the installation of septic tanks or alternative wastewater disposal systems; therefore, no impact related to this issue would occur.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007. General Plan 2025, Nov. 2007

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<sup>13</sup> Figure 5.6-5, *Soils with High Shrink Swell Potential*, City of Riverside General Plan, City of Riverside, 2007.

### 3.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**LESS THAN SIGNIFICANT IMPACT.** Potentially hazardous materials such as fuels, lubricants, and solvents would be used during project construction. The transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Compliance with all applicable laws and regulations would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a less than significant level. No mitigation is required.

- 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?**

**LESS THAN SIGNIFICANT IMPACT.** As previously indicated, hazardous substances may be used during project construction. However, compliance with the regulations cited above and additional federal, state, and local regulations such as the Comprehensive Environmental Response, Compensation, and Liability Act, the Superfund Amendments and Reauthorization Act, and the California Emergency Services Act concerning the storage and handling of hazardous materials or volatile fuels and their accidental release will reduce the potential for significant impacts related to the accidental release of hazardous materials to a less than significant level. No mitigation is required.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**LESS THAN SIGNIFICANT IMPACT.** The two nearest existing schools to the proposed project are The Hawarden Hills Academy and Benjamin Franklin Elementary School. The Hawarden Hills Academy is located approximately 0.5 mile north of the northern end of the project near Overlook Parkway and Benjamin Franklin Elementary School is located approximately 0.5 mile south of the southernmost portion of the project. As previously indicated, hazardous substances including fuels, lubricants and solvents may be used during project construction. These substances are not considered to be acutely hazardous and would be similar in nature to materials used in roadway and power pole construction and maintenance throughout the City. Because of the limited extent and duration of the construction activity, the amount of these substances required during construction would be minimal. In addition, the construction would not be in one location for extended periods of time. As construction of the proposed project progresses, it will relocate daily upon the proposed alignment. Compliance with applicable federal, state, and local regulations concerning the handling of hazardous materials or volatile fuels will reduce the potential for significant impacts related to the accidental release of hazardous materials to a less than significant level. No mitigation is required.

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATION** Based on the Department of Toxic Substance Control's (DTSC) Hazardous Waste and Substance Site (Cortese) List, no underground storage tanks, hazardous waste generators, landfills, or other potentially hazardous materials sources have been identified within the limits of the proposed project.<sup>14</sup> In the unlikely event potentially hazardous materials are encountered during project construction activity, implementation of **Mitigation Measure HAZ-01** would reduce the impact to a less than significant level.

**Mitigation Measure HAZ-01.** In the event malodorous or discolored soils, liquids, containers, or other materials known or suspected to contain hazardous materials and/or contaminants are encountered during project construction, earthmoving activities in the vicinity of said material shall be halted until the extent and nature of the suspect material is determined by qualified personnel (as determined by the City). The removal and/or disposal of any such contaminants shall be in accordance with all applicable local, state, and federal standards.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**NO IMPACT.** No airports are located within two miles of the project vicinity. The Riverside County Airport Land Use Commission (ALUC) evaluates the land use compatibility of airports within the County of Riverside and the surrounding community. The Riverside ALUC has established "Airport Influence Areas" which apply to all properties located within a two-mile radius of each municipal airport (City of Riverside Municipal Code, Chapter 12.14). The closest airport (March Air Reserve Base) is located approximately 3 miles away from the project area, thus the project would not be subject to its airport land use plan and would not result in a safety hazard for local residents or workers. No mitigation is required.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**NO IMPACT.** There are no private airstrips located within 2 miles of the project area; therefore, no project-related safety hazards would result for residents living or working within the project vicinity. No mitigation is required.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**LESS THAN SIGNIFICANT IMPACT.** Construction activities that would temporarily restrict vehicular traffic and close traffic lanes on Trautwein Road, Alessandro Boulevard and

<sup>14</sup> Department of Toxic Substance Control, *Hazardous Waste and Substance Site (Cortese) List*, <http://www.envirostor.dtsc.ca.gov/public/>, site accessed October 20, 2009.

Overlook Parkway would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road or lane closures. As part of the project, *street opening permits* would be required prior to construction. The street opening permit will include traffic control measures imposed by the City. Traffic associated with project construction may have a temporary effect on existing traffic circulation patterns and could affect emergency access. However, the construction contractor would use standard procedures to minimize the length of time that residential and business driveways would be blocked. No roadways would be closed to through traffic during project construction; at least one lane would remain open and available for use by through traffic. Emergency vehicles would be able to pass through the project area without obstruction. No private driveway along the project alignment would be closed overnight or for more than half a day. The project would have less than significant impact on emergency response and evacuation. No mitigation is required.

- 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?**

**NO IMPACT.** A majority of the activity associated with the proposed project occurs within an existing public roadway right-of-way that is primarily paved within a developed area. Upon the completion of the proposed project, the only aboveground structures would be the pole structures used to elevate power lines to cross the two arroyo areas. Based on Figure 5.7-3 of the City’s General Plan 2025 EIR, the project alignment is not within an area identified as a fire hazard area. Roadways will be returned to their existing condition upon the completion of the installation of the conduit within the right-of-way. As the project area is not located within an identified fire hazard area, no impact related to fire hazard would occur and no mitigation is required.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

**3.9 HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:

**a) Violate any water quality standards or waste discharge requirements?**

**LESS THAN SIGNIFICANT IMPACT.** Construction of the project would require water, as necessary, to control fugitive dust. Fugitive dust emission at construction sites would be controlled by water trucks equipped with spray nozzles. Construction of the project also has

the potential to cause soil erosion, which could result in impacts to downstream water quality. Potential runoff from equipment wash-off areas could also affect water quality. The project would not generate any waster discharges.

Development of the project would involve less than one acre of land disturbance as a part of the asphalt saw cutting, removal of pavement, trenching and backfilling, and road repair within 1,500 linear feet of Overlook Parkway and footing preparation and installation of the four power poles at the end of existing pavement on Overlook Parkway; therefore, the proposed project would not be required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The project does not meet the size requirement (2,500 square feet or more of impervious surface) to require a project-specific Water Quality Management Plan (WQMP). However, the City would address erosion and nuisance water from dust attenuation that would occur as a result of soil disturbance.

The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. This component of the project would not generate any stormwater, resulting in no impact. No mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. The implementation of City standard practices to ensure all water quality standards are satisfied, and the implementation of the BMPs required by the City, will reduce the impacts associated with soil erosion and water quality standards to a less than significant level and no additional mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. The implementation of City standard practices to ensure all water quality standards are satisfied, and the implementation of the BMPs required by the City will reduce the impacts associated with soil erosion and water quality standards to a less than significant level and no additional mitigation is required.

- 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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**LESS THAN SIGNIFICANT IMPACT.** The proposed project is not located in a groundwater recharge area. The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. Additionally, this component would not involve water extraction. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. Additionally, this component would not involve water extraction. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. This portion of the proposed project is approximately 0.5 mile long and is unpaved. With the exception of the power pole locations, all of the unpaved areas will remain unpaved upon the completion of the project and would not interfere with the recharge of groundwater. This component of the proposed project will result in a minimal increase in impervious surfaces at the four pole locations and does not involve water extraction. For these reasons, there is a less than significant impact related to this issue and mitigation is not 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 which would result in substantial erosion or siltation on- or off-site?**

**LESS THAN SIGNIFICANT IMPACT.** With the exception of the power pole locations, implementation of the proposed project does not require the installation of any new impermeable surfaces. The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. Upon completion of construction, the roadway would be returned to its original condition. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. Upon completion of construction, the roadway would be returned to its original condition. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. Construction of the proposed project will require excavation activities, which may increase the potential for the erosion of project area soils. The placement of the pole lines will be outside of any flow areas and will not be of a size that would cause any drainage patterns to be altered. All disturbed areas will be returned to their existing conditions. Therefore, minimal alteration of existing absorption rates, drainage patterns, and surface runoff would occur in the project area. No hydrologic changes or erosion would occur. The amount of storm runoff from the project area would not have a significant impact on the current course of local water movements due to the location of the

proposed project and implementation of BMPs. A less than significant impact associated with this issue would occur and no mitigation 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 which would result in flooding on- or off-site?**

**NO IMPACT.** As previously described, the installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. Upon completion of construction, the roadway would be returned to its original condition. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. Upon completion of construction, the roadway would be returned to its original condition. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. Construction of the proposed development will require excavation activities; however, the placement of the pole lines will be outside of any flow areas and will not be of a size that would substantially increase the rate or amount of surface runoff in a manner that may result in flooding. All disturbed areas will be returned to their existing conditions. Therefore, no alteration of existing absorption rates, drainage patterns, and surface runoff would occur in the project area. No hydrologic changes or erosion would occur. The amount of storm runoff from the project area would not have a significant impact on the current course of local water movements due to the location of the proposed project and implementation of BMPs. No impacts associated with this issue would occur and no mitigation is required.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**LESS THAN SIGNIFICANT IMPACT.** As previously described, the installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. This component of the project would not create or contribute runoff water that would exceed the capacity of stormwater drainage systems or provide substantial additional sources of runoff as the roadway would be returned to its original condition. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. This component of the project would not create or contribute runoff water that would exceed the capacity of stormwater drainage systems or provide substantial additional sources of runoff as the roadway would be returned to its original condition. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. Upon the completion of the project, the amount of impervious surfaces would be the same as existing conditions. Post-construction stormwater conditions would not exceed the capacity of the stormwater drainage system or provide substantial additional sources of runoff as the areas of disturbance will be returned to their original conditions. Therefore, a less than significant impact would occur and no mitigation is required.

**f) Otherwise substantially degrade water quality?**

**LESS THAN SIGNIFICANT IMPACT.** As previously described, the installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. This component of the project would not substantially degrade water quality as the roadway would be returned to its original condition. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. This component of the proposed project does not require grading and will not result in any increase in impervious surfaces. This component of the project would not substantially degrade water quality as the roadway would be returned to its original condition. For these reasons, there are no impacts related to this issue and mitigation is not required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. Grading activities associated with the construction period for this component could result in a temporary increase in the amount of suspended solids in surface flows during a concurrent storm event resulting in surface water quality impacts. Adherence to City standard requirements and the BMPs would reduce impacts to water quality to a less than significant level and no mitigation is required.

- 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?**

**NO IMPACT.** As depicted in Figure 5.8-2 of the City's General Plan 2025 EIR, the proposed project area is not within a flood hazard area. Additionally, the proposed project does not involve the construction of housing. For these reasons, there would be no impact to this issue and no mitigation is required.

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

**NO IMPACT.** As previously identified, Figure 5.8-2 of the City's General Plan 2025 EIR indicates that the project area is not within a flood hazard area. The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. This component of the proposed project does not involve the construction of any structures within an identified flood hazard area. For these reasons, there would be no impact to this issue and no mitigation is required.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution lines would occur within existing roadway rights-of-way. This component of the proposed project does not involve the construction of any structures within an identified flood hazard area. For these reasons, there would be no impact to this issue and no mitigation is required.

The installation of overhead spans over two arroyos in the project area involves the construction and installation outside the arroyos of four pole structures used to elevate power lines over the arroyo areas. The project is not located within a 100-year flood zone. Because the pole structures would not be placed in a 100-year flood zone, there would be no impact with regard to flood flows. No impact would occur and no mitigation 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?**

**NO IMPACT.** Construction and operation of the proposed project would not cause or increase the likelihood of failure of a levee or dam that could result in flooding. Additionally, there are no dams or levees within the immediate area that have the potential to cause injuries in the event of a failure. The project does not include habitable structures. As such, the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. No impact would occur and no mitigation would be required.

- j) **Expose people or structures to inundation by seiche, tsunami, or mudflow?**

**NO IMPACT.** There are no oceans, lakes, or reservoirs near the project area or vicinity; therefore, impacts from seiches and/or tsunamis would not occur. Although there are hills in

the project area, mudflows are not likely to result from construction or operation of the project. Numerous flood control features have been previously constructed within the City to reduce the mudflow impacts to a level of insignificance. The location of the project area and the presence of adjacent development would reduce the risk of mudslide to a less than significant level. The project does not include the construction of any habitable structures or structures that will be temporarily occupied that could be subject to inundation by seiche, tsunami, or mudflow should such an event occur. Therefore, no impacts resulting from seiche, tsunami, or mudflow would occur.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

California Water Boards, State Water Resources Control Board, California Environmental Protection Agency, Division of Water Quality. November 2006. Staff Report Volume I. Revision of the Clean Water Act Section 303(d) List of Water Quality Limited Segments.

Santa Ana Regional Water Quality Control Board (8), 2004. Watershed Management Initiative Chapter. Revised November 2004.

U.S. Geological Survey. *Riverside East quadrangle*, California [map]. 1:24,000. 7.5 Minute Series. Washington, D. C.: USGS, 1980.

**3.10 LAND USE AND PLANNING**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the Project:

a) **Physically divide an established community?**

**NO IMPACT.** The installation of new distribution lines within existing conduit and within new conduit would involve line pulling and temporary roadway lane closures during construction and installation. These construction activities would take place within existing roadways. The roadway would be restored to its original condition upon completion of construction and therefore would not divide an established community.

The installation of overhead spans over two arroyos in the project area involves the construction and installation of four pole structures outside of the arroyos used to elevate power lines over the arroyo areas along Overlook Parkway. This component of the project is required to span power wires over the existing arroyos. The construction of pole structures would not introduce a new barrier between existing land uses.

For the reasons listed above, no impact related to this issue would occur and no mitigation is required.

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?**

**NO IMPACT.** The proposed project does not require a General Plan Amendment or a Zone Change. Goal PF-6 of the Public Facilities and Infrastructure section of the General Plan states that the City shall provide affordable, reliable and, to the extent practical, environmentally sensitive energy resources to residents and businesses. Although the project is proposed adjacent to residential areas, use of the roadways or their rights-of-way for a public utility is an acceptable land use based on the General Plan and Municipal Code and would result in a reliability benefit to the City's power supply. Further, the conduits would be placed underground in existing roadways and not in habitat areas, thus meet the General Plan policy of supporting environmentally sensitive energy resources. Because the project does not conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, no impact would occur. No mitigation is required.

c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATION.** The project would not conflict with any applicable adopted habitat conservation plan or natural community conservation plan. The project will traverse mostly urban lands underground which have been previously developed. For the arroyo portions of the project, applicable requirements from the Western Riverside County MSHCP would be implemented for the protection of sensitive species and their critical habitat, resulting in **Mitigation Measures BIO-01** through **03**. No MSHCP criteria cells were identified in the project vicinity. Therefore, the project would not result in any conflicts with an adopted habitat conservation plan or natural community conservation plan and no additional mitigation is required.

**Sources**

City of Riverside. November 2007. *Riverside General Plan 2025*.

Western Riverside County MSHCP 2001. Department of Earth Sciences, University of California, Riverside California [http://ecoregion.ucr.edu/]

**3.11 MINERAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:

- 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?**

**NO IMPACT.** Based on Figure 5.10-1 of the City’s General Plan 2025 EIR, the project area is designated MRZ-4, Mineral Resource Zone–4. This designation states that there are insufficient data to assign any other MRZ designation. Since no known mineral resources are located within the project area, no impact to the loss of availability of mineral resources would occur. No mitigation is required.

- 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?**

**NO IMPACT.** Please refer to response 3.10 (a).

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

### 3.12 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project result in:

- a) **Exposure of 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?**

**LESS THAN SIGNIFICANT IMPACT.** Noise increases from the proposed project would be generated on a short-term basis. Short-term noise levels associated with project construction would be higher than existing ambient noise levels in the project vicinity but would cease upon project completion. The installation of new distribution lines within existing conduit would involve line pulling and temporary roadway lane closures during installation. The existing conduit is already in place underground. The roadway would be restored to its original condition upon completion of construction.

The installation of new distribution lines and new underground conduit would involve asphalt saw cutting, conduit installation, road repair, line pulling, and temporary roadway lane closures during construction and installation. The installation of new conduit and distribution

lines would occur within existing roadway rights-of-way. The roadway would be restored to its original condition upon completion of construction.

The installation of overhead spans over two arroyos in the project area involves the construction and installation of four pole structures located outside the arroyos used to elevate power lines over the arroyo areas. This component of the project is required to span power wires over the existing arroyos which will not physically touch any part of the arroyos. The arroyo areas will remain in their existing condition. The pole structures will be placed outside the arroyos at the end of the currently paved sections of Overlook Parkway. Upon the completion of the proposed project, all of the installed project features with the exception of two spans of overhead power lines totaling approximately 950 linear feet would be below ground. No detectable sound would be present from the buried or elevated power lines under normal conditions. No long-term noise impacts would occur.

Noise impacts associated with construction activity are a function of the noise generated by construction equipment, location, sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Normally, these activities are carried out in stages and each stage has its own characteristics based on the mix of equipment in use.

Title 7 of the *City of Riverside Municipal Code* contains noise control regulations. Section 7.35.010, *General Noise Regulations*, contains the following requirements applicable to the proposed project.

- B. It is unlawful for any person to make, continue, or cause to be made or continued any disturbing, excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity. The following acts, among others, are declared to be disturbing, excessive and offensive noises in violation of this section:
  - 5. Construction: Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, grading or demolition work between the hours of 7:00 p.m. and 7:00 a.m. on week days and between 5 p.m. and 8 a.m. on Saturdays or at any time on Sunday or federal holidays such that the sound therefore creates a noise disturbance across a residential or commercial property line or at any time exceeds the maximum permitted noise level for the underlying land use category, except for emergency work or by variance. This section does not apply to the use of domestic power tools.

Within the City of Riverside, noise impacts from the project site are not considered significant when construction activity occurs between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturday. The construction activity of the proposed project would not occur outside the hours of allowable construction activity and, thus, the maximum permitted noise level limits for the underlying land use categories would not apply.

Construction of the proposed project is expected to require the use of backhoes, compactors, pavers, and water and pickup trucks. Noise typically associated with the use of construction equipment is estimated between 77 and 91 dBA  $L_{max}$  at a distance of 50 feet from the construction effort. As presented in Table C, the maximum noise level generated by each backhoe in the project area is assumed to be 86 dBA  $L_{max}$  at 50 feet from the backhoe. The maximum noise level generated by water and pickup trucks is approximately 86 dBA  $L_{max}$  at 50 feet from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA.

**Table C: Typical Maximum Construction Equipment Noise Levels ( $L_{max}$ )**

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA at 50 feet)	Maximum Sound Level at 100 feet (dBA)
Pile drivers, 12,000 to 18,000 ft-lb/blow	81–96	93	87
Rock drills	83–99	96	90
Jackhammers	75–85	82	76
Pneumatic tools	78–88	85	79
Pumps	74–84	80	74
Dozers	77–90	85	79
Scrapers	83–91	87	81
Haul trucks	83–94	88	82
Cranes	79–86	82	76
Portable generators	71–87	80	74
Rollers	75–82	80	74
Tractors	77–82	80	74
Front-end loaders	77–90	86	80
Hydraulic backhoes	81–90	86	80
Hydraulic excavators	81–90	86	80
Graders	79–89	86	80
Air compressors	76–89	86	80
Trucks	81–87	86	80

Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman 1987.

In summary, project construction activities would occur during allowable hours, and temporary construction noise impacts would be less than significant. Nonetheless, the RPU recognizes that, while temporary and not a significant impact according to CEQA, construction noise would likely be perceived as disruptive and annoying to some residents and businesses along the proposed project alignment. Accordingly, the RPU has committed to utilize noise reduction features (e.g., mufflers, engine shrouds) that are no less effective than those originally installed by the manufacturer for construction equipment used for the proposed project. Furthermore, the Construction Contractor will place stationary construction equipment so that emitted noise would be directed away from sensitive receptors (i.e., residences). Therefore, impacts are considered to be less than significant.

**b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**LESS THAN SIGNIFICANT IMPACT.** Vibration refers to groundborne noise and perceptible motion. Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable but without the accompanying effects (e.g., shaking of a building). The

construction of the proposed power poles and distribution line in the project area would require the use of small earthmoving and construction vehicles. Operation of these vehicles would temporarily increase groundborne vibration and/or noise levels up to an average of 86 dBA at a distance of 50 feet from the closest residential land uses to the north. Vibration/noise impacts resulting from project construction would be short-term impacts. The City's Noise Ordinance exempts construction activities from the noise standard providing such activities take place between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturdays. Because the proposed project would comply with these provisions, construction noise and vibration impacts would be reduced to a less than significant level and no additional mitigation is required.

c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**NO IMPACT.** As previously identified, upon completion of construction activities, the operation of the proposed project would not produce detectable sound from the buried or elevated power lines under normal conditions. No long-term noise impacts would occur. In the absence of any noise increase, no impact associated with this issue would occur and no mitigation measures are required.

d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**LESS THAN SIGNIFICANT IMPACT.** Minor construction noise may be audible to sensitive receptors in the project area. Increases in ambient noise levels may be generated by large vehicles bringing materials and construction crews to and from the project area and the operation of heavy construction equipment. Potential noise impacts will be limited by compliance with the City of Riverside's Noise Ordinance (Title 7), which limits construction noise that would disturb a residential neighborhood to 7:00 a.m. to 7:00 p.m. weekdays, and 8:00 a.m. to 5:00 p.m. Saturdays. No construction noise is permitted on Sundays or federal holidays. However, noise generated by the project will be minor, temporary, and intermittent, resulting in a less than significant impact.

e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?**

**NO IMPACT.** The project is not located within an airport land use plan study area, or within two miles of a public airport or public use airport. The project would therefore have no impact related to exposure of residents or workers to excessive airport noise levels. No mitigation is required.

**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?**

**NO IMPACT.** The project is not located within the influence area of a private airstrip. The project would therefore have no impact related to exposure of residents or workers to excessive airstrip noise levels. No mitigation is required.

**Sources**

California Department of Transportation (Caltrans). Division of Environmental Analysis, Office of Noise, Air Quality, and Hazardous Waste Management. *Transportation Related Earthborne Vibrations (Caltrans Experiences)*. Technical Advisory, Vibration. TAV-02-01-R9601. February 20.

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

City of Riverside Noise Ordinance (Title 7 of the Municipal Code)

**3.13 POPULATION AND HOUSING**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:

**a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**NO IMPACT.** The project would neither directly nor indirectly be the cause of substantial population growth. The proposed project does not involve the creation of new homes or businesses. The objective of the project is to increase the electric distribution reliability of the existing RPU grid for the City of Riverside’s Canyon Crest and Alessandro Heights

neighborhoods. Therefore, the project will be growth-accommodating rather than growth-inducing. No impact would occur and no mitigation is required.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**NO IMPACT.** The proposed project would not displace any existing housing; therefore, the construction of replacement housing elsewhere is not required. There is no impact and no mitigation is required.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**NO IMPACT.** Please refer to Response 3.13(b). No impact will occur and no mitigation would be required.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

**3.14 PUBLIC SERVICES**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) 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 following public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:

- a) **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 following public services:**

**Fire Protection?**

**NO IMPACT.** The project would not increase demand for fire services. Increases in demand for fire services are typically associated with substantial increases in population. The project would not overburden existing fire protection services or necessitate additional services in the area. Fire protection service to the project area is adequately provided by the City of Riverside Fire Department. Proper fire-safety standards would be followed relative to project construction. The RPU would coordinate with City of Riverside emergency personnel prior to construction to ensure that construction activities and associated lane closures would not significantly affect emergency response vehicles. The project would not result in any increase in demand for fire protection and emergency response services and therefore no new or altered fire facilities would be required. No impact would occur and no mitigation is required.

**Police Protection?**

**NO IMPACT.** The Riverside Police Department provides police protection for the project area. The proposed project would not introduce any uses that would increase population, which would typically require additional police protection services.

The project may require the occasional use of police services during construction. Theft of construction equipment and/or vandalism may occur during the construction period, requiring a police response. The RPU would implement standard precautionary measures, such as securing equipment when left unattended to minimize theft and vandalism. The RPU would also implement public safety measures, including the covering and securing of open holes once construction activity at that location is stopped, and the placement of safety structures adjacent to roadways during overhead wire installation activity to protect vehicles and pedestrians.

The project may require temporary closure or partial closure of roadways and traffic lanes during line installation. Such actions are typically coordinated with the local police and normally take place during off-peak commute hours. During construction, construction vehicles may temporarily slow traffic but would not prevent passage of vehicles, including

emergency vehicles. The use of police services would be a temporary construction-related impact and would not be expected to affect police services substantially. No impact would occur and no mitigation is required.

**Schools?**

**NO IMPACT.** As previously identified, the proposed project would not introduce any uses that would increase population, which would necessitate the need for additional school-related services. Therefore, the project would not affect existing schools nor necessitate the need for additional schools in the area. No impact would occur and mitigation is not required.

**Parks?**

**NO IMPACT.** As previously identified, the proposed project would not introduce any uses that would increase population, which would impact park facilities. The project would not result in an increase of population growth or increased housing. Therefore, the project would not affect existing parks or necessitate the need for additional parks in the area. No impact would occur and mitigation is not required.

**Other Public Facilities?**

**NO IMPACT.** As previously identified, the proposed project would not introduce any uses that would increase population; therefore, no project impacts to other public facilities are anticipated. The project would not require additional maintenance of public facilities during its operation. Implementation of the proposed project will not result in excessive wear and tear on the existing circulation, sewer, storm drain, or other public facilities. Therefore, the project would have no impact related to public facilities. No mitigation is required.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

**3.15 RECREATION**

Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the Project:

- 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?**

**NO IMPACT.** Increases in demand for recreational facilities are typically associated with substantial increases in population. The proposed project would not result in an increase in population, and therefore would result in no increased demand for recreational facilities. No impacts would occur and not mitigation would be required.

- b) **Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment**

**NO IMPACT.** The proposed project does not include recreational facilities or require construction or expansion of recreational facilities. Therefore, no impact would occur and no mitigation is required.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

**3.16 TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in wither the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:

- a) **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?**

**NO IMPACT.** The project does not include any trip-generating land uses; therefore, no increase in vehicle trips or exceedances in level of service standards would occur. No impact associated with this issue would occur and no mitigation is required.

- b) **Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

**NO IMPACT.** The project does not include any trip-generating land uses; therefore, no increase in vehicle trips or project specific or cumulative exceedances in level of service standards would occur. No impact associated with this issue would occur and no mitigation is required.

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?**

**NO IMPACT.** The March Air Reserve Base is located approximately 3 miles southeast of the proposed project. The project alignment is not within the designated safety zones or the flight paths established for the airport. The proposed project would not cause changes to air traffic volumes or otherwise affect air traffic patterns as construction within the project limits is limited to ground level with the exception of the elevated pole line areas near Overlook Parkway. These pole structures are anticipated to range from 50 to 70 feet tall similar to other pole lines in the area. Because the proposed project would not include uses or components that would affect air traffic, no substantial safety risks would result from project implementation. No impacts would occur and no mitigation is required.

d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**NO IMPACT.** The project will result in no permanent changes to the design of roadways and all current sight distance and traffic control measures will remain in place upon project completion. Therefore, no increase in hazards due to a design feature would occur. No impact would occur and no mitigation is required.

e) **Result in inadequate emergency access?**

**LESS THAN SIGNIFICANT IMPACT.** As part of the project, *street opening permits* would be required prior to construction. As part of this process, traffic control measures would be identified and imposed by the City as part of the permit. Traffic associated with project construction may have a temporary effect on existing traffic circulation patterns. Therefore, it may also affect emergency access. The construction contractor would use standard procedures to minimize the length of time that residential and business driveways would be blocked. No roadways would be closed to through traffic during project construction; at least one lane would always be open. Emergency vehicles would be able to pass through the project area without obstruction. Multiple access points are also located in the project area. Traffic control measures would be identified and imposed by the City as part of a street opening permit. No private driveway along the project alignment would be closed overnight or for more than half a day. The construction contractor would notify a property owner by telephone or by posting a notice on the property at least 24 hours prior to blocking a property owner's driveway. The project would have less than significant impact on emergency access. No mitigation is required.

f) **Result in inadequate parking capacity?**

**NO IMPACT.** Parking is prohibited on Trautwein Road, Alessandro Boulevard, and Overlook Parkway. Temporary lane closures during construction would not affect parking supplies. No impact related to this issue would occur and no mitigation is required.

**g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**LESS THAN SIGNIFICANT IMPACT.** Riverside Transit Agency (RTA) currently routes two bus lines along Trautwein Road and Alessandro Boulevard (Magnolia Center to Moreno Valley and Downtown to Lake Elsinore Outlet Center). Trautwein Road, Alessandro Boulevard, and Overlook Parkway are designated Class 2 Bikeways. Implementation of the proposed project would not result in any permanent modifications to roadways and will not have any long-term effect upon existing roadway usage by bicycles, buses, or other alternative transportation vehicles. During construction hours, lane closures that could possibly include bike lanes and sidewalks may occur. Typically, any closure of a sidewalk or a bike lane associated with the construction of the project would occur during the stated hours of construction and only for the portion of the power line being constructed for that particular day (approximately 500 feet). Therefore, a less than significant impact associated with this issue would occur and no mitigation is required.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

**3.17 UTILITIES AND SERVICE SYSTEMS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?				
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**NO IMPACT.** The project does not include activities that would generate wastewater. Therefore, no exceedance of wastewater treatment requirements would occur. There is no impact and no mitigation is required.

- 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?**

**NO IMPACT.** The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of such facilities. There is no impact related to this issue and no mitigation is required.

- 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?**

**NO IMPACT.** The project would not require or result in the construction of new stormwater drainage facilities or expansion of such facilities. Since the project will not result in the construction, expansion, or alteration of existing storm drains, no impact would occur and no mitigation is required.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**NO IMPACT.** The project does not include uses that generate additional demand for water supplies. Therefore, the project would not require additional water supplies. There is no impact related to this issue and no mitigation is required.

- e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?**

**NO IMPACT.** The project does not include uses that would generate wastewater. Therefore, no exceedance of wastewater treatment requirements would occur. There is no impact related to this issue and no mitigation is required.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?**

**NO IMPACT.** The project does not include uses that would generate a permanent solid waste stream. Therefore, the project would not require increased capacity at existing solid waste facilities. There is no impact related to this issue and no mitigation is required.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

**LESS THAN SIGNIFICANT IMPACT.** As previously described, the proposed project does not include uses that would generate solid waste. However, the project will comply with all existing local, state and federal requirements related to solid waste during the construction phase. Federal and state regulations regarding solid waste would not apply to the completed project as solid waste will not be generated. Construction debris brought to solid waste disposal facilities will be handled in accordance with existing solid waste regulations. Therefore, a less than significant impact associated with solid waste regulations would occur and no mitigation is required.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

**3.18 MANDATORY FINDINGS OF SIGNIFICANCE**

Does the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Does the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have Impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Does the Project:

- a) **Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATION.** Construction activities within a large portion of the project area would occur within existing roadways where no biological resources are present. However, construction of four power poles would involve construction within habitat areas. Mitigation measures have been identified (**Mitigation Measures BIO-01** through **BIO-03**) to reduce potential impacts to biological resources within these areas to a less than significant level. Although the project area is not identified with any known paleontological or archaeological resources, it may contain previously undetected subsurface paleontological or archaeological resources. Mitigation measures have been identified (**Mitigation Measure CUL-01**) to mitigate impacts associated with the discovery of previously undetected subsurface cultural and/or paleontological resources during excavation activities. Adherence to this measure would reduce cultural or paleontological impacts to a less than significant level.

- b) **Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

**LESS THAN SIGNIFICANT IMPACT.** As presented previously in the discussion of environmental checklist questions 3.1 through 3.17, the project has no impact, a less than significant impact, or a less than significant impact with implementation of mitigation with respect to all environmental issues. Due to the limited scope of direct physical impacts to the environment associated with this infrastructure improvement project plus the fact the project

will improve electric service reliability as opposed to inducing growth, the project's impacts are project-specific in nature. Consequently, the project along with other cumulative projects will create a less than significant cumulative impact with respect to all environmental issues.

- c) **Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**LESS THAN SIGNIFICANT IMPACT.** In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. The South Coast Air Basin is currently designated as a non-attainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. Development of the project would contribute to air pollutant emissions on a short-term basis. The project would be required to comply with regional rules that assist in reducing short-term air pollutant emissions. The purpose of SDAQMD Rule 403 is to reduce the amount of particulate matter in the atmosphere resulting from man-made fugitive dust sources. Adherence to these measures would reduce short-term construction air quality impacts to a less than significant level. As detailed in the preceding responses, development of the proposed project would not result, either directly or indirectly, in adverse hazards and noise effects, resulting in a corresponding less than significant impact to human beings.

**Sources**

City of Riverside, *Final Program Environmental Impact Report City of Riverside General Plan 2025 Program*, November 2007.

*State CEQA Guidelines* Section 15130(b)(1)(A).

## 4.0 MITIGATION MEASURES

<b>Biological Resources</b>	
BIO-01	<p>Pre-construction burrowing owl surveys will be required within 30 days prior to any phase of construction in the areas identified as potential burrowing owl habitat (the location of the power poles and/or conductor haul routes across the arroyos) to determine whether any owls have subsequently moved into the study area. These pre-construction surveys are also required in order to comply with the MSHCP, Migratory Bird Treaty Act (MBTA), and the California Fish and Game Code. If any of the pre-construction surveys determine that burrowing owls are present, further mitigation measures may be required.</p>
BIO-02	<p>In order to avoid impacts to nesting birds, no native or exotic vegetation removal or tree trimming activities will occur during the nesting bird season (February 15–August 31). In the event that vegetation clearing is necessary during the nesting season, a qualified biologist will conduct a pre-construction survey within three days of ground disturbance activities in the area of the power poles and/or conductor haul routes across the arroyos to identify the locations of nests. Should nesting birds be found, an exclusionary buffer will be established by the biologist. This buffer shall be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this zone until the biologist determines that the young have fledged or the nest is no longer active. If project activities are scheduled within riparian habitat during the nesting bird season, focused riparian bird surveys will be required in order to avoid take of least Bell’s vireo and southwestern willow flycatcher.</p>
BIO-03	<p>The following measures shall be incorporated to avoid potential impacts to riparian/riverine habitat and associated riparian species, such as least Bell’s vireo and southwestern willow flycatcher:</p> <ul style="list-style-type: none"> <li>○ During construction, soil and vegetation disturbance shall be minimized to the greatest extent feasible. Prior to construction, highly visible barriers (such as orange construction fencing) shall be installed around riparian/riverine vegetation, under the guidance of a qualified biologist. These areas shall be designated as Environmentally Sensitive Areas (ESAs) to be preserved. No grading or fill activity of any type shall be permitted within the ESAs. In addition, heavy equipment, including motor vehicles, shall not be allowed to operate within the ESAs. All construction equipment shall be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be allowed within the ESAs. Silt fence barriers shall be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities.</li> <li>○ A biologist shall monitor construction within the vicinity of designated ESA areas for the duration of the project to flush any wildlife species present prior to construction and to ensure that all vegetation removal, Best Management Practices (BMPs), ESAs, and all avoidance and minimization measures are properly constructed and followed.</li> <li>○ Applicable BMPs as identified in MSHCP Appendix C shall be implemented during</li> </ul>

	<p>project construction in order to minimize siltation and erosion and point and/or nonpoint pollution sources in established ESAs during and following the project's construction phase.</p> <ul style="list-style-type: none"> <li>○ Equipment maintenance and staging shall occur in designated areas, away from ESAs. If work must be done at night, noise and direct lighting would be directed away from ESAs.</li> <li>○ During construction, the construction contractor shall inspect and clean construction equipment at the beginning and end of each day for fluid leaks.</li> <li>○ ESAs shall be kept clear of all equipment or structures that could potentially serve as barriers to wildlife passage.</li> </ul>
<b>Cultural Resources</b>	
CUL-01	<p>Should cultural and/or paleontological resources be discovered during project construction, construction shall be halted until a professional archaeologist and/or paleontologist has had the opportunity to investigate the resource and assess its significance. Any such resource uncovered during the course of project-related grading or construction shall be recorded and/or removed per standard archaeological practice and/or applicable City and/or state regulations.</p>
<b>Hazards and Hazardous Materials</b>	
HAZ-01	<p>In the event malodorous or discolored soils, liquids, containers, or other materials known or suspected to contain hazardous materials and/or contaminants are encountered during project construction, earthmoving activities in the vicinity of said material shall be halted until the extent and nature of the suspect material is determined by qualified personnel (as determined by the City). The removal and/or disposal of any such contaminants shall be in accordance with all applicable local, state, and federal standards.</p>

## 5.0 LIST OF PREPARERS

### **LSA ASSOCIATES, INC.**

- Ray Hussey, AICP (Project Manager)
- David Atwater (Environmental Analysis)
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- Steve Dong (Word Processing and Editing)
- Nancy Hasegawa (Word Processing and Editing)
- Sheryl Currie (Document Production)

**APPENDIX A: URBEMIS AIR QUALITY MODEL DATA AND  
GREENHOUSE GAS CALCULATION WORKSHEETS**

## **APPENDIX B: MSHCP COMPLIANCE REPORT**

## **APPENDIX C: FOCUSED BURROWING OWL SURVEY**