

**INITIAL STUDY AND  
DRAFT MITIGATED NEGATIVE DECLARATION  
SANTA ANA RIVER POWER RELOCATION PROJECT**

**July 2012**

**Lead Agency:**



**PUBLIC UTILITIES**

**City of Riverside**

**Public Utilities**

**3787 University Avenue**

**Riverside, CA 92501**

**Prepared by:**



**215 North 5<sup>th</sup> Street  
Redlands, CA 92374**



**SANTA ANA RIVER POWER RELOCATION PROJECT  
DRAFT MITIGATED NEGATIVE DECLARATION**

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**DRAFT MITIGATED NEGATIVE DECLARATION**

**Santa Ana River Power Relocation Project**

**Lead Agency:** City of Riverside Public Utilities  
3787 University Avenue  
Riverside, CA 92501

**Project Proponent:** City of Riverside Public Utilities

**Project Location:** City of Riverside generally within the Santa Ana River area and along Rubidoux Avenue, Jurupa Avenue, and Grand Avenue

**Project Description:** The Proposed Project would secure reliable and unrestricted access to the City's sub-transmission lines located within the Santa Ana River and near the Martha McLean – Anza Narrows Park and the closed Tequesquite Landfill. Specifically, the new route would connect at the Proposed Project's western interception point on Jurupa Avenue approximately 270 feet west of Tucson Court near the entrance to the Martha McLean – Anza Narrows Park. The route would then head east on the south side of Jurupa Avenue until reaching Grand Avenue and continue on the northwest side of the street to Rubidoux Avenue. The route would then travel northwest on Rubidoux Avenue for approximately 700 feet through the open space along an existing City access road until reaching the southern corner of the existing closed Tequesquite Landfill property. The route would then turn to the northeast and travel adjacent to and on either the north or south side of the Santa Ana River Trail for approximately 0.8 miles until reaching the eastern interception point west of Tequesquite Park. Project implementation would allow the City to construct and maintain permanent access by relocating the 69kV sub-transmission circuits and 12kV distribution circuit away from the Santa Ana River and placing them along an existing bicycle path and local roadways.

**Proposed Finding:** Based on the information contained in the attached Initial Study, the City of Riverside finds that there would not be a significant effect to the environment because the mitigation measures described herein would be incorporated as part of the proposed project.

**Public Review Period:** July 12, 2012 to August 10, 2012

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**Mitigation Measures Incorporated into the Project to Avoid Significant Effects:**

**Biological Resources**

**B-1:** Due to the potential for nesting birds, including raptor species, and burrowing owl habitat on the Proposed Project site, pre-construction surveys shall be conducted. In order to avoid take of any species protected under the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game (CDFG) Game Code Section 3513, a pre-construction nesting bird survey shall be conducted not more than 30 days prior to any grading, tree or brush clearing or trimming, grubbing or other project related ground disturbances that is to occur between February 1 through August 31.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors or nesting burrowing owls) are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the appropriate wildlife agency. Measures shall include establishment of an avoidance buffer until nesting has been completed. Width of the buffer will be determined by the project biologist. Typically this is a minimum of 300 feet from the nest site in all directions (500 feet is typically recommended by CDFG for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.

**B-2:** Focused surveys for the burrowing owl shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside County MSHCP Area. The protocol surveys must be conducted by a qualified biologist four times during the breeding season (March 1 through August 31). Surveys must be conducted during appropriate weather conditions and must be completed between dawn and noon. A mandatory preconstruction survey for owls shall be conducted within 30 days prior to ground disturbance.

If owls are observed during the preconstruction survey, additional mitigation measures shall be warranted. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season and/or passive relocation of burrowing owls. A specific mitigation methodology for the owl shall be determined in consultation between the City of Riverside and the Western Riverside County Regional Conservation Authority.

**B-3:** Due to the potential occurrence of special-status plants, floristic rare plant surveys for Brand's phacelia (*Phacelia stellaris*), San Diego ambrosia (*Ambrosia pumila*) and San Miguel savory (*Satureja chandleri*), shall be conducted in accordance to the Narrow Endemic Plant Species Survey, Mapping, and Documentation Requirement (Section 6.1.3) of the MSHCP. If survey results are positive then the Project shall be subject to avoidance, minimization, and mitigation strategies described in the MSHCP (Section 6.1.3).

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- B-4:** In accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the project must address the potential for sensitive riparian bird species to be affected. These species include the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. Potential for these species to occur within the project area is considered to be high, moderate, and low, respectively. Due to the potential for riparian habitat impacts within the Santa Ana River floodplain, a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be prepared for the Proposed Project. The DBESP would include a detailed project definition, project description, existing biological conditions, quantified impacts, description of mitigation measures to reduce indirect project effects, demonstration of maximum avoidance, and description of compensatory mitigation for impacts. The DBESP shall be reviewed and approved by the wildlife agencies (U.S. Fish and Wildlife Service and California Department of Fish and Game) and the Western Riverside County Regional Conservation Authority.
- B-5:** A formal wetland delineation shall be conducted prior to any ground-disturbing activities affecting the streambed and riparian habitat within the Santa Ana River Power Relocation Project boundaries. If it is determined that features protected under the Federal Clean Water Act as regulated by the Army Corps of Engineers (Corps), under Section 1600 of the California Department of Fish and Game (CDFG) code, and the Regional Water Quality Control Board (RWQCB), will be affected by the project, it will be necessary to obtain the appropriate permits. Permits that may be required include: 404 Nationwide Permit from the Corps, a 1601 Permit from CDFG, and a 401 permit from Santa Ana RWQCB. These permits shall be obtained prior to any impacts to these resources.

**Cultural Resources**

- C-1:** A qualified archaeological monitor (an individual with, at a minimum, a bachelor's degree in anthropology and archaeological monitoring experience), supervised by the qualified archaeologist, shall observe construction activities that result in grading and/or excavating on or below the original ground surface. If archaeological material is discovered, the monitor shall have the power to temporarily halt or divert construction activities until the qualified archaeologist can determine if the archaeological material is significant and, if significant, until recovered by the archaeologist. The monitor will complete a daily log that describes the construction activities monitored and describes any archaeological material observed. The daily logs will be submitted to the construction manager and the project archaeologist. At the completion of construction activities, a final monitoring report shall be prepared that includes a summary of all archeological monitoring activities.

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- C-2:** In the event that evidence of human remains is discovered, construction activities within 200 feet of the discovery will be halted or diverted and the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. State law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner notifies the Native American Heritage Commission which then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the Public Resources Code). The City will consult with the MLD regarding appropriate treatment for the Native American human remains.

**Geology and Soils**

- G-1:** Further evaluation of the liquefaction potential shall occur when project plans are available. If the liquefaction potential is found to expose the Project's structures to substantial adverse effects then appropriate techniques for mitigating the liquefaction hazard shall be developed at that time.

**Hazards and Hazardous Materials**

- HM-1:** Prior to any lane closures, the City of Riverside (or its contractor) shall prepare a Traffic Control Plan (TCP) to ensure proper access to residences and businesses by emergency vehicles during construction and to maintain traffic flow. The TCP shall contain alternative routes for users of the Santa Ana River Trail during construction work along the bicycle trail.

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**SECTION 1**

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**BACKGROUND**

**1.1 SUMMARY**

<b>Project Title:</b>	Santa Ana River Power Relocation Project
<b>Lead Agency Name and Address:</b>	City of Riverside Public Utilities 3787 University Avenue Riverside, CA 92501
<b>Contact Person and Phone Number:</b>	Daniel Honeyfield, P.E. (951) 826-2122
<b>Project Location:</b>	City of Riverside generally within the Santa Ana River area and along Rubidoux Avenue, Jurupa Avenue, and Grand Avenue.
<b>Project Sponsor's Name and Address:</b>	City of Riverside Public Utilities 3787 University Avenue Riverside, CA 92501
<b>General Plan Designation:</b>	<b>North:</b> Public Park(P), Private Recreation(PR) <b>South:</b> Low Density Residential(LDR), Medium Density Residential(MDR), Medium High Density Residential(MHDR), Commercial(C) <b>East:</b> Low Density Residential(LDR), Medium Density Residential(MDR), Medium High Density Residential(MHDR), Public Facilities/ Institutional(PF) <b>West:</b> Low Density Residential(LDR), Medium Density Residential(MDR), Public Park (P)
<b>Zoning:</b>	Public Facilities (PF), Residential (R-1-7000)

**1.2 INTRODUCTION**

Riverside Public Utilities (RPU) is proposing the Santa Ana River Power Relocation Project (Proposed Project) to secure reliability and unrestricted access to two 69 kilovolt (kV) sub-transmission circuits and one 12kV distribution circuit located within the Santa Ana River (SAR) area. Their current locations require special permission for maintenance and repair because they are located within sensitive biological habitats in the SAR, and the transmission lines are not readily accessible, especially during wet conditions. Furthermore, the facilities are at risk due to river-bottom fires that occur from time to time, most recently in November 2010. The Proposed Project would allow the City to construct and maintain permanent access to the transmission lines by relocating the 69kV sub-transmission circuits and 12kV distribution circuit away from the SAR and placing them along an existing bicycle path (Santa Ana River Trail) and local roadways.

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## **SECTION 2**

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### **PROJECT DESCRIPTION**

#### **2.1 PROJECT BACKGROUND**

##### **Existing Electrical System**

The City of Riverside Public Utilities (RPU) serves more than 103,000 customers through a network of both overhead and underground 69 kilovolt (kV) sub-transmission lines, substations, and 12kV and 4kV distribution lines. RPU has 16 distribution substations, 91 miles of 69kV sub-transmission lines, and 1,350 miles of distribution lines. In addition, RPU owns and operates various communication systems throughout the City.

RPU has two 69 kV sub-transmission circuits and one 12kV distribution circuit located within the Santa Ana River (SAR) area. One of the 69kV circuits connects RPU to the Southern California Edison (SCE) system (Vista Substation to Mountain View Substation) and the other 69kV circuit connects a critical generating resource to the RPU system (Riverside Substation to Riverside Energy Resource Center [RERC]).

The two 69kV sub-transmission circuits and one 12kV distribution circuit in the SAR area consist of three sections. Section 1 is composed of single overhead 69kV circuit traversing approximately 1.6 miles. Section 2 is composed of a single overhead 69kV circuit and a single 12kV circuit traversing approximately 1.4 miles. Section 3 is composed of a double overhead 69kV circuit and a single 12kV circuit traversing approximately 0.5 miles. Please see Figures 1 and 2 for a location and a map of the existing and proposed route.

##### **Project Purpose**

RPU's stated mission is to provide "the highest quality water and electric services at the lowest possible rates to benefit the community." To maintain RPU's Vision to "be recognized as a community treasure with a national reputation for excellence," RPU staff has been diligent in developing its Three-Year Goals, which include "protecting the financial health of Riverside Public Utilities" and "enhancing system reliability in electric and water" utilities.

It is important that these sub-transmission and distribution circuits are maintained and available for service. Their current locations in the SAR area require special permission from other agencies for maintenance and repair because they are located in an area with sensitive biological resources, and, thus they are not readily accessible, especially during wet conditions. Furthermore, the facilities are at risk due to periodic localized fires, most recently in November 2010. Access roads for many of the poles are non-existent due to RPU's inability to maintain clear access and the presence of mature vegetation. Some of the poles are located near the closed Tequesquite Landfill site and are susceptible to sinking into the landfill. RPU requires adequate space to be able to operate utility vehicles for maintenance and repair. In addition, a majority of the poles are over 50 years old and would need to be replaced in the near future.

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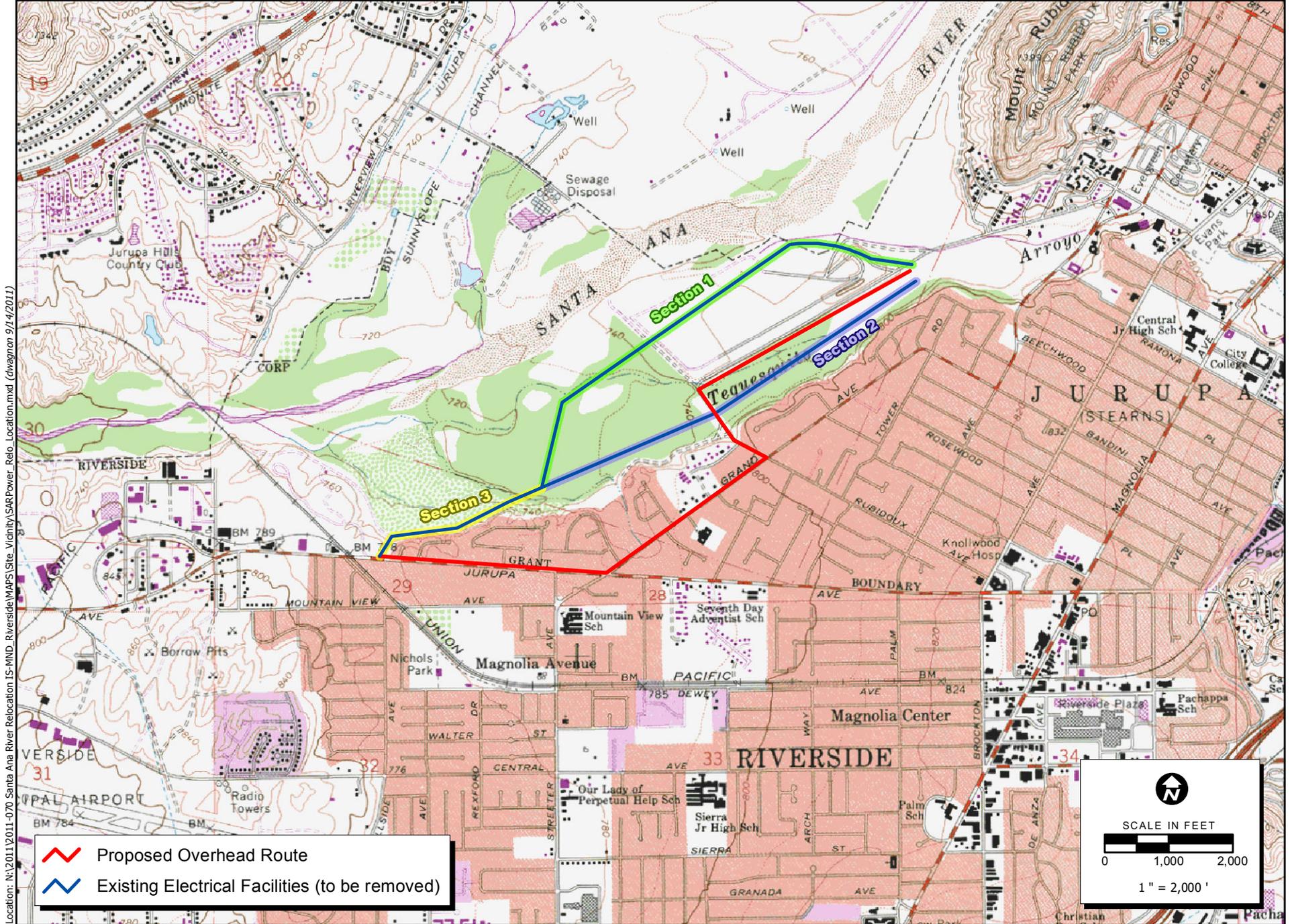


Figure 2. Project Location

2011-070 Santa Ana River Power Relocation

Map Date: 9/14/2011

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**Project Description**

RPU is recommending the Santa Ana River Power Relocation Project (Proposed Project) to secure reliable and unrestricted access to these sub-transmission lines. Project implementation would allow RPU to construct and maintain permanent access by relocating the 69kV sub-transmission circuits and 12kV distribution circuit that are currently located within the SAR area. The new poles would be installed along existing rights-of-way. New sub-transmission and distribution lines would be built onto the new poles prior to the removal of the existing poles and lines. No new access roads would be constructed to remove the existing poles and lines. The existing poles along Sections 1, 2, and 3 would be removed using a hydraulic truck wherever possible. However, several poles are located in densely vegetated areas without truck access and would be removed by hand crews. The holes would be back-filled and the ground surface restored to match the existing grade.

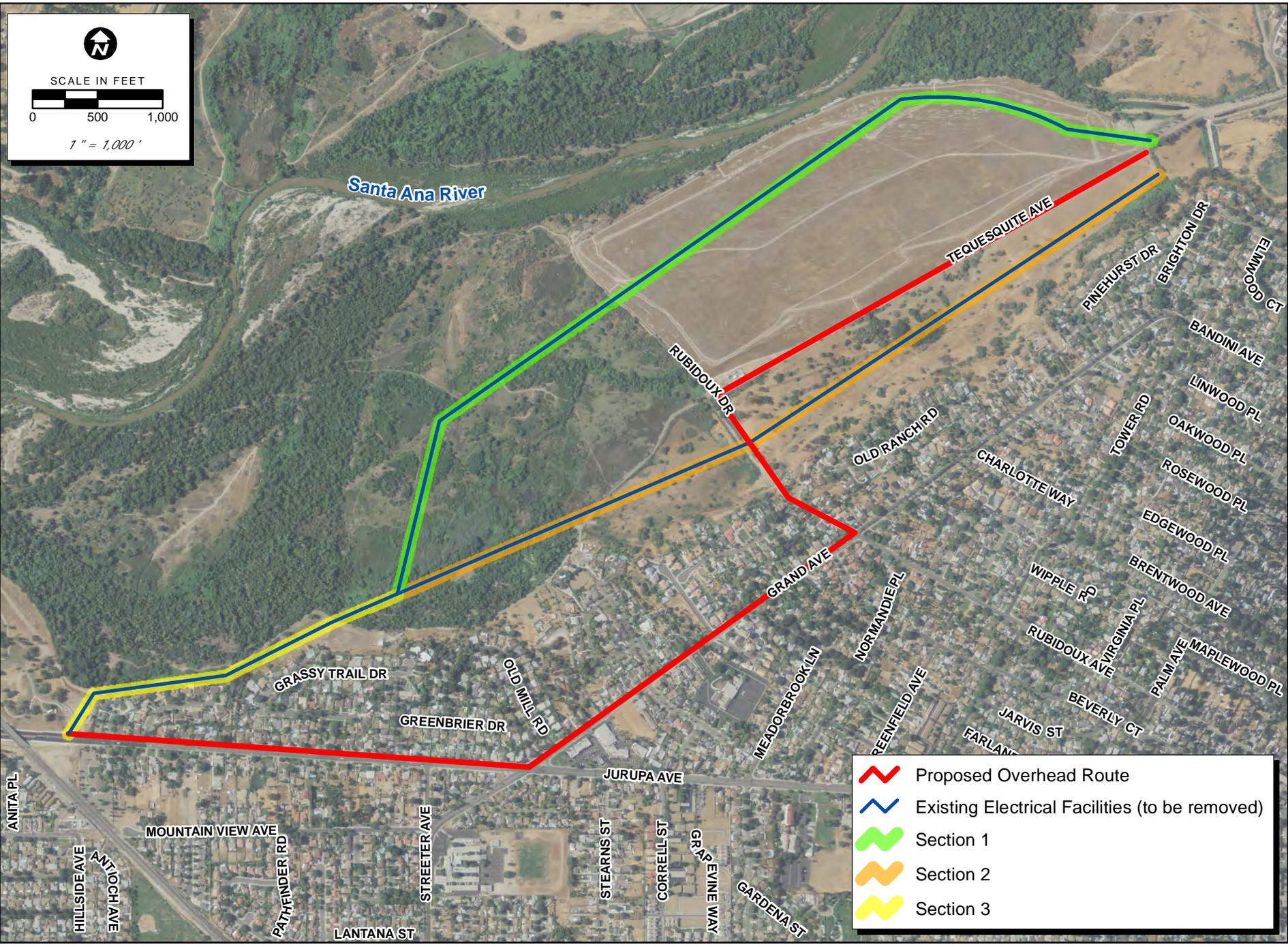
Old distribution lines and transformers to residences/properties would be replaced with new lines and transformers to modern specifications. Prior to electrical power interruption for the installation of the new distribution lines and transformers, notices would be sent to the affected properties per RPU's standard practices. Temporary power would be provided as needed.

**Pole dimensions.** Eighty-five-foot steel poles would be placed at three corners along the proposed sub-transmission line route at: Grand Avenue and Jurupa Avenue; Grand Avenue and Rubidoux Avenue; and Rubidoux Avenue and the Santa Ana River Trail. An additional steel pole may be located on Jurupa Avenue at the beginning of the transmission line route. The steel poles would have an approximately 25-foot deep foundation with a diameter of 42 inches. The remaining poles would be wooden with an approximate height of 85 feet above ground and a buried depth of approximately 11 feet. The proposed base of the new poles would be cleared of vegetation prior to installation.

**New line route.** The Proposed Project would intercept existing lines and be completely overhead. The new route would connect at the Proposed Project's western interception point on Jurupa Avenue approximately 270 feet west of Tucson Court near the entrance to the Martha McLean – Anza Narrows Park. The route would then head east on the south side of Jurupa Avenue until reaching Grand Avenue and continue on the northwest side of the street to Rubidoux Avenue. The route would then travel northwest on Rubidoux Avenue for approximately 700 feet through the open space along an existing City access road until reaching the southern corner of the existing closed Tequesquite Landfill property. The route would then turn to the northeast and travel adjacent to and on either the north or south side of the Santa Ana River Trail for approximately 0.8 miles until reaching the eastern interception point west of Tequesquite Park. The transmission line would be located approximately 5 to 15 feet from the edge of the bicycle trail. There are existing electrical distribution lines along most of Rubidoux Avenue, Jurupa Avenue, and Grand Avenue. In these locations, the Proposed Project would replace the existing poles and carry the existing distribution underneath the proposed double circuit 69kV sub-transmission line. Please refer to Figures 2 and 3 for a map of the existing and proposed route.

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Location: N:\2011\2011-070\_Santa Ana River Relocation IS-MND\_Riverside\MAPS\Site\_Vis\TIVSARPR\_Fig3\_Sections.mxd (6/26/2011)



Map Date: 9/19/2011

**Figure 3. Project Sections**

*2011-070 Santa Ana River Power Relocation*

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**Disposition of removed facilities.** Existing electrical facilities would be reused or recycled, as appropriate. Newer poles may be returned to inventory for reuse at the discretion of RPU. Poles in poor condition would be removed and disposed of properly. The disposal of poles removed from the Tequesquite Landfill would be coordinated with the City of Riverside Public Works Department – Solid Waste Division. The existing transformers would be replaced with new transformers during construction. The existing transformers would be tested and returned to inventory. If a transformer contains polychlorobiphenyls (PCBs) it would be properly disposed of according to RPU’s standard practices and applicable laws.

**Construction schedule.** Construction of the Proposed Project would take approximately six months and be completed by summer 2014. The Proposed Project would include a traffic control plan as required by the City of Riverside Public Works Department prior to issuance of a construction permit.

**Inspection and maintenance.** The new route would provide proper truck access for sub-transmission line maintenance through the use of existing City streets and the paved Santa Ana River Trail. Brush clearance at the pole base would occur during detailed pole inspections every five years by RPU’s line clearance crew or a contractor and during intrusive pole inspections every 20 years. The lines would be inspected and maintained according to RPU’s existing procedures and schedule.

## **2.2 Regulatory Requirements, Permits, and Approvals**

The City of Riverside is the approval authority for the Proposed Project. Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies include, but are not limited to:

- ◆ 401 and Stormwater Construction General Permit (including the development and implementation of a Storm Water Pollution Prevention Plan) from the Regional Water Quality Control Board, Santa Ana Region;
- ◆ 404 Nationwide Permit from the U.S. Army Corps of Engineers; and
- ◆ 1601 Permit from the California Department of Fish and Game.

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**SECTION 3**

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION**

**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 checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Greenhouse Gas Emissions    | <input type="checkbox"/> Population and Housing             |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Air Quality                        | <input type="checkbox"/> Hydrology/Water Quality     | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Land Use and Planning       | <input type="checkbox"/> Transportation/Circulation         |
| <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Mineral Resources           | <input type="checkbox"/> Utilities and Service Systems      |
| <input type="checkbox"/> Geology and Soils                  | <input type="checkbox"/> Noise                       | <input type="checkbox"/> Mandatory Findings of Significance |

**Determination**

On the basis of this initial evaluation:

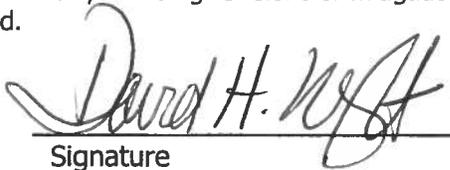
I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

  
Signature

David H. Wright  
Printed Name

7-9-12  
Date

Riverside Public Utilities  
Agency

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**SECTION 4**

**ENVIRONMENTAL CHECKLIST AND DISCUSSION**

**I. Aesthetics**

The Proposed Project would move sub-transmission and distribution lines away from the SAR area into existing rights-of-way along the Santa Ana River Trail and along City streets that are surrounded by developed residential areas. A visual simulation was completed for the Proposed Project which compares pre-project conditions with conceptual post-project conditions (Appendix A).

a) Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The hillsides and ridgelines above the City of Riverside offer scenic vistas to the community. Vista points can be found throughout the City, both from urban areas looking toward the hills and from wilderness areas looking onto Riverside (City of Riverside 2007). The Proposed Project would not be built on hillsides or on ridgelines. As depicted in the visual simulations (Appendix A), the Proposed Project would not obstruct long distance views of natural terrain and vegetation. Impacts to scenic vistas would be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no designated state scenic highways in the vicinity of the Proposed Project (California Department of Transportation 2011). No impacts would occur.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Photo Points 2, 3, and 4 from the visual simulation (Appendix A) show how the project area along the developed residential areas (Rubidoux Avenue, Jurupa Avenue, and Grand Avenue) would look after the Proposed Project is implemented. There are existing distribution lines along most of Rubidoux Avenue, Jurupa Avenue, and Grand Avenue. In

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these locations, the Proposed Project would replace the existing poles and carry the existing distribution lines underneath the proposed double circuit 69 kV sub-transmission line. The proposed poles would measure approximately 85 feet in height and be made of wood, except at corner locations where metal poles would be used. Existing poles measure approximately 36 to 50 feet in height. Views from residential areas would be changed by the larger poles and the 69 kV sub-transmission lines. Corner locations would have additional impacts from the use of thicker metal poles. Corner locations in residential areas include the corner of Grand Avenue and Rubidoux Avenue and the corner of Grand Avenue and Jurupa Avenue. Residential areas where the Proposed Project would be located already contain existing power poles; therefore, the new proposed poles would not substantially degrade the existing visual character or quality of the site and its surroundings. Even though the corner poles would consist of bulkier metal poles, the visual character and quality of the residential areas would not be substantially degraded because residential land uses would continue and defining visual elements such as houses and trees would not be removed as part of the Proposed Project.

Photo Points 1, 5, and 6 from the visual simulation show how the project area along the SAR and the Santa Ana River Trail would look after the Proposed Project is implemented. Existing conditions include two sub-transmission lines in this area (Sections 1 and 2). One of the lines is located on top of the closed Tequesquite Landfill and the second line is located halfway between the Santa Ana River Trail and the residential properties to the southeast and south (Photo Points 5 and 6). The Proposed Project would consolidate these two sub-transmission lines into one line and place it along the Santa Ana River Trail (Photo Points 1, 5, and 6). The existing line that continues along SAR areas would be removed. Though the Proposed Project would place the transmission line adjacent to the bicycle trail, it would remove two power lines in the north and south viewsheds of people using the bicycle trail. Scenic vistas of Mount Rubidoux and the hillsides to the north of the Santa Ana River Trail would not be obstructed with the placement of the transmission line on the south side of the trail. A less than significant impact would occur.

Impacts to the visual character of the SAR and its surroundings would be beneficial, because the sub-transmission lines would be consolidated and moved to more developed urban areas and away from the natural areas in the river. A less than significant impact would occur. Impacts to the Potential Cliffside Historic District are discussed in Section V. Cultural Resources of this Initial Study.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not create a new source of light or glare. No permanent or construction lighting is proposed. No impact would occur.

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**II. Agriculture and Forestry Resources**

a) Would the project 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would be partially located on land identified by the General Plan 2025 as farmland of local importance (City of Riverside 2007). The open space land surrounding the project area is not currently used or planned for agricultural use. The Proposed Project would not change the characteristics or use of the land in terms of agricultural suitability. No impact would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would be located in areas zoned Public Facilities (PF) and Residential (R-1-7000) and would not be located in an area under a Williamson Act contract (City of Riverside 2006). No impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project is not located in an area zoned for forest land or timberland (City of Riverside 2006). No impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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The Proposed Project is located partially in a developed urbanized area and in open space. The Proposed Project would not convert forest land to a non-forest use. No impact would occur.

e) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would move sub-transmission and distribution lines away from the SAR area into existing rights-of-way along the Santa Ana River Trail and along City streets; it would not change land uses in the project area. The Proposed Project would not interfere with potential future farmland uses on land identified by the General Plan 2025 as farmland of local importance (City of Riverside 2007). A less than significant impact would occur.

**III. Air Quality**

An air quality technical report was prepared for the Proposed Project by Scientific Resources Associated (SRA 2011). The Proposed Project is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has jurisdiction over an area of approximately 10,743 miles, consisting of the four county South Coast Air Basin (SCAB), the Mojave Desert Air Basin, and the Riverside County portion of the Salton Sea Air Basin. The Proposed Project is located within the SCAB.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not conflict with or obstruct the implementation of the applicable air quality plan because construction and operation emissions would not violate air quality standards (please see response to III. b) below). No impact would occur.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Construction Impacts.** The Proposed Project would result in emissions of air pollutants from the construction phase of the project. Construction emissions would

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include emissions associated with fugitive dust from surface disturbance activities, combustion pollutants from heavy construction equipment, combustion pollutants from worker vehicles, and combustion pollutants from heavy-duty vehicles transporting construction materials and equipment to the site.

It was assumed construction would require six months. Emissions from heavy equipment used in construction of the Proposed Project were estimated based on emission factors for the SCAB from the Air Resources Board's (ARBs) OFFROAD2007 Model (SRA 2011). Emission factors for 2013 represent the average fleet emissions throughout the SCAB and were considered representative of construction equipment that would be used during construction of the Proposed Project. Emissions from worker travel and truck traffic were calculated using the ARB's EMFAC2007 Model (ARB 2007b) for on-road vehicles. Emissions of fugitive dust were estimated based on SCAQMD and U.S. Environmental Protection Agency (USEPA) emission factors, based on the anticipated site disturbance during construction.

Table 4-1 presents a summary of the daily construction emissions for the Proposed Project, for each month during construction, in comparison with the SCAQMD significance thresholds. As shown in Table 4-1, emissions would be below both the SCAQMD's regional significance thresholds and the Localized Significance Thresholds (LSTs) for all pollutants for each phase of construction. Impacts from construction would therefore be less than significant.

**Table 4-1  
Estimated Construction Emissions SAR Power Relocation Project**

<b>Emission Source</b>	<b>ROG</b>	<b>CO</b>	<b>NOx</b>	<b>SOx</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<i>Total Construction Emissions, lbs/day</i>						
<b>Construction Inspection</b>						
Worker Vehicles	0.05	1.17	0.10	0.00	0.04	0.01
Construction Truck Trips	0.02	0.14	0.20	0.00	0.11	0.02
<b>TOTAL</b>	<b>0.06</b>	<b>1.31</b>	<b>0.30</b>	<b>0.00</b>	<b>0.15</b>	<b>0.04</b>
Significance Thresholds	75	550	100	150	150	55
Localized Significance Threshold	N/A	658	208	N/A	6	4
<i>Above Significance Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Site Preparation</b>						
Heavy Construction Equipment	6.52	26.41	53.54	0.07	2.35	2.10
Worker Vehicles	0.08	1.95	0.16	0.00	0.07	0.02
Construction Truck Trips	0.04	0.31	0.39	0.00	0.23	0.05
Fugitive Dust					1.56	0.33
<b>TOTAL</b>	<b>6.64</b>	<b>28.67</b>	<b>54.10</b>	<b>0.07</b>	<b>4.21</b>	<b>2.50</b>
Significance Thresholds	75	550	100	150	150	55
Localized Significance Threshold	N/A	658	208	N/A	6	4
<i>Above Significance Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Foundation Construction</b>						
Heavy Construction Equipment	3.46	18.19	24.73	0.03	1.44	1.29
Worker Vehicles	0.08	1.95	0.16	0.00	0.07	0.02
Construction Truck Trips	0.04	0.44	0.83	0.00	0.15	0.06
<b>TOTAL</b>	<b>3.58</b>	<b>20.58</b>	<b>25.73</b>	<b>0.04</b>	<b>1.66</b>	<b>1.37</b>
Significance Thresholds	75	550	100	150	150	55
Localized Significance Threshold	N/A	658	208	N/A	6	4
<i>Above Significance Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

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<b>Structure Assembly and Erection</b>						
Heavy Construction Equipment	5.76	30.32	41.22	0.06	2.41	2.14
Worker Vehicles	0.16	3.90	0.33	0.01	0.14	0.05
Construction Truck Trips	0.02	0.14	0.20	0.00	0.11	0.02
<b>TOTAL</b>	<b>5.94</b>	<b>34.36</b>	<b>41.75</b>	<b>0.06</b>	<b>2.66</b>	<b>2.21</b>
Significance Thresholds	75	550	100	150	150	55
Localized Significance Threshold	N/A	658	208	N/A	6	4
<i>Above Significance Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Cable Installation</b>						
Heavy Construction Equipment	10.65	44.31	97.09	0.15	4.00	3.56
Worker Vehicles	0.13	3.12	0.26	0.01	0.11	0.04
Construction Truck Trips	0.05	0.43	0.60	0.00	0.33	0.06
<b>TOTAL</b>	<b>10.83</b>	<b>47.85</b>	<b>97.95</b>	<b>0.16</b>	<b>4.44</b>	<b>3.66</b>
Significance Thresholds	75	550	100	150	150	55
Localized Significance Threshold	N/A	658	208	N/A	6	4
<i>Above Significance Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Demolition of Old Line – Equipment Removal</b>						
Heavy Construction Equipment	2.75	11.88	21.00	0.03	1.19	1.06
Worker Vehicles	0.06	1.56	0.13	0.00	0.06	0.02
Construction Truck Trips	0.02	0.14	0.20	0.00	0.11	0.02
<b>TOTAL</b>	<b>2.83</b>	<b>13.58</b>	<b>21.33</b>	<b>0.03</b>	<b>1.35</b>	<b>1.10</b>
Significance Thresholds	75	550	100	150	150	55
Localized Significance Threshold	N/A	658	208	N/A	6	4
<i>Above Significance Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Demolition of Old Line – Foundation Removal</b>						
Heavy Construction Equipment	2.23	8.72	17.20	0.02	0.94	0.84
Worker Vehicles	0.06	1.56	0.13	0.00	0.06	0.02
Construction Truck Trips	0.05	0.43	0.60	0.00	0.33	0.06
<b>TOTAL</b>	<b>2.34</b>	<b>10.70</b>	<b>17.93</b>	<b>0.03</b>	<b>1.33</b>	<b>0.92</b>
Significance Thresholds	75	550	100	150	150	55
Localized Significance Threshold	N/A	658	208	N/A	6	4
<i>Above Significance Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<b>Maximum Simultaneous Construction Emissions</b>						
Foundation Construction	3.58	20.58	25.73	0.04	1.66	1.37
Structure Assembly and Erection	5.94	34.36	41.75	0.06	2.66	2.21
<b>TOTAL</b>	<b>9.52</b>	<b>54.94</b>	<b>67.48</b>	<b>0.10</b>	<b>4.32</b>	<b>3.58</b>
Significance Thresholds	75	550	100	150	150	55
Localized Significance Threshold	N/A	658	208	N/A	6	4
<i>Above Significance Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Under the SCAQMD Rules and Regulations, all projects must comply with Rule 403, which prohibits fugitive dust from construction activities that results in emissions that are visible in the atmosphere beyond the property line where construction is occurring. Through the implementation of Rule 403, fugitive dust control measures must be utilized to reduce emissions of particulate matter during construction, and emissions from construction would therefore not conflict with or obstruct implementation of the applicable air quality management plan.

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**Operational Impacts.** Operational emissions would result from periodic inspection and maintenance activities. No additional personnel would be required on a daily basis to maintain and operate the Proposed Project. A small number of personnel may be required during brief periods when certain maintenance operations must be performed. Routine maintenance is expected to occur during daylight hours only. Emissions associated with these activities would include on-road vehicle emissions, and fugitive dust generated from inspection and maintenance vehicles and activities. Emissions would be the same as for the existing line; therefore, there would be no increase in operational emissions associated with the Proposed Project. Impacts would be less than significant.

<p>c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The SCAB is considered a moderate nonattainment area for the 8-hour Ozone (O<sub>3</sub>) National Ambient Air Quality Standards (NAAQS) and the NAAQS for PM<sub>2.5</sub> (particulate matter with a diameter of 2.5 microns or less). The SCAB is considered a nonattainment area for the CAAQS for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>. Because the Proposed Project's emissions are mainly attributable to temporary construction activities, and because the Proposed Project's direct emissions are below the SCAQMD's significance thresholds, the Proposed Project would not result in a cumulatively considerable increase in nonattainment pollutants (SRA 2011). A less than significant impact would occur.

<p>d) Would the project expose sensitive receptors to substantial pollutant concentrations?</p>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The predominant land use surrounding the project area is residential. The Proposed Project's air quality impacts are mainly attributable to construction emissions. Construction of the Proposed Project would be temporary and would not expose these sensitive receptors to substantial pollutant concentrations. A less than significant impact would occur.

<p>e) Would the project create objectionable odors affecting a substantial number of people?</p>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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The Proposed Project would not generate objectionable odors that would affect a substantial number of people. Odors during construction, such as diesel engine emissions, would be temporary and less than significant.

**IV. Biological Resources**

A biological resources technical report was completed for the Proposed Project (ECORP 2011a). The biological evaluations included a database search of the California Department of Fish and Game's (CDFG's) California Natural Diversity Data Base (CNDDB) and the California Native Plant Society (CNPS) Online Inventory. The site was also surveyed and all plants and wildlife observed documented along with existing habitat types which may provide habitat for special status plants or animals. The project site is located within the study area for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP authorizes the take for several listed and non-listed plant and animal species, with the stipulation that the project being processed through the regulatory agencies must adhere to its requirements.

<p>a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<p>Potentially Significant Impact</p>	<p>Less than Significant With Mitigation Incorporated</p>	<p>Less than Significant Impact</p>	<p>No Impact</p>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Proposed Project is within the Western Riverside County MSHCP study area, where most plant and animal species that potentially could occur are considered covered species for which take is authorized. However, certain species are identified within the MSHCP for which not enough information has been collected to derive the necessary coverage. Surveys are required for these species for projects within designated survey areas as part of the compliance process. In addition, project areas that contain riparian or riverine habitats have certain project requirements.

As part of MSHCP compliance for the Proposed Project, surveys would be required to determine whether listed and/or sensitive species are present including surveys for nesting birds, burrowing owl, and three rare plant species: Brand's phacelia (*Phacelia stellaris*), San Diego ambrosia (*Ambrosia pumila*), and San Miguel savory (*Satureja chandleri*). Due to the potential for riparian habitat impacts within the Santa Ana River floodplain, a Determination of Biologically Equivalent or Superior Preservation (DBESP) would also be required for the potential impact to riparian and riverine habitat areas (ECORP 2011a). With mitigation measures the potential impacts to listed and/or sensitive species, if present, would be less than significant.

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**Mitigation Measures:**

**B-1:** Due to the potential for nesting birds, including raptor species, and burrowing owl habitat on the Proposed Project site, pre-construction surveys shall be conducted. In order to avoid take of any species protected under the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game (CDFG) Game Code Section 3513, a pre-construction nesting bird survey shall be conducted not more than 30 days prior to any grading, tree or brush clearing or trimming, grubbing or other project related ground disturbances that is to occur between February 1 through August 31.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors or nesting burrowing owls) are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the appropriate wildlife agency. Measures shall include establishment of an avoidance buffer until nesting has been completed. Width of the buffer will be determined by the project biologist. Typically this is a minimum of 300 feet from the nest site in all directions (500 feet is typically recommended by CDFG for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.

**B-2:** Focused surveys for the burrowing owl shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside County MSHCP Area. The protocol surveys must be conducted by a qualified biologist four times during the breeding season (March 1 through August 31). Surveys must be conducted during appropriate weather conditions and must be completed between dawn and noon. A mandatory preconstruction survey for owls shall be conducted within 30 days prior to ground disturbance.

If owls are observed during the preconstruction survey, additional mitigation measures shall be warranted. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season and/or passive relocation of burrowing owls. A specific mitigation methodology for the owl shall be determined in consultation between the City of Riverside and the Western Riverside County Regional Conservation Authority.

**B-3:** Due to the potential occurrence of special-status plants, floristic rare plant surveys for Brand's phacelia (*Phacelia stellaris*), San Diego ambrosia (*Ambrosia pumila*) and San Miguel savory (*Satureja chandleri*), shall be conducted in accordance to the Narrow Endemic Plant Species Survey, Mapping, and Documentation Requirement (Section 6.1.3) of the MSHCP. If survey results are positive then the Project shall be subject to avoidance, minimization, and mitigation strategies described in the MSHCP (Section 6.1.3).

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<p>b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As part of the Local Implementation Measures of the Western Riverside County MSHCP, each project must be assessed for its potential to support riparian/riverine areas and vernal pool habitat. The project area supports riparian/riverine areas but no vernal pools. With mitigation these impacts would be considered less than significant.

**B-4:** In accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the project must address the potential for sensitive riparian bird species to be affected. These species include the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. Potential for these species to occur within the project area is considered to be high, moderate, and low, respectively. Due to the potential for riparian habitat impacts within the Santa Ana River floodplain, a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be prepared for the Proposed Project. The DBESP would include a detailed project definition, project description, existing biological conditions, quantified impacts, description of mitigation measures to reduce indirect project effects, demonstration of maximum avoidance, and description of compensatory mitigation for impacts. The DBESP shall be reviewed and approved by the wildlife agencies (U.S. Fish and Wildlife Service and California Department of Fish and Game) and the Western Riverside County Regional Conservation Authority.

<p>c) Would the project 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?</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A jurisdictional delineation of the project site was not conducted. The U.S. Geological Survey (USGS) quadrangles show two blue-line streams on the project site. The main stream course on the site, which runs along the north western boundary of the property, is the Santa Ana River. Of the two blue-line drainages on the site, one flows east-west along the northern edge of the property. The second blue-line drainage flows northeast-southeast through the central portion of the site. With mitigation the impacts are considered less than significant.

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**B-5:** A formal wetland delineation shall be conducted prior to any ground-disturbing activities affecting the streambed and riparian habitat within the Santa Ana River Power Relocation Project boundaries. If it is determined that features protected under the Federal Clean Water Act as regulated by the Army Corps of Engineers (Corps), under Section 1600 of the California Department of Fish and Game (CDFG) code, and the Regional Water Quality Control Board (RWQCB), will be affected by the project, it will be necessary to obtain the appropriate permits. Permits that may be required include: 404 Nationwide Permit from the Corps, a 1601 Permit from CDFG, and a 401 permit from Santa Ana RWQCB. These permits shall be obtained prior to any impacts to these resources.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Linkages and corridors facilitate regional animal movement, and are generally centered around waterways, riparian corridors, flood control channels, contiguous habitat, and upland habitat. Drainages generally serve as movement corridors because wildlife can move easily through these areas, there is often cover for protection, and fresh water is periodically available. Corridors also offer wildlife unobstructed terrain to forage and they allow for the dispersal of young individuals. Ridgelines may also serve as movement corridors.

The Santa Ana River is a major wildlife movement corridor throughout its length and is considered to be a Core Habitat Area (Existing Core A) under the MSHCP. The project area traverses one of the wider portions of the Santa Ana River floodplain, and is an area that contains a great amount of cover and potential water sources for wildlife species. Three Criteria Cells are also within the project area, Cell 443, Cell 534 and Cell 621. Conservation goals for both cells are focused on preserving riparian habitats along the Santa Ana River. The Proposed Project would remove an existing power line corridor, and reduce the amount of development within Existing Core A. Although there would be temporary impacts associated with the construction of the Proposed Project, the overall effect would be beneficial (ECORP 2011a). The Proposed Project would be completed in compliance with the MSHCP. Impacts would be less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would not conflict with any local policies or ordinances protecting biological resources; it would be completed in compliance with the MSHCP. The

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Proposed Project would not remove any trees, and would not conflict with tree preservation policies. Impacts would be less than significant.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact  <input type="checkbox"/>	Less than Significant with Mitigation Incorporated  <input checked="" type="checkbox"/>	Less than Significant Impact  <input type="checkbox"/>	No Impact  <input type="checkbox"/>
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The Proposed Project is located within the Western Riverside County MSHCP. The property encompassing the Proposed Project is located within a proposed conservation area.

The Proposed Project is consistent with the policies and procedures of the MSHCP, with the incorporation of Mitigation Measures B-1 through B-5. Mitigation Measures B-1 and B-5 address regulations for which the MSHCP does not specifically provide complete coverage, namely the federal Migratory Bird Treaty Act and the state and federal regulations concerning waters of the state and waters of the U.S. With mitigation these impacts are considered less than significant.

**V. Cultural Resources**

A Cultural Resources Technical Report was prepared for the Proposed Project (ECORP 2011b). Cultural resources investigations were completed for the entire length of the project area. First, a cultural resources records search within a 0.5-mile radius of the project area was conducted at the Eastern Information Center (EIC) at U.C. Riverside. Materials reviewed included reports of previous cultural resource studies, archaeological site records, historical maps, and any listings of resources on the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Points of Historical Interest, California Landmarks, and National Historic Landmarks. Additionally, a search of the Sacred Lands File at the Native American Heritage Commission (NAHC) was conducted along with Native American outreach to the local tribes. Following reviews of the records search and NAHC results, a field survey was conducted. Due to the variety of field conditions present in the project area, several field survey methods were employed. In areas of high visibility, an intensive linear pedestrian survey was used. Where dense vegetation was present, an intermittent survey technique was used. Along the residential portion of the proposed new overhead route, a visual reconnaissance survey was conducted.

As a result of this study, five archaeological resources were identified, including three historic-period sites (SAR-001, P33-16848, and P33-16849), one historic-period residence (P33-11126/CA-RIV-6690H), and one historic-period isolated find (P33-8698). Additionally, 20 historic-period homes were identified adjacent to the proposed new overhead route along Rubidoux Avenue and Grand Avenue.

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a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Results of the records search conducted at the EIC indicated that 22 cultural resources studies have been conducted with a 0.5-mile (800-meter) radius of the Proposed Project area. Of these investigations, four have included or crossed over some portion of the project area where existing electrical facilities would be removed.

The records search results indicate that 20 cultural resources have been previously documented within 0.5 mile of the project area. Of these, two historic-period sites and one historic-period isolate were identified along the alignment of the existing utility lines to be removed. These sites are the Santa Ana River Trunk sewer line (P33-16848); and a site consisting of a shed, a livestock pen, and a scatter of historic refuse (P33-16849). The isolate (P33-8698) consists of one colorless glass finish and one porcelain teacup. One historic-period site, a historic-period residence with accompanying chicken ranch and orchard (P33-11126/CA-RIV-6690H), was identified at 5879 Grand Avenue, along the proposed new overhead route.

There would be no impact to the Santa Ana River Trunk sewer line (P33-16848). The manhole features are highly visible and are not located within the Proposed Project's impact area. Archaeologists were unable to locate either isolate P33-8698 or site P33-16849. Site P33-16849 is described as a shed, livestock pen and a concentration of historic refuse. It is possible that the refuse concentration no longer exists or is obscured by dense vegetation. SAR-001 contains a total of six fence posts. All six posts are heavily weathered and it is likely that the original fence line contained multiple posts that are no longer present. The fence line lacks integrity (many missing posts) and lacks historic associations. SAR-001 is not eligible for the California Register of Historical Resources and is, therefore, not a historical resource as defined by CEQA [CCR Title 14, Section 15064.5(a)].

The historic-period residence at 5879 Grand Avenue (P33-11126/CA-RIV-6690H) no longer exists. All buildings and structures on the property have been demolished and/or removed and newly constructed homes are now located on this parcel. A total of 20 historic-period homes were identified adjacent to the proposed new overhead route along Rubidoux Avenue and Grand Avenue. These homes were constructed from circa (ca.) 1900 to ca. 1940, with the majority being built in the decade of the 1930s. While the installation of a new overhead line would be in the viewshed of the residences in question, the new overhead line would utilize an existing pole alignment along Rubidoux Avenue and Grand Avenue and so does not represent a noticeable change in current visual setting of the homes. Therefore, the installation of a new overhead line would not represent a significant indirect impact to these historic-period structures and no mitigation measures are required.

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Houses on the north side of Pinehurst Drive and Brighton Drive in the potential Cliffside Historic District have a view over the Santa Ana River valley that includes the existing power poles. The Cliffside Historic District contains houses that are excellent examples of the California Ranch, Modern Ranch, and Mid-Century Modern architectural styles dating to the period 1950 – 1957 (City of Riverside 2009). The Cliffside Historic District could be determined eligible for the California Register of Historical Resources by the City and would then be a historical resource as defined by CEQA [CCR Title 14, Section 15064.5(a)]. As depicted in the visual simulation (Appendix A) from Photo Point 5 (taken from the back yard of a house on Brighton Drive), currently (pre-project condition) four to six poles can be seen in the valley and one of these is in the foreground of the view. Two of the poles are part of a sub-transmission line that runs in front of the trees along the SAR. The post-project condition shows that only two poles would be visible and the pole in the foreground would no longer be present. In addition, the sub-transmission line along the SAR (Section 1) would be removed so that there would be no poles in front of the trees along the SAR. Although the proposed poles are taller, the view would not change. The background behind the existing poles and the proposed poles is the same: the river terrace and the trees along the SAR. The proposed poles would not extend above the trees and do not impair the view of the mountains and the sky. The impact to the viewshed of the houses in the potential Cliffside Historic District would be less than significant.

There would be no direct impact (demolition or destruction) to buildings or structures more than 50 years old in the project area and there would be no impact to the viewshed of buildings more than 50 years old on the bluff overlooking the river valley. Therefore, the project has no potential to impact CRHR-eligible historic buildings or structures, or buildings listed on local historical inventories or surveys, as defined in California Code of Regulations (CCR) §15064.5. Therefore, the Proposed Project would not cause a substantial adverse change in the significance of an historical resource as defined in §15064.5. All impacts would be less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact  <input type="checkbox"/>	Less than Significant with Mitigation Incorporated  <input checked="" type="checkbox"/>	Less than Significant Impact  <input type="checkbox"/>	No Impact  <input type="checkbox"/>
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A records search conducted at the EIC at U.C. Riverside with a 0.5-mile radius around the project area indicated that 22 cultural resources studies have been conducted with a 0.5-mile (800-meter) radius of the Proposed Project area. Of these investigations, four have included or crossed over some portion of the project area where existing electrical facilities would be removed. As a result of these studies, 20 cultural resources have been previously documented within 0.5-mile of the project area. Two historic-period sites and one historic-period isolate were identified along the alignment of the existing utility lines to be removed. One historic-period site was identified along the proposed new overhead route. A total of one prehistoric archaeological site, two prehistoric isolated finds, five historic-period archaeological sites, and 11 historic-period structures were identified within

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0.5-mile of the project area, but outside the project boundaries, as a result of the 22 cultural studies.

Disturbances within the project area include residential development, the Santa Ana River Trail, overhead powerlines, and a portion of a capped landfill along the eastern end. Despite these disturbances, there is a potential for buried archaeological resources in the river terrace. Prehistoric archaeological sites are frequently found along rivers, streams, and drainages. River terraces are depositional environments during flood episodes. Deposition from flooding could have buried archaeological sites. The Proposed Project would have a less than significant impact on archaeological resources with the incorporation of Mitigation Measure C-1.

**C-1:** A qualified archaeological monitor (an individual with, at a minimum, a bachelor's degree in anthropology and archaeological monitoring experience), supervised by the qualified archaeologist, shall observe construction activities that result in grading and/or excavating on or below the original ground surface. If archaeological material is discovered, the monitor shall have the power to temporarily halt or divert construction activities until the qualified archaeologist can determine if the archaeological material is significant and, if significant, until recovered by the archaeologist. The monitor will complete a daily log that describes the construction activities monitored and describes any archaeological material observed. The daily logs will be submitted to the construction manager and the project archaeologist. At the completion of construction activities, a final monitoring report shall be prepared that includes a summary of all archeological monitoring activities.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact  <input type="checkbox"/>	Less than Significant with Mitigation Incorporated  <input type="checkbox"/>	Less than Significant Impact  <input checked="" type="checkbox"/>	No Impact  <input type="checkbox"/>
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A paleontological records search conducted by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County indicates that the surficial deposits within the project area are composed primarily of younger Quaternary sands, with older Quaternary Alluvium deposits present within the slightly elevated terrain of the southern portions of the project area (McLeod 2011). Both of these surficial deposits are unlikely to contain significant vertebrate fossils. The older Quaternary fluvial deposits, however, that usually underlie the younger Quaternary deposits, sometimes at very shallow depth, may contain significant vertebrate fossils. Impacts from pole removal and placement, are unlikely, however, given the relatively small diameter of the excavated holes necessary to install the poles. Because impacts from pole removal and placement activities are not expected, no mitigation measures are required.

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d) Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No formal cemeteries are located in or near the project area and no human remains have been reported in the project vicinity, based on the records search from the EIC. Most Native American human remains are found in prehistoric archaeological sites. Although one prehistoric archaeological site and two prehistoric isolated finds have been identified within 0.5 mile of the project area, none have been recorded within the project boundaries. Therefore, the project has little potential to disturb human remains. A less than significant impact would occur with the incorporation of mitigation measure C-2.

**C-2:** In the event that evidence of human remains is discovered, construction activities within 200 feet of the discovery will be halted or diverted and the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. State law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner notifies the Native American Heritage Commission which then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the Public Resources Code). The City will consult with the MLD regarding appropriate treatment for the Native American human remains.

**VI. Geology and Soils**

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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ii)	Strong seismic ground shaking?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Seismic-related ground failure, including liquefaction?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv)	Landslides?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**i and ii)** The City of Riverside is not designated as a city affected by an Alquist-Priolo Earthquake Fault Zone (California Department of Conservation 2011). While no known faults traverse the City, several faults in the region have the potential to produce seismic impacts within the City (City of Riverside 2007). Three known faults pass within 20 miles of Riverside. These faults include the San Andreas Fault, which passes 11 miles from Downtown Riverside, the San Jacinto fault, which passes 7 miles from Downtown Riverside, and the Elsinore fault, which passes 13 miles from Downtown Riverside. Just like most of southern California, in the event of an earthquake, strong ground shaking would occur in the vicinity of the Proposed Project. However, the Proposed Project would not increase this risk.

**iii)** The Proposed Project would be located in an area exhibiting a low to very high liquefaction risk (City of Riverside 2007). With Mitigation Measure G-1 liquefaction impacts are less than significant.

**G-1:** Further evaluation of the liquefaction potential shall occur when project plans are available. If the liquefaction potential is found to expose the Project's structures to substantial adverse effects then appropriate techniques for mitigating the liquefaction hazard shall be developed at that time.

**iv)** The Proposed Project would be located in a generally flat area where there are no slopes that would be susceptible to landslides. No impact would occur.

b)	Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Best Management Practices, included as part of the Storm Water Pollution and Prevention Plan (SWPPP) prepared for the Proposed Project would be in place such that impacts from soil erosion would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Liquefaction hazards are particularly significant along watercourses; a significant concern in the City given its proximity to the Santa Ana River. The Proposed Project would be located in an area exhibiting a low to very high liquefaction risk (City of Riverside 2007). With Mitigation Measure G-1 liquefaction impacts would be less than significant (please see the answer to VI. a) iii) above).

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Soils in the project area do not exhibit expansive properties (City of Riverside 2007). No impact would occur.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project does not include septic tanks or require the need for alternative wastewater disposal systems. No impact would occur.

**VII. Greenhouse Gas Emissions**

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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The main source of greenhouse gas emissions associated with the Proposed Project would be combustion of fossil fuels during construction of the project. Estimated emissions of greenhouse gases are summarized in Table 4-2.

**Table 4-2  
Greenhouse Gas Emissions**

	<b>CO<sub>2</sub></b>	<b>CH<sub>4</sub></b>	<b>N<sub>2</sub>O</b>
Construction Emissions, metric tons/year			
Heavy Construction Equipment	819	0.08	0.62
Worker Vehicles	78	0.00	0.00
Construction Trucks	20	0.00	0.01
<b>TOTAL</b>	<b>917</b>	<b>0.08</b>	<b>0.63</b>
<b>Global Warming Potential</b>	<b>1</b>	<b>21</b>	<b>310</b>
<b>CO<sub>2</sub> Equivalent</b>	<b>1,842</b>	<b>3</b>	<b>304</b>
<b>CO<sub>2</sub> Equivalent Total</b>	<b>1,114</b>		
<b>Amortized Construction Emissions</b>	<b>37</b>		

In September 2006, Governor Schwarzenegger signed the Global Warming Solutions Act (Assembly Bill 32), which was created to address the global warming situation in California. The Act requires that the greenhouse gas (GHG) emissions in California be reduced to 1990 levels by 2020. This is part of a larger plan in which California hopes to reduce its emissions to 80 percent below 1990 levels by 2050. This reduction shall be accomplished through an enforceable statewide cap on GHG emissions that shall be phased starting in 2012 and regulated by the California Air Resources Board (CARB). With this Act in place, CARB is in charge of setting specific standards for different source emissions, as well as monitoring whether they are being met.

As discussed in Section III, Air Quality, of this document, the proposed project's primary contribution to air emissions is attributable to construction activities. Project construction shall result in GHG emissions from the following construction related sources: (1) construction equipment emissions and (2) emissions from construction workers personal vehicles traveling to and from construction site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of personnel. The primary emissions that would result from the proposed project occur as carbon dioxide (CO<sub>2</sub>) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxide (N<sub>2</sub>O) and methane (CH<sub>4</sub>), as well as other GHG emissions related to vehicle cooling systems. Although construction emissions are a one-time event, GHG emissions such as CO<sub>2</sub> can persist in the atmosphere for decades. When accounting for GHGs, all types of GHG emissions are expressed in terms of CO<sub>2</sub> equivalents (CO<sub>2</sub>e) and are typically quantified in metric tons (MT) or millions of metric tons (MMT).

The total annualized CO<sub>2</sub>e emissions of 37 metric tons are below California Air Pollution Control Officers Association's (CAPCOA) recommended annual threshold of 900 metric tons of CO<sub>2</sub>e, below which no analysis would be required. Emissions are also below the

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SCAQMD's significance threshold of 10,000 metric tons of CO<sub>2</sub>e for industrial projects. This level of GHG emissions would not result in a significant impact on global climate. The Proposed Project is therefore consistent with the goals of AB 32. A less than significant impact would occur.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. No impact would occur.

**VIII. Hazards and Hazardous Materials**

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Some hazardous materials, such as diesel fuel, would be used during construction and maintenance. However, the construction and maintenance equipment would not be maintained or fueled on the site, and any spills related to the regular use of construction materials would be contained through the best management practices required in the SWPPP and the standard practices of the RPU.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Some hazardous materials, such as diesel fuel, would be used during construction and maintenance activities. However, the construction and maintenance vehicles would not be maintained or fueled on the site. The release of any spills to the environment would be prevented through the best management practices listed in the SWPPP. Impacts would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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There are three schools in the vicinity of the Proposed Project. Mountain View Elementary School is approximately 0.15 miles south of the proposed overhead route, First United Methodist Preschool is approximately 0.5 miles to the east of the proposed overhead route, and Eden Lutheran Preschool is approximately 0.75 miles to the east.

The Proposed Project would not emit significant amounts of hazardous material. The Proposed Project would comply with Rule 403, which prohibits fugitive dust from construction activities that results in emissions that are visible in the atmosphere beyond the property line where construction is occurring. The Proposed Project's construction emissions would be below both the SCAQMD's regional significance thresholds and the Localized Significance Thresholds (LSTs) for all pollutants for each phase of construction (SRA 2011). Operational emissions would result from periodic inspection and maintenance activities. No additional personnel would be required on a daily basis to maintain and operate the Proposed Project. A small number of personnel may be required during brief periods when certain maintenance operations must be performed. Operational emissions would be less than construction emissions. The Proposed Project would not conflict with or obstruct implementation of the applicable air quality management plan. Impacts from hazardous emissions within one-quarter mile of an existing or proposed school would be less than significant.

Hazardous materials, such as diesel fuel, would be used during construction and maintenance activities. However, the construction and maintenance vehicles would not be maintained or fueled on the site. The release of any spills to the environment would be prevented through the best management practices listed in the SWPPP. Impacts from the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant.

d) Would the project 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project is not located on a list of hazardous materials sites (DTSC 2011). No impact would occur.

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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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There are two airports in the vicinity of the project site. Riverside Municipal Airport is located approximately one mile to the southwest and Flabob Airport is located approximately 1.5 miles to the north. The installation of new poles would not result in a safety hazard for aircraft or people living or working in the project area. No impact would occur. Please refer to the response to question X. b).

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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no private airstrips within the vicinity of the project site. No impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The operation of the Proposed Project would not interfere with an adopted emergency response plan. The Proposed Project would move existing electrical facilities from the SAR area to areas more easily accessible including existing streets and along the Santa Ana River Trail, resulting in improved emergency access after the Proposed Project is implemented. The construction of the Proposed Project may result in road lane closures, which may have the potential to interfere with emergency response access to areas near the project site. Impacts to emergency access would be less than significant with the incorporation of Mitigation Measure HM-1.

**Mitigation Measure:**

**HM-1:** Prior to any lane closures, the City of Riverside (or its contractor) shall prepare a Traffic Control Plan (TCP) to ensure proper access to residences and businesses by emergency vehicles during construction and to maintain traffic flow. The TCP shall contain alternative routes for users of the Santa Ana River Trail during construction work along the bicycle trail.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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The Proposed Project would move electrical facilities from areas that are susceptible to periodic localized fires to developed areas with a lower risk of wildland fires. A beneficial impact would occur.

**IX. Hydrology and Water Quality**

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

The City would implement a SWPPP, listing Best Management Practices (BMPs) to prevent construction pollutants and products from violating any water quality standard or any waste discharge requirements. These on-site BMPs would treat stormwater before it discharges into drainages. A less than significant impact would occur.

b) Would the project 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)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would remove existing electrical facilities and construct a new overhead route in an area more easily accessible to RPU maintenance workers. These activities would not deplete groundwater supplies or interfere with groundwater recharge. No impact would occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not substantially alter the drainage pattern of the site. No impact would occur.

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d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see response to IX. c) above.

e) Would the project 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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not add impervious surface to the project area and would not substantially increase the amount of polluted runoff. No impact would occur.

f) Would the project otherwise substantially degrade water quality?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would not cause water quality to be degraded. The proponent of the Proposed Project would implement a SWPPP, listing the BMPs to prevent construction pollutants and products from violating any water quality standards. A less than significant impact would occur.

g) Would the project 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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project does not include housing. No impact would occur.

h) Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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The section of the Proposed Project that is located along the Santa Ana River Trail would be within a 100-year flood zone (City of Riverside 2007). The Proposed Project would place power poles in this area, which would not impede or redirect flood flows. A less than significant impact would occur.

i) Would the project 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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Near the eastern interception point of the Proposed Project, west of Tequesquite Park, the reaches of two dam inundation areas exist for the Sycamore Canyon Dam and the Box Springs Dam. These areas are the farthest extent of the inundation areas with a 68 minute elapse time for Sycamore Canyon Dam and 80 minute elapsed time for Box Springs Dam from dam failure to arrival of "first water" (City of Riverside 2007). Due to the distance of the proposed electrical facilities and the dams a less than significant impact would occur.

j) Would the project be subject to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project is not located near a large lake or an ocean therefore it would not be subject to a seiche or tsunami. The Proposed Project is not located near a mountainside or hillside; therefore it would not be subject to mudflows. No impact would occur.

**X. Land Use and Planning**

RPU is recommending the Proposed Project to move sub-transmission and distribution lines away from the Santa Ana River area to secure reliable and unrestricted access to their lines. The Proposed Project would not alter land uses in the area; it would continue an existing use.

Existing land uses and General Plan Designations are shown in Table 4-3.

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**Table 4-3  
Summary of Existing and General Plan Land Use Designations**

	<b>Existing Land Use</b>	<b>General Plan Designations</b>
North	Public Park (Santa Ana River Regional Park, closed Tequesquite Landfill)	Public Park (P), Private Recreation (PR)
South	Residential, Restaurant	Low Density Residential (LDR), Medium Density Residential (MDR), Medium High Density Residential (MHDR), Commercial (C)
East	Residential (Church of Jesus Christ of LDS), Tequesquite Park	Low Density Residential (LDR), Medium Density Residential (MDR), Medium High Density Residential (MHDR), Public Facilities/Institutional (PF)
West	Public Park (Santa Ana River Regional Park, Martha McLean-Anza Narrows Park), Residential	Low Density Residential (LDR), Medium Density Residential (MDR), Public Park (P)

a) Would the project physically divide an established community?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would move sub-transmission and distribution lines to existing rights-of-way along existing streets and the Santa Ana River Trail to secure reliable and unrestricted access. The Proposed Project would not divide a community. A beneficial impact would occur from increased electrical reliability.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would be constructed by the RPU in compliance with the City's land use documents, which allow utility rights-of-way in all zones. The Proposed Project would place the sub-transmission and distribution lines along existing rights-of-way. The Proposed Project lies within two airport compatibility zones including zone D and E (City of Riverside 2010). Neither zone prohibits the placement of transmission lines. Objects such as trees, towers, buildings, or roads, which penetrate imaginary airport surfaces such as the approach zone, conical zones, transitional zones, and horizontal zones, are considered by the Federal Aviation Administration (FAA) to be an obstruction to air

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navigation. Current City of Riverside ordinances adhere to and support the height restriction guidelines as set forth in 14 CFR Part 77. CFR Title 14 Section 77.23 determines an object to be an obstruction to air navigation if it has a height of 500 feet above ground level or a height of 200 feet above ground level if within three nautical miles of the established reference point of an airport. The Proposed Project would include transmission poles that are less than 200 feet tall and would be built in compliance with applicable regulations of the FAA and City ordinances. No impact would occur.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is within the study area for the Western Riverside County MSHCP. The MSHCP is a regional plan that describes a preserve area and identifies 146 plant and animal species that are afforded take coverage under the federal Endangered Species Act for projects complying with MSHCP requirements. As described in Question IV, Biology, the project would not conflict with the MSHCP.

**XI. Mineral Resources**

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The area to the north of the Proposed Project is a state classified mineral resource zone (MRZ-2) (City of Riverside 2007). The Proposed Project would not result in the loss of availability of a known mineral resource. No impact would occur.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site has not been used for mineral resource recovery. No impact would occur.

**SANTA ANA RIVER POWER RELOCATION PROJECT  
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**XII. Noise**

a) Would the project result in 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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Noise generated by the construction of the Proposed Project would be temporary and no permanent noise sources would be created. The City limits construction activities between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays. Construction is not allowed on Sundays or federal holidays per Municipal Code Section 7.35.010 (City of Riverside 2011). Provisions of the noise code do not apply to construction, maintenance, and repair operations, which are deemed necessary to serve the best interest of the public and which are conducted by public agencies and/or utilities or their contractors (Municipal Code Section 7.35.020 F). The Proposed Project would allow the City to relocate the 69kV sub-transmission circuits and 12kV distribution circuit away from the Santa Ana River where they are at risk of river bottom fires and are not accessible all year round; therefore, the Proposed Project would help public safety by providing a reliable electricity route and be in the best interest of the public. Impacts would be less than significant.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction of the Proposed Project would introduce temporary groundborne vibrations associated with drilling for the installation of new poles and groundborne noise levels in the project vicinity. The potential impacts would diminish over time and end at the completion of construction activities. The use of jackhammers, pile drivers, and explosives for blasting are not included in the Proposed Project. Operation of the Proposed Project would not produce groundborne vibration or noise. Impacts would be less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Due to the temporary nature of construction no permanent increases in ambient noise levels in the project vicinity are expected. Operational noise impacts would be the same as the current condition. No impact would occur.

**SANTA ANA RIVER POWER RELOCATION PROJECT  
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d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction of the Proposed Project would result in a temporary increase in noise levels in the project vicinity above levels existing without the project. Construction noise is discussed under XI. a) above. Impacts would be less than significant.

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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project is located within one mile of the Riverside Municipal Airport and within 1.5 miles of the Flabob Airport, a public use airport. In 1995 the Riverside Municipal Airport completed a 14 CFR Part 150 Noise Compatibility Study. The results of the study provide the airport administration with guidance on how to mitigate the impacts of aircraft noise on airport neighbors. The procedures developed in the study have been advertised to the pilot community and air traffic control personnel, which depicts the recommended traffic patterns to minimize noise impacts on neighboring noise-sensitive land uses (City of Riverside 2010). Noise impacts to people working in the Proposed Project area would be less than significant.

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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no private airstrips in the vicinity of the Proposed Project. No impact would occur.

**XIII. Population and Housing**

a) Would the project 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)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SANTA ANA RIVER POWER RELOCATION PROJECT  
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The Proposed Project would improve the area's electrical infrastructure. The Proposed Project would not add additional housing, create jobs, add electrical capacity that would induce population growth, or extend electrical infrastructure. No impact would occur.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact  <input type="checkbox"/>	Less than Significant with Mitigation Incorporated  <input type="checkbox"/>	Less than Significant Impact  <input type="checkbox"/>	No Impact  <input checked="" type="checkbox"/>
---	--	--	--	--

The Proposed Project would not displace housing. No impact would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact  <input type="checkbox"/>	Less than Significant with Mitigation Incorporated  <input type="checkbox"/>	Less than Significant Impact  <input type="checkbox"/>	No Impact  <input checked="" type="checkbox"/>
---	--	--	--	--

The Proposed Project would improve the existing electrical infrastructure and would not displace people. No impact would occur.

**XIV. Public Services**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact  <input type="checkbox"/>	Less than Significant with Mitigation Incorporated  <input type="checkbox"/>	Less than Significant Impact  <input type="checkbox"/>	No Impact  <input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>◆ Fire Protection?</li> <li>◆ Police Protection?</li> <li>◆ Schools?</li> <li>◆ Parks?</li> <li>◆ Other Public Facilities?</li> </ul>				

No new or altered governmental facilities would need to be constructed as a result of the Proposed Project to meet acceptable service ratios, response times, or other performance objectives for any public service. The Proposed Project would relocate the 69kV sub-transmission circuits and 12kV distribution circuit away from the Santa Ana

**SANTA ANA RIVER POWER RELOCATION PROJECT  
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River to residential areas and along the Santa Ana River Trail. Poles would be placed on either the north or south side of the Santa Ana River Trail for approximately 0.8 miles from Rubidoux Avenue until reaching the eastern interception point west of Tequesquite Park. The poles would not interfere with access to the Santa Ana River Trail. The Proposed Project would ensure reliable access to electrical facilities year round. A beneficial impact would occur.

**XV. Recreation**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not increase population; therefore there would be no increase in the use of neighborhood and regional parks. No impacts would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

**XVI. Transportation/Traffic**

a) Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Temporary closures to road lanes and the Santa Ana River Trail would occur during construction. These impacts would be temporary, and would be less than significant with the implementation of Mitigation Measure HM-1, above.

**SANTA ANA RIVER POWER RELOCATION PROJECT  
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b)	Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not add significant traffic to existing roadways either during construction or operation. Therefore, the Proposed Project would not conflict with the City's congestion management program.

c)	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not change air traffic patterns. No impact would occur.

d)	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would relocate the 69kV sub-transmission circuit and 12kV distribution circuit away from the Santa Ana River and place them along an existing bicycle path and local roadways. No new access roads would be required to maintain access to the proposed electrical facilities. No impact would occur.

e)	Would the project result in inadequate emergency access?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Temporary closures to road lanes would occur during construction. These impacts would be temporary, and would be less than significant with the implementation of Mitigation Measure HM-1.

**SANTA ANA RIVER POWER RELOCATION PROJECT  
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f)	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Temporary closures to road lanes and the Santa Ana River Trail would occur during construction. These impacts would be temporary, and would be less than significant with the implementation of Mitigation Measure HM-1, above.

**XVII. Utilities and Service Systems**

a)	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not produce wastewater. No impact would occur.

b)	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not create the need for new water or wastewater treatment facilities. No impact would occur.

c)	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not require or result in the construction or expansion of stormwater drainage facilities. No impact would occur.

d)	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SANTA ANA RIVER POWER RELOCATION PROJECT  
INITIAL STUDY**

The Proposed Project would not increase the demand for water. No impact would occur.

e)	Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not increase the demand for wastewater treatment. No impact would occur.

f)	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project consists of moving an existing transmission powerline that would generate a minimal amount of solid waste during construction. Impacts would be less than significant.

g)	Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. No impact would occur.

**XVIII. Mandatory Findings of Significance**

a)	Does the project 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**SANTA ANA RIVER POWER RELOCATION PROJECT  
INITIAL STUDY**

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With mitigation described in the Initial Study, the Proposed Project would not have a significant impact on fish and wildlife species or their habitat. The Proposed Project would not eliminate important examples of major periods of California history or prehistory.

<p>b) Does the project 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)?</p>	<p>Potentially Significant Impact</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Less than Significant Impact</p>	<p>No Impact</p>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would have minor construction-related impacts that would be less than significant with the incorporation of mitigation measures listed in this Initial Study. During operation, the Proposed Project would offer a beneficial impact to RPU by providing reliable access to electrical facilities. Cumulative impacts would not occur.

<p>c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<p>Potentially Significant Impact</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Less than Significant Impact</p>	<p>No Impact</p>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Proposed Project would not cause substantial adverse effects on humans with the incorporation of mitigation measures as discussed in this Initial Study.

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**SECTION 5**

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**LIST OF PREPARERS**

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## **SECTION 6**

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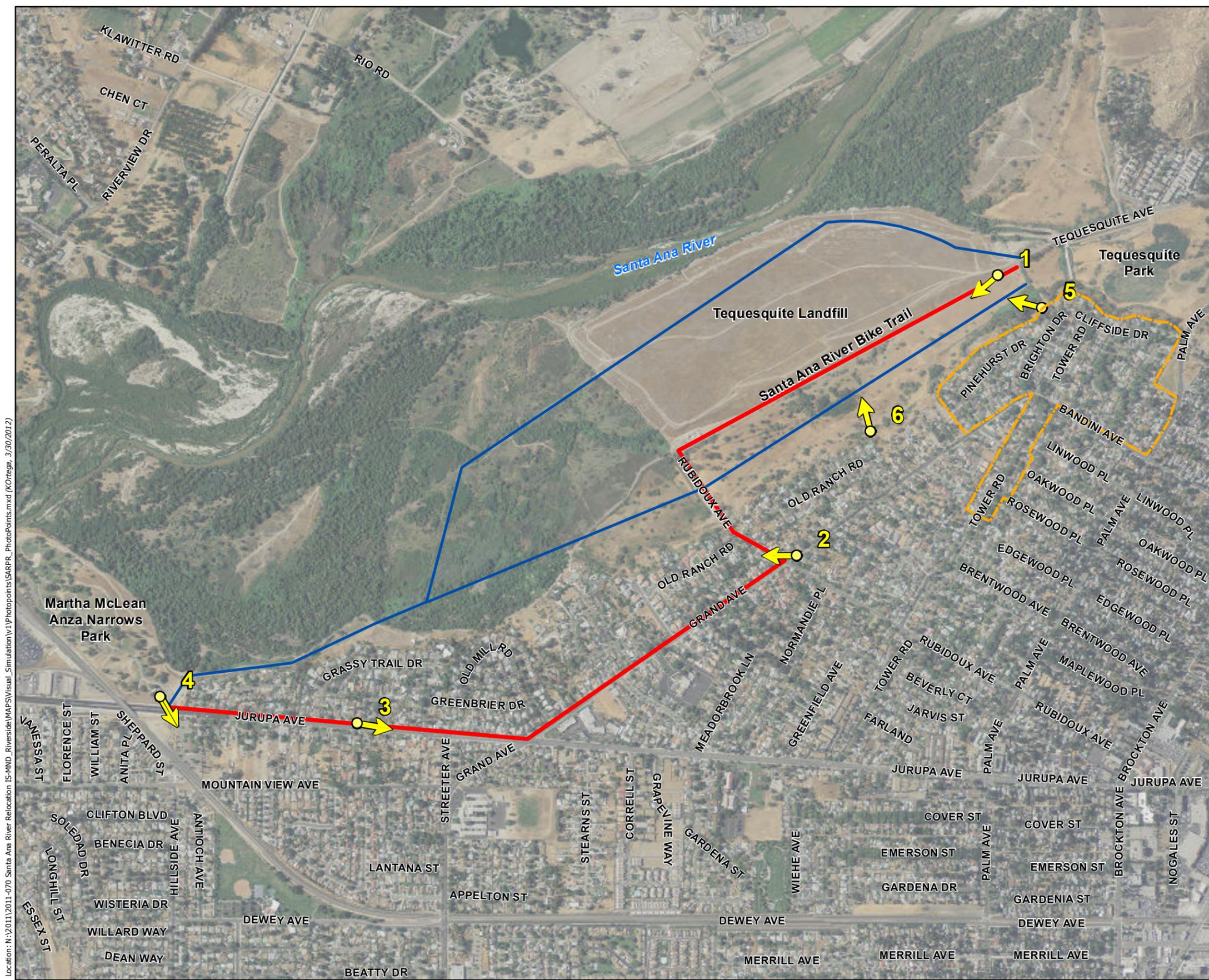
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# **Appendix A**

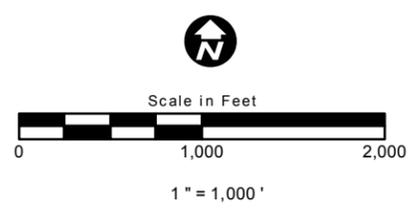
## **Visual Simulations**



### Visual Simulation Photo Locations

### Map Features

-  Photo Points
-  Proposed Overhead Route
-  Existing Electrical Facilities (to be removed)
-  Potential Cliffside Historic District



Location: N:\2011\2011-070 Santa Ana River Relocation\IS-MND\_Riverside\MAP5\Visual\_Simulation\1\Photopoints\SARPR\_PhotoPoints.mxd (KOrtega, 3/30/2012)



Photo Point 1. ↑ Pre-project Condition, ↓ Post-project Condition



Location: N:\2011\2011-070 Santa Ana River Relocation IS-MND\Riverside\WAPS\Visual\_Simulation\1\VisSims\_comparison.pub

**Visual Simulation - View along Santa Ana River Bike Trail  
(Photo Point 1) (Conceptual)**

Date Prepared: 3/19/2012

2011-070 Santa Ana River Power Relocation Project



Photo Point 2. ↑ Pre-project Condition, ↓ Post-project Condition



Location: N:\2011\2011-070 Santa Ana River Relocation IS-MND\Riverside\WAPS\Visual\_Simulation\1\VisSims\_comparison.pub

**Visual Simulation - Corner of Rubidoux Avenue and Grand Avenue  
(Photo Point 2) (Conceptual)**

Date Prepared: 3/19/2012

2011-070 Santa Ana River Power Relocation Project



Photo Point 3. ↑ Pre-project Condition, ↓ Post-project Condition



Location: N:\2011\2011-070 Santa Ana River Relocation IS-MND\Riverside\MAPS\Visual\_Simulation\1\VisSims\_comparison.pub

**Visual Simulation - View along Jurupa Avenue (Photo Point 3)  
(Conceptual)**

Date Prepared: 3/19/2012

*2011-070 Santa Ana River Power Relocation Project*



Photo Point 4. ↑ Pre-project Condition, ↓ Post-project Condition



Location: N:\2011\2011-070 Santa Ana River Relocation IS-MND\Riverside\MAPS\Visual\_Simulation\1\VisSims\_comparison.pub

**Visual Simulation - View from entrance of Martha McLean Anza Narrows Park on Jurupa Avenue (Photo Point 4) (Conceptual)**

Date Prepared: 3/19/2012

2011-070 Santa Ana River Power Relocation Project





Photo Point 5. ↑ Pre-project Condition, ↓ Post-project Condition



Location: N:\2011\2011-070 Santa Ana River Relocation IS-MND\Riverside\WAPS\Visual\_Simulation\VisSims\_comparison.pub

**Visual Simulation - View along Santa Ana River Bike Trail  
(Photo Point 5) (Conceptual)**

Date Prepared: 3/19/2012

2011-070 Santa Ana River Power Relocation Project



Photo Point 6. ↑ Pre-project Condition, ↓ Post-project Condition



Location: N:\2011\2011-070 Santa Ana River Relocation IS-MND\Riverside\MAPS\Visual\_Simulation\1\VisSims\_comparison.pub

Visual Simulation - View along Santa Ana River Bike Trail  
(Photo Point 6) (Conceptual)

Date Prepared: 3/19/2012