

June 2010

RIVERSIDE TRANSMISSION RELIABILITY PROJECT

Land Use Technical Report

PROJECT NUMBER:
111728 / 111734

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Land Use Technical Report

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1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

In 2004, pursuant to Southern California Edison's (SCE) Federal Energy Regulatory Commission (FERC)-approved Transmission Owner (TO) Tariff, Riverside Public Utilities (RPU) submitted a request for SCE to provide additional transmission capacity to meet projected load growth and to provide for system reliability. SCE determined that in order to meet RPU's request, SCE should expand its regional electrical system to provide RPU a second source of transmission capacity to import bulk electric power. This would be accomplished by creation of a new SCE 230 kilovolts (kV) transmission interconnection, the construction of a new SCE substation, the construction of a new RPU substation, and the expansion of the RPU 69 kV subtransmission system. The proposed Project, called the Riverside Transmission Reliability Project (RTRP), would provide RPU with long-term system capacity for load growth, and needed system reliability and flexibility.

The additional transmission capacity to RPU would be available through the proposed SCE Wildlife Substation at 230 kV and then transformed to 69 kV for integration into the RPU electrical system serving the City of Riverside (City). The transformation or "stepping down" of power from 230 kV to 69 kV would take place at the proposed RPU Wilderness Substation. Wilderness and Wildlife Substations would be located adjacent to each other on property that is presently owned by and within the City.

In order to integrate the additional transmission capacity into RPU's electric system, RPU's 69 kV system would be expanded and divided into eastern and western systems. The existing source of energy from Vista Substation would continue to supply the eastern system, while the western system would be supplied through the proposed Wilderness Substation. Creating two separate 69 kV subsystems is necessary for prudent electric utility operation and would also help provide the required level of emergency back-up service, particularly in the event of an interruption to either 230/69 kV substation source.

Several new double-circuit 69 kV subtransmission lines would need to be constructed between 69 kV substations within the City. To accommodate these new subtransmission lines, upgrades would be required at four existing RPU 69 kV substations. The upgrades would take place within the existing boundaries of each substation.

New fiber optic communications would also be required for system control of Wilderness and Wildlife Substations and associated 69 kV and 230 kV transmission lines. The 69 kV communication facilities would be incorporated into the existing RPU fiber optic network. The 230 kV communications would meet SCE's reliability standards.

1.2 LAND USE OVERVIEW

This Technical Report describes existing environmental conditions and analyzes environmental impacts related to land use that are expected to result from the implementation of the proposed RTRP. This report has been prepared in support of an Environmental Impact Report (EIR) being prepared by RPU.

The purpose of the land use study is to inventory land uses and to assess the potential land use impacts for the following proposed Project components: 230 kV transmission line links (Ax, Bx, D, H, I, Ja, Jb, Jc, Jd, K, L, M, N, P, Q, R, S, T, U); 69 kV subtransmission lines links (HL-01-HL-14, HL-15a, HL-15b, HL-16, HL-17a, HL-17b, HL-18, HL-19, HL-20a, HL-20b, HL-21-HL-42, MV-01-MV-13, MV-A-MV-I, N-1-N-5, and RERC-1); and Wilderness and Wildlife substations. The extent of the area analyzed for land use is described as a study corridor (transmission/subtransmission lines) and study area (substation). Study corridors were delineated to encompass feasible transmission and subtransmission lines links. A

study corridor comprises the area within 0.50 mile of the proposed 230 kV transmission line right-of-way (ROW) and 500 feet of the proposed 69 kV subtransmission lines ROW. Study areas comprise the substation area and adjacent area thereof (within 0.25 mile). The land use study also addresses the existing Harvey Lynn, Mountain View, RERC, and Freeman substation upgrades.

The land use environmental assessment 1) presents the regulatory framework for the Project components; 2) provides an overview of the technical methodology used in collecting baseline conditions and evaluating impacts; 3) examines the affected environment within the study corridor/area and vicinity; 4) describes the potential impacts on land use from construction and operation of the Project components; 5) evaluates the level of potential impacts based upon previous environmental impact assessments and California Environmental Quality Act (CEQA) criteria; and 6) presents Environmental Protection Elements (EPEs) and specifically recommended mitigation measures, where appropriate, to reduce potential impacts.

Project components are located within three governmental jurisdictions: unincorporated Riverside County, the City of Riverside, and the City of Norco. The Project area is characterized by rural, urban and suburban development intermixed with agriculture and undeveloped lands. Rapid population growth in the Project area has resulted in increased development with accompanying changes in land use. The natural topography of the Project area is generally valley lowland intersected by rolling hills. The Santa Ana River represents an important recreational, habitat, and visual resource. The Santa Ana River watershed is the focus of extensive habitat conservation and restoration efforts.

1.3 PROJECT LOCATION

The Project area is located in the western and northern sections of the City of Riverside and extends north into unincorporated areas of western Riverside County. The Project area is bordered to the north by State Route 60 (SR-60) and the existing Mira Loma to Vista SCE Transmission Lines to the west by Interstate 15, and to the south and east by State Route 91 (SR-91). The Santa Ana River roughly divides the Project area into northern and southern halves.

The natural topography of the Project area is valley lowland intersected by a sinuous river corridor, isolated bluffs, and rolling hills, and surrounded by mountain ranges. Elevations within the Project area range from 680 to above 1900 feet above mean sea level (MSL); however, Project components would be located in relatively level portions within this area. The Project area is almost entirely developed; the only remaining large areas of native habitats occur along the Santa Ana River and in the nearby Jurupa Mountains.

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

1.4 PROJECT COMPONENTS

The RTRP project components would be located within Riverside County. Overall, the proposed RTRP would require approximately one year (with workers working 10-hour days, five days a week) to construct. The proposed RTRP includes the following:

1. Construction of approximately 10 miles of new double-circuit 230 kV transmission line from the existing Mira Loma – Vista #1 Transmission Line to the proposed Wildlife Substation;

2. Construction of approximately 11 miles of new 69 kV subtransmission lines between 69 kV substations and other existing subtransmission lines within the City of Riverside:
 - Wilderness – Jurupa double-circuit subtransmission lines
 - RERC – Harvey Lynn/Freeman single- and double-circuit subtransmission lines
 - Wilderness – Mountain View double-circuit subtransmission line
3. Construction of two new substations (Wilderness and Wildlife);
4. Upgrade of two 230 kV substations to replace line protection relays (within existing control houses): Mira Loma and Vista;
5. Upgrade of four substations to conduct minor pole re-alignments: Harvey Lynn, Mountain View, Freeman, and RERC; and
6. New fiber optic communications for system control of Wildlife and Wilderness substations and associated 230 kV transmission and 69 kV subtransmission lines.

The Proposed Project adds a new source of transmission capacity to the City by construction of a new double-circuit 230 kV transmission line that would extend from the existing Mira Loma – Vista #1 230 kV Transmission Line to the proposed Wildlife Substation. This new double-circuit 230 kV transmission line would provide additional capacity to the City by interconnecting at the proposed Wildlife Substation, which would be constructed, owned and operated by SCE. To transfer increased capacity to the City, the proposed RPU-owned Wilderness Substation would be constructed immediately adjacent to Wildlife Substation and would transform or “step down” power from 230 kV to 69 kV.

With SCE providing a second point of delivery for bulk power to the City of Riverside’s electrical system, RPU would split its 69 kV subtransmission system into an eastern system served from the existing Vista Substation and a western system served from Wilderness Substation. To facilitate this, several 69 kV subtransmission lines would be constructed within the City by adding circuits to existing routes or by constructing new lines. Upgrades would be made at various existing RPU substations, as well.

1.4.1. Construction of New 69 kV Subtransmission Lines

The proposed Project would include construction of approximately 11 miles of 69 kV sub-transmission lines located in three discrete sections of RPU’s subtransmission system. Within two of these system sections, new lines would consist of multiple subtransmission lines in some segments or would be installed on shared subtransmission poles in others. The proposed new lines include Wilderness – Jurupa Avenue (Segments A and B); RERC – Harvey Lynn/Freeman (Segments A, B, and C); and Wilderness – Mountain View. Construction of the 69 kV subtransmission line component of the Project would require the following tasks:

- Surveying;
- Setting up Marshalling Yards;
- Construction Inspection;
- Foundations;
- Steel (Hauling, Assembly, and Erection);
- Wreck-Out (Conductors and Structures);
- Guard Poles;
- Conductor Installation;
- Transfer Existing Facilities;
- Possible Underground Activities (RERC – Harvey Lynn/Freeman segment only);
- Transmission Pole Installation Activities;
- Conductor Installation; and
- Clean-Up

Most sections of the new 69kV subtransmission lines would be installed on existing ROW and would not require new access road construction, although many of the existing structures would be replaced as part of construction. Subtransmission line steel poles would be a mix of direct-embedded poles and poles requiring foundation construction.

Wilderness – Jurupa Avenue

Segments A and B

Segments A and B are proposed to consist of a double-circuit 69 kV subtransmission line constructed from the proposed Wilderness Substation to the existing double-circuit 69 kV subtransmission line located along Jurupa Ave. and originating from RERC Substation. The double-circuit lines would exit Wilderness Substation to the south and would be constructed along both sides of Wilderness Ave. within public rights-of-way. Segment A would be located on the west side of Wilderness Ave. to Jurupa Ave. and Segment B would be located on the east side of Wilderness Ave. to Jurupa Ave. Both lines would then interconnect to the existing 69 kV double-circuit line. Total length of Segment A would be 1,647 feet, and Segment B 1,588 feet.

RERC – Harvey Lynn/Freeman

Subtransmission lines would be needed as part of the Project to connect the RERC Substation to both Harvey Lynn and Freeman Substations. The subtransmission lines would be single-circuit connections between the substations but would be constructed utilizing both double-circuit and single-circuit poles. The descriptions of these subtransmission lines are described below within Segments A, B, and C.

Segment A

Segment A would be constructed with double-circuit 69 kV poles that would carry both the RERC – Harvey Lynn and RERC – Freeman 69 kV subtransmission lines. From RERC Substation, Segment A would cross over the southern perimeter of the Riverside Water Quality Control Plant and then proceed south on Acorn Ave and west on Jurupa Ave. At the intersection of Jurupa Ave. and Van Buren Blvd., Segment A would continue south along Doolittle Ave. and then Van Buren Blvd. to Arlington Ave, where it would head west for approximately one mile. At the intersection of Arlington Ave. and Rutland Ave., Segment A would turn south and then west on Cypress Ave. to Crest Ave. continuing south along Crest Ave. At the intersection of Crest and Wells Avenues, the line would follow Wells to the intersection of Wells Ave. and Tomlinson Ave., following Tomlinson for a short distance before turning southwest onto Mull Ave. and continuing to the intersection with Tyler St. At this intersection, Segment A ends by “splitting” the circuits into two separate single-circuit subtransmission lines (Segments B and C as described below). The total length of the RERC-Harvey Lynn/Freeman Segment A would be 4.4 miles.

Segment B

Segment B consists of a single-circuit 69 kV subtransmission line beginning from the intersection of Mull Ave. and Tyler St. Segment B would continue southwest along Mull Ave., continue southwest along Mull Ave., then northwest on Mobley Ave., and then south along Jones Ave. At the intersection of Jones Ave. and Cook Ave., Segment B would join an existing single-circuit 69 kV subtransmission line and would be placed on double-circuit poles continuing to Hiers Ave., where it would leave the existing 69 kV line, and then rejoin it along Minnier Ave., continuing to Harvey Lynn Substation. This segment would have a length of 1.5 miles.

Segment C

Segment C would begin at the same intersection as Segment B (Mull Ave. and Tyler St.). The single-circuit subtransmission line would continue south along Tyler St. on single-circuit poles to the intersection of Tyler St. and Magnolia Ave. From this location, Segment C would join with an existing

69 kV subtransmission line onto new double-circuit poles. Segment C would then continue south along Tyler St. and then east along Indiana Ave. into Freeman Substation. To extend from the end of Segment A to Freeman Substation, Segment C would have a length of 3.2 miles.

Wilderness – Mountain View

One double-circuit 69 kV subtransmission line would be constructed from the proposed Wilderness Substation to an existing 69 kV line adjacent to Mountain View Substation. The new double-circuit line would exit Wilderness Substation and parallel the Santa Ana River eastward for approximately 1,000 feet, and then travel along Industrial Avenue to the west side of the Union Pacific railroad corridor and near Martha McLean Anza Narrows Park. The line would then head southeast, parallel to but outside of the railroad right-of-way, and then east parallel to Jurupa Ave., to the connection point with the existing 69 kV subtransmission line near Mountain View Substation. This new 69 kV subtransmission line would have a length of 1.4 miles.

1.4.2. Construction of New 230 kV Double-Circuit Transmission Line

The proposed Project would include construction of approximately 10 miles of 230 kV transmission line. The 230 kV transmission line component of the Project would require the following construction tasks:

- Surveying;
- Setting up Marshalling Yards;
- Right-of-Way Clearing;
- Road and Landing Work;
- Guard Structure Installation;
- Install Tubular Steel Pole (TSPs) Foundations;
- TSP - Hauling, Assembly, and Erection;
- Install Lattice Steel Towers (LSTs);
- LST - Hauling, Assembly, and Erection;
- Conductor Installation;
- Guard Structure Removal; and
- Restoration

Under the Proposed Project, new double-circuit 230 kV transmission line would be constructed that would “loop” the existing Mira Loma – Vista #1 230 kV Transmission Line into the proposed Wildlife Substation. The “loop” would be created by connecting each of the new circuits into the existing single-circuit line between Mira Loma and Vista Substations. The interconnection would occur at approximately the point where the Mira Loma – Vista #1 Transmission Line crosses Wineville Avenue, east of Interstate 15. From here, the new double-circuit line would run south and then west to roughly follow I-15 south, cutting east at 68th Street to a Santa Ana River crossing point within Goose Creek Golf Course. It would then continue east within the City of Riverside and parallel to the Santa Ana River, crossing over Van Buren Boulevard, and then through the City of Riverside Water Quality Control Plant, before reaching the proposed Wildlife Substation on the south side of the Santa Ana River east of Wilderness Avenue.

Temporary marshalling yards would be needed along or near the proposed transmission lines for construction crews to store materials and vehicles. Access to structure sites for construction and maintenance would be required at several locations along the corridors. Access work, which would take place primarily within the ROW, would consist of making improvements to existing roads, constructing new roads, and constructing spurs to individual structure sites.

Most new permanent access roads are proposed for construction on previously disturbed areas. Any temporary roads constructed would be removed, and the ground would be restored to its original contour

when the line is completed. Land rights, usually easements, for access roads would be acquired from property owners as necessary. After the line is built, access roads would also be used for line maintenance. Subtransmission lines are located along or within existing public road ROWs and would not require new access road construction.

The ROW would not be de-vegetated; however, limited cutting of trees and tall brush in the ROW may occur if they interfere with the construction, operation, and maintenance of the transmission line. Trees would be cut outside the ROW only if, due to their height and condition, they may pose a threat to the transmission line. All potential tree cutting within the City of Riverside would require approval by the City’s Public Works Department.

Steel structures for the 230 kV transmission lines would be anchored to the ground with concrete footings. Typically, the footing site is excavated, a steel cage and anchor plates or bolts are positioned, and the excavated site is filled with formed concrete. Structures are assembled at the site and lifted into place by a large crane. Drilling mud will be used for wet holes. The structures are bolted to the footings after they are set in place. After transmission structures are in place, conductors are strung from structure to structure through pulleys. Subtransmission line wood poles would be direct-embedded and would not require foundation construction. Subtransmission line steel poles would be a mix of direct-embedded poles and poles requiring foundation construction.

TABLE 1. ELECTRICAL DESIGN CHARACTERISTICS TRANSMISSION LINES

Feature	230 kV Transmission Line	69 kV Subtransmission Lines
Line Length	10 miles	11 miles
Type of Structure	57 Tubular Steel Poles 24 Lattice Steel Towers	Single Wood or Steel Pole
Structure Height	90-170 feet (TSPs) 113-180 feet (LSTs)	65-90 feet
Structure Footprint	6-10 ft diameter (TSPs) 34 feet x 34 feet (LSTs)	1.5-6 ft diameter
Span Length	600-800 feet typical Up to 2,200 feet	150-300 feet
Number of Structures per Mile	7-8	20-30
Transmission Line ROW	100 feet	Up to 40 feet
Pulling/Tension Sites	100 x 400 feet	100 x 25 feet
Circuit Configuration	Double-circuit	Double-circuit & Single-circuit
Conductor Size	Double Bundle 1590 kcmil ACSR ¹ 45/7 “Lapwing”	954 kcmil ACSR

1: Aluminum conductor, steel-reinforced

Note: All estimates above are preliminary and are subject to change upon final engineering.

1.4.3. Construction of New Substations

The proposed Project would also include construction of one 230/69 kV substation (Wilderness Substation) and one 230 kV switching station (Wildlife Substation). The proposed substations would require the following construction tasks:

- Surveying;
- Setting up Marshalling Yards;

- Grading;
- Civil Engineering Activities;
- Electrical Engineering Activities;
- Transformer Activities (69 kV only);
- Paving Activities;
- Fencing Activities; and
- Testing Activities

Wilderness Substation

The new RPU 230/69 kV Wilderness Substation would be located on 6.4 acres adjacent to the southern end of SCE's Wildlife Substation. Wilderness Substation would be connected to the SCE Wildlife Substation via two short 230 kV transmission line spans over a separating fence between the two substations. The voltage would be transformed to 69 kV through two transformers located within the Wilderness Substation. Electricity would be delivered to the RPU electrical system and ultimately City customers via 69 kV subtransmission lines exiting the substation. As described above, Wilderness Substation would be separated from the Wildlife Substation by a chain link fence. The outside perimeter of the substation would be built with a 10-foot block wall. The anticipated construction duration for the 230/69 kV Wilderness Substation is approximately 125 working days (6.3 months).

Wildlife Substation

The SCE Wildlife Substation would be constructed on three acres of land currently owned by RPU and located near the northeast corner of Wilderness Avenue and Ed Perkić Street. This area is within the City limits. If the Project is approved, SCE would purchase property from RPU to accommodate the new Wildlife Substation. The proposed substation would connect to the SCE system via the proposed double-circuit 230 kV transmission line described above, and would also connect into RPU's proposed adjacent Wilderness Substation. The proposed substation would be enclosed on three sides by a ten-foot high perimeter wall typically constructed of light-colored decorative blocks, with the fourth side being the shared chain-link fence separating Wildlife Substation from Wilderness Substation

1.4.4. 69 kV Substation Upgrades

To accommodate the new subtransmission lines to be added to the RPU 69 kV system, upgrades would be required at four existing RPU 69 kV substations. Upgrades would include minor structure (pole) re-alignments outside of substations to accommodate modifications of substation layout. All other upgrades would take place within the existing boundaries of each substation.

The four existing 69 kV substations within the City that would require upgrades are Harvey Lynn, Mountain View, Freeman, and RERC. The upgrades consist of the addition of new 69 kV power circuit breakers and associated disconnect switches and busing at RERC and Harvey Lynn Substations, as well as protective relay and control modifications to all four substations. All substation upgrades and equipment installations would occur within the existing footprint.

- **Harvey Lynn Substation.** The substation would be upgraded to include a new 69 kV circuit breaker and associated equipment to form a new line position for relocation of the existing Freeman line. The existing Freeman line position would be reconfigured to terminate a new line to RERC Substation. New line protection would be installed for both the new and reconfigured lines. A new Substation Automation System (SAS) and digital fault recorder would be integrated into the new and existing equipment.

- **Mountain View Substation.** The substation would be reconfigured to add two new lines to Wilderness Substation. One line would terminate in the existing Riverside line position and the other in the existing Freeman line position. New line protective relaying would be included for the two new Wilderness lines.
- **Freeman Substation.** The substation modifications would include changing the existing Mountain View line into the new Wilderness line and adding a new line to the RERC switchyard. A line bypass switch would be installed to directly connect the Orangecrest and Riverside lines and bypass the Freeman Substation. The Orangecrest line termination would be disconnected and the new RERC line would be terminated in its place. New line protection would be added for the relocated line and the one new line. A new SAS and digital fault recorder would be integrated into the new and existing equipment.
- **RERC Substation.** Two new lines would be installed and connected to Harvey Lynn Substation and Freeman Substation. The two existing lines connected to Mountain View and Riverside Substations would be reconnected to Wilderness Substation.

1.4.5. 230 kV Substation Upgrades

Line protection relays would be replaced at both Mira Loma and Vista Substations as part of the Proposed Project. The relay replacements would be placed within existing control houses within each substation.

1.4.6. New Telecommunication Facilities

New fiber optic communications would be required for system control of Wildlife and Wilderness Substations and associated 230 kV transmission and 69 kV subtransmission lines. Communication facilities supporting RTRP 69 kV subtransmission components would be incorporated into the existing RPU fiber optic network. The communications facilities that would support the 230 kV transmission line would meet SCE's reliability standards and connect to the existing SCE network at multiple locations. The 230 kV communication facilities would require construction of diverse communication paths for operation and monitoring of the substation and transmission line equipment. The diverse paths would connect Wildlife Substation to Mira Loma Substation, and Wildlife Substation to Vista Substation. New telecommunication infrastructure would be installed to provide protective relay circuit, Supervisory Control and Data Acquisition (SCADA) circuit, data, and telephone services to Wildlife Substation. For the 69 kV portion of the Proposed Project, telecommunications lines would be installed on new or existing 69 kV subtransmission poles.

SCE Fiber Optic Lines

The Proposed Project would include three diverse fiber optic communication paths to connect to the existing SCE fiber optic network. These three paths would be required for the protective relay circuit between the proposed Wildlife Substation and Mira Loma Substation, for the protective relay circuit between the proposed Wildlife Substation and Vista Substation, and the fiber optic communication path that would provide the SCADA circuit, data, and telephone services to the proposed Wildlife Substation. Approximately 3,900 total feet of telecommunications line would be installed in underground conduit.

Path 1: The first fiber optic path is OPGW (Optical Ground Wire) that is proposed for installation on the new 230 kV transmission line towers proposed for the Project and described above. This OPGW line would intercept and connect to the existing fiber wrap cable on OHGW (Over Head Ground Wire) on the Mira Loma – Vista 230 kV Transmission Line tower.

Path 2: A new ADSS (All Dielectric Self Supporting) fiber optic communication cable is proposed for installation on the existing SCE distribution structures between the existing Pedley Substation and the

new Wildlife Substation, with a path length of approximately six miles. This new line would tie into the existing Mira Loma to Corona fiber optic communication line. A preliminary survey conducted in 2006 of the approximate 100 distribution poles in the existing ADSS fiber route between Pedley substation and the Wildlife site determined that no new poles would need to be added, and that no existing poles would need to be replaced. However, a final determination of the need for pole replacement will not be made until final engineering is completed. The fiber optic cable would enter into the Pedley and Wildlife Substations in an underground conduit that would be installed to the fence line of the substations for fiber optic cable entry. This construction method allows ADSS cables on the distribution line poles to be brought into the substations. The approximate length of the underground conduit would be 200 feet at Pedley Substation and 500 feet at Wildlife Substation. In addition, because of the proximity of the proposed new 230 kV transmission line to the existing SCE distribution line, three fiber optic cable path intersection locations would need to be placed underground for cable path reliability.

- The first proposed fiber cable crossing location would be located approximately 0.25 miles west of the Harrell Street and Etiwanda Avenue intersection under the existing Mira Loma – Vista 230 kV transmission line. The two cables at the crossing location would be: 1) the existing ADSS cable on the distribution line poles, and 2) the existing fiber wrap cable on Mira Loma – Vista 230 kV transmission line OHGW. An approximately 900-foot section of the existing ADSS fiber cable needs to be placed underground. For this diverse path, both (crossed) fiber cables would carry protection circuit to protect against the unlikely event that the circuit would fail as a result of the crossed fiber cables failing concurrently.
- The second proposed fiber cable crossing location would be located in an area south of the Santa Ana Regional Park, adjacent to residential areas along the proposed 230 kV transmission line route. The two intersecting fiber cables would be: 1) the proposed new Path 2 ADSS fiber route between Pedley Substation and new Wildlife substation, and 2) the Path 1 OPGW on the proposed 230 kV transmission line. An approximately 1,000-foot section of the proposed ADSS fiber cable would need to be placed underground in order to prevent single point failure for the circuit as a result of the crossing fiber cables.
- The third proposed fiber cable crossing location would be located in an area west of the proposed Wildlife Substation between Wilderness Avenue and Payton Avenue along the existing distribution line north of Jurupa Avenue. The two intersecting fiber cables would be: 1) the proposed new Path 2 ADSS fiber route between Pedley Substation and the new Wildlife substation, and 2) the Path 1 OPGW on the proposed 230 kV transmission line. An approximately 600-foot section of the proposed ADSS fiber cable would need to be placed underground in order to prevent single point failure for the circuit as a result of the crossing fiber cables.
- The fourth proposed fiber cable crossing location would be located approximately 500 feet southwest of Pedley Substation, close to Pedley Substation Rd. The two cables at the crossing location would be: 1) the existing ADSS cable on the 12 kV pole line, and 2) the Path 1 OPGW on the proposed 230 kV transmission line. An approximately 400-foot section of the proposed ADSS fiber cable would need to be placed underground in order to prevent single point failure.
- The fifth proposed fiber cable crossing location would be located approximately 1000 feet west of Pedley Substation on the Lab 12 kV distribution pole line. The two cables at the crossing location would be: 1) the existing ADSS cable on the 12 kV pole line, and 2) the Path 1 OPGW on the proposed 230 kV transmission line. An approximately 300-foot section of the proposed ADSS fiber cable would need to be placed underground in order to prevent single point failure.

Path 3: The third SCE fiber optic line associated with the 230 kV portion of the Proposed Project would connect the new Wildlife Substation and a fiber demarcation point to the Vista Substation to meet the telecommunication diverse path requirements. SCE would lease fiber strands within the RPU fiber optic network to create this third telecommunication path. Existing and available fiber is in place for most of this pathway between Wildlife and Vista Substations. The new portion of this path would utilize planned RPU telecommunication fiber to be installed along proposed 69 kV subtransmission lines as described below.

RPU Fiber Optic Lines

As part of the proposed Project, the existing RPU fiber optic network would be extended approximately 2,000 feet from the intersection of Jurupa Avenue and Wilderness Avenue to the proposed Wilderness Substation. The new fiber optic cable would be installed on the new 69 kV subtransmission line poles described above that would be constructed along both sides of Wilderness Avenue (Wilderness – Jurupa Ave., Segments A and B). This new fiber optic line would connect the proposed Wilderness Substation to RPU's existing communication system. Additionally, a new fiber optic line would be included as part of the new Wilderness – Mountain View subtransmission line construction.

1.4.7. Construction Work Force and Schedule

Construction of the 230 kV components of the Project is scheduled to begin after the issuance to SCE of a Certificate of Public Convenience and Necessity (CPCN) by the California Public Utilities Commission (CPUC). The CPUC review of SCE's CPCN application, which would include the Final EIR, is expected to be completed within 12 months following the City of Riverside's CEQA Lead Agency determination for the Project. Construction activities associated with the Proposed Project consist of new 230 kV transmission line and 69 kV subtransmission line construction, building two new substations (Wildlife and Wilderness), and upgrading four existing 69 kV substations.

Project components would likely be constructed using a variety of construction crews. These would consist of successful competitively bid contractor(s) and subcontractors, SCE crews (230 kV transmission line, telecommunications, and Wildlife Substation only) or RPU crews (69 kV subtransmission lines, telecommunications, Wilderness Substation, 69 kV substation upgrades). RPU and SCE would be responsible to provide quality assurance, environmental protection oversight, and final design approval. All construction work would be performed with conventional construction techniques in accordance with SCE and RPU construction specifications and other industry-specific standards. Construction crews would be required to work within the stipulations of documents governing compliance with regional environmental, storm water pollution prevention, and fire prevention criteria, as well as owner/operator best management practices, standardized environmental protection elements, and those additional mitigation measures identified within the DEIR.

The workforce necessary for construction of the proposed Project is anticipated to range from approximately 10 to 100 persons, with an estimated average daily workforce of 50 persons. Summaries of the labor force requirements and primary equipment associated with the various Project construction activities can be found in Chapter 2, Proposed Project, of the DEIR.

1.5 CONSTRUCTION SCHEDULE

In general, construction efforts would occur in accordance with accepted construction industry and RPU and SCE standards. Construction activities would generally be scheduled during daylight hours, more specifically 6:00 a.m. to 6:00 p.m. (June to September) and 7:00 a.m. to 6:00 p.m. (October to May), Monday through Friday. In the event construction activities need to occur outside the local noise ordinance, SCE would obtain any variance as necessary from appropriate jurisdictions. All materials

associated with construction efforts would be delivered by truck to established marshalling yards. Delivery activities requiring major street use would be scheduled to occur during off-peak traffic hours.

1.5.1. 230 kV Components (SCE)

SCE anticipates that construction of the proposed 230 kV portion of the Proposed Project (which includes the transmission line, Wildlife Substation, and associated telecommunications work) would take approximately 370 working days. Construction would commence following CPUC and regulatory agency approval, final engineering, and procurement activities.

1.5.2. 69 kV Components (RPU)

RPU anticipates that construction of components of the proposed 69 kV portion of the Proposed Project (which includes the subtransmission lines, Wilderness Substation, substation upgrades, and associated telecommunications work) could begin following publication of the Notice of Determination on the Final EIR by the RPU Board and Riverside City Council, including any conditions of approval and statements of overriding considerations (anticipated early 2012). Completion would be timed to synchronize completion date with the 230 kV portion of the Proposed Project, anticipated to be May 2015.

2.0 REGULATORY FRAMEWORK

The following section presents a general description of the regulations, plans and standards applicable to land use resources, both crossed by the links and within the substation sites. The planning and policy documents of each of the entities identified below have been examined to identify regulations and policies that pertain to the proposed Project.

2.1 FEDERAL

2.1.1. Federal Aviation Regulations

Federal regulations (14 CFR Part 77) establish standards and notification requirements for objects affecting navigable airspace. Federal Aviation Administration (FAA) Regulations (FAR Part 77) allow the FAA to identify potential aeronautical hazards in advance, thus preventing or minimizing adverse impacts to the safe and efficient use of navigable airspace. In order to protect the critical airspace around airports and allow safe aircraft operation, Part 77 defines a system of imaginary (three-dimensional) spaces around airports through which no fixed object or structure should penetrate. Public agencies or private developers proposing to construct structures or locate objects that would penetrate the Part 77 imaginary surfaces must notify the FAA. FAA review will then determine whether the object should be allowed and, if so, how it should be marked and/or lighted. An object constitutes an obstruction to navigation if the proposed construction or alteration falls within any of the following categories: (1) greater than 200 feet above ground level (AGL) at its location; (2) near a public-use or military airport, heliport, or seaplane base; (3) highways and railroads; (4) objects on a public-use or military airport or heliport; or (5) when requested by the FAA. Structures requiring FAA notification include antenna towers, overhead communication and transmission lines, water towers, and stockpiles of equipment. The FAA has established standards for marking and lighting structures, such as buildings, towers, and overhead wires.

General Operating and Flight Rules specifically prohibit low-flying aircraft, except when necessary for takeoff or landing. The FAA indicates that obstructions can be marked or lighted to warn airmen of their presence. Lighted markers are available for increased night conspicuity of high-voltage (69 kV or higher) transmission line catenary wires.

2.1.2. Federal Communications Commission

Federal Communications Commission (FCC) regulations require that transmission lines be operated so that radio and television reception would not be seriously degraded or repeatedly interrupted. Further, FCC regulations would require that the utility mitigate such interference.

2.1.3. Land and Water Conservation Fund Act, 16 U.S.C., Section 460 1-8

The Land and Water Fund is a conservation program established by congress in 1964 to create parks and open spaces; to protect wilderness, wetlands and refuges; to preserve wildlife; and to enhance recreational opportunities. The National Park Service's (NPS) Pacific West Regional Office administers the Land and Water Conservation Fund (LWCF) program for California and other western states. Property acquired or developed with LWCF assistance is to be retained and used for public outdoor recreation. Conversions of properties under Section 6(f)(3) of the LWCF Act occur when a project or use eliminates or diminishes the public outdoor recreation of protected lands.

Typical types of conversions are:

1. Property interests are conveyed by the project sponsor to another party for full or partial control of the land, which would result in uses other than public outdoor recreation as approved by NPS.

This includes granting any control of the land, such as through easements, rights-of-way, and leases, for the construction and maintenance of a utility line, pipeline, irrigation ditch, road, or similar facility. It applies to above- and below-ground impacts.

2. Non-outdoor recreation uses (public or private) are made of the project area, or a portion thereof. This could include the construction of structures or facilities by the project sponsor or others which would not be compatible with the existing outdoor recreation uses, such as fire stations, civic centers, libraries, schools, and communication towers.
3. A possible exception could occur if the project sponsor, without relinquishing any control over the area, would allow another party to construct an underground utility or similar development. This would apply if the construction would not impair the present and future recreational use of the property and the surface area would be restored to allow for outdoor recreational use. A temporary construction permit must be prepared and no permanent transfer of property rights may occur.
4. Ineligible indoor recreation facilities are developed within the project area. This might occur if a facility such as a community center or indoor tennis center were built on a project site without prior federal approval. Generally, if the park site is large and sufficient outdoor recreation space will remain, indoor recreation facilities may be allowed. On small sites, however, where an indoor facility would dominate the space and restrict the usability of the park for outdoor activities, such proposals will not be considered.
5. Public outdoor recreation use of property acquired or developed with LWCF assistance is terminated. This might occur, for example, if the park or facility were closed, which could be for a variety of reasons. Included would be title to the land reverting to a previous owner due to reversionary clauses in the deed or another party exercising outstanding rights which disrupt park use, which might happen with mineral extraction. A conversion will not occur in the case of a development project on a site leased to the park board when a long-term lease expires at the end of the term. If, however, the lessor revokes such a lease prior to its full term, generally a conversion will be considered to have occurred. In either case, the property owner must maintain the site in perpetual outdoor recreational use, as required by the LWCF Act.

The above actions are not all-inclusive and other kinds of actions could result in a Section 6(f) conflict. The authority to make a final determination as to whether a potential Section 6(f) conflict exists rests with the NPS.

In certain situations a conversion cannot be avoided and the approval of NPS must be sought. Land that is converted must be replaced with land of equal value, usefulness, and location. Repayment of the amount of LWCF assistance in lieu of replacement property will not be allowed, nor will construction of replacement facilities.

Links associated with the 230 kV transmission line (A, B, D, H, I, K, T, and U), traverse lands which have received funding through the LWCF program. These lands include portions of the Hidden Valley Wildlife Area, Santa Ana River Wetlands Mitigation Bank, and/or Riverside County Public/Quasi-Public land.

2.2 STATE

2.2.1. California Public Utilities Commission (CPUC)

Pursuant to Article XII of the Constitution of the State of California, the CPUC is charged with the regulation of investor-owned public utilities. California Public Utilities Commission G.O. 131-D, Section XIV.B. CPUC G.O. 131-D, Section XIV.B states that “Local jurisdictions acting pursuant to local authority are preempted from regulating electric power line projects, distribution lines, substations, or

electric facilities constructed by public utilities subject to the Commission's jurisdiction. However in locating such projects, the public utilities shall consult with local agencies regarding land use matters." Consequently, public utilities are directed to consider local regulations and consult with local agencies, but the county and city regulations are not applicable as the county and cities do not have jurisdiction over SCE's proposed construction of the 230 kV transmission line and Wildlife Substation. SCE would still be required to obtain all ministerial building and encroachment permits from local (County and incorporated cities) jurisdictions.

2.2.2. California Department of Conservation, Farmland Mapping and Monitoring Program

The California Department of Conservation, under the Division of Land Resource Protection, has developed the Farmland Mapping and Monitoring Program (FMMP). The FMMP monitors the conversion of the State's farmland to and from agricultural use. The map series identifies eight classifications and uses a minimum mapping unit size of ten acres. The FMMP also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. The FMMP is an informational service only and does not have regulatory jurisdiction over local land use decisions. For the purpose of this environmental analysis and consistency with the Farmland Policy Act of 1981, farmland includes *Prime Farmland*, *Unique Farmland*, and *Farmland of Statewide Importance*, and any conversion of land within these categories is typically considered to be an adverse impact.

2.2.3. Williamson Act and Farm Land Security Act

The California Land Conservation Act, better known as the Williamson Act, is an agricultural land protection program enacted in 1965. Fundamentally, the Williamson Act is a state policy administered by local governments. Local governments are not mandated to administer the act, but those that do have some latitude to tailor the program to suit local goals and objectives.

A three-way relationship between private landowners, local governments, and the State is central to the Williamson Act. Local governments and landowners voluntarily enter into a contract in which each accepts certain costs in return for other benefits. The landowner forgoes the possibility of development, or converting his or her property into nonagricultural or non-open space use during the term of the contract, in return for lower property taxes. The local government foregoes a portion of its property taxes in return for the planning advantages and values implicit in retaining land in agriculture or open space. The State supports local governments and landowners in the form of technical and implementation assistance, interpretation of the act, subventions to local governments, research of issues and policies, contract enforcement, and preparation of the Williamson Act Status Report.

Williamson Act contracts have a minimum term of 10 years, with renewal occurring automatically each year (local governments can establish initial contract terms for longer periods of time). The contracts run with the land and are binding on all successors in interest of the landowner. Only land located within an agricultural preserve is eligible for Williamson Act contracts. An agricultural preserve defines the boundary of an area within which a city or county will enter into contracts with landowners. The boundary is designated by resolution of the board of supervisors or city council having jurisdiction. The rules of each agricultural preserve specify the uses allowed. Generally, any commercial agricultural use will be permitted within any agricultural preserve. In addition, local governments may identify compatible uses permitted with a use permit.

In August 1998, Senate Bill 1182 established the Farmland Security Zone (FSZ) provisions of the Williamson Act. An FSZ is created within an agricultural preserve by board approval and at the request of a landowner or group of landowners. FSZ contracts offer landowners greater property tax reduction in return for an initial contract term of 20 years, with renewal occurring automatically each year. Land restricted by an FSZ contract is valued for property assessment purposes at 65 percent of its Williamson

Act valuation, or 65 percent of its Proposition 13 valuation, whichever is lower. New special taxes for urban-related services must be levied at an unspecified reduced rate unless the tax directly benefits the land or living improvements. Cities and special districts that provide non-agricultural services are generally prohibited from annexing land enrolled under an FSZ contract. Similarly, school districts are prohibited from taking FSZ lands for school facilities.

Once a property is contracted under a Williamson Act contract, there are two possible ways to terminate the contract: (1) through the nonrenewal process and (2) through cancellation of the Williamson Act contract. A Williamson Act contract is an enforceable restriction pursuant to the California Constitution and is not intended to be cancelled; cancellation is reserved for unusual emergency situations.

To terminate a Williamson Act contract through nonrenewal, a landowner files a notice of nonrenewal with the board of supervisors or city council. At the beginning of each Williamson Act contract anniversary date, the contract winds down over the remaining term (one to nine years), with the property taxes gradually rising to the full unrestricted rate at the end of the nonrenewal period. Upon completion of the nonrenewal period, the parcel of land is no longer under contract.

Cancellation of a Williamson Act contract is an option under limited circumstances and conditions set forth in the Government Code. In such cases, a landowner may petition the local board of supervisors (board) or city council (council) for Williamson Act contract cancellation for the property. The petition must contain a proposal for a specified alternative use for the property and a list of all government agencies known to have permit authority related to the proposed use. Additionally, all the information in support of and relevant to the required cancellation findings should be included for the board's consideration and deliberation on the matter. The board or council may grant tentative cancellation only if it makes required statutory findings. If the required findings are made, the landowner will be required to pay a cancellation fee equal to 12.5 percent of the cancellation valuation (unrestricted fair market value) of the property. In some cases, the contract specifies a higher cancellation fee, and if the land is restricted by an FSZ Contract, the cancellation fee is 25 percent. The board or council may agree to tentative approval for cancellation of a Williamson Act contract only if it makes either public interest or consistency findings.

The economic viability of an existing agricultural use will not by itself be sufficient reason for cancellation of the Williamson Act contract. The economic viability of the existing use can be considered only if there is no other reasonable or comparable agricultural use for the land.

2.2.4. California Department of Education School Site Selection and Approval Guide

California Education Code Section 17251 and the California Code of Regulations (CCR) Title 5, Sections 14001 through 14012, outline the California Department of Education's (CDE's) authority for approving proposed school sites and constructing school buildings. CDE must approve each site in order for that site to receive state acquisition funds under the School Facilities Program administered by the State Allocation Board. According to the CDE School Site Selection and Approval Guide, some of the many factors that affect school site selection include health and safety, location, size, and cost. The CDE regulations adopted pursuant to Section 17251 contain the following standard for school sites, among others:

CCR Section 14010[c]: For power lines and transmission lines, the property line of a proposed school site shall be at least (i) 100 feet from the edge of an easement for a 50-133 kV line, (ii) 150 feet from the edge of an easement for a 220-230 kV line, and (iii) 350 feet from the edge of an easement for a 500-550 kV line.

Under CDE's Power Line Setback Exemption Guidance dated May 2006, a school district may request a Limited Use Activity Exemption for proposed school sites that are located within the setback established by CDE for overhead transmission lines. With CDE's approval, the following uses would be allowed within the setback area: parking; drop-off and loading zones; driveways, access roads, and sidewalks; internal vehicular circulation and fire lanes; landscaping; gross acres that are unusable for school purposes or activities (e.g., retention basins, steep slopes, wetlands, waterways); support facilities of occasional use (e.g., warehouses, boiler rooms) (CDE, 2006b). Uses that would not be permitted within the setback would include play and activity fields, stadiums, and occupied school buildings.

CDE may also approve a school district request for a Setback Exemption, which would measure the setback from the ground level of the closest or highest kilo-voltage transmission line (whichever creates the largest setback) instead of from the edge of the easement. However, a Setback Exemption would only be approved if it can be reasonably determined that new or relocated overhead transmission lines would not be placed closer to the school within the easement, unless these transmission lines reduced the electric and magnetic fields (EMF) on the usable portions of the school site.

Prior to issuing any exemption, CDE must be satisfied that a selected school site was determined to be the preferable site (per the School Site Selection and Approval Guide and other safety and cost complications) among all other potential sites considered by the school district during its school site selection process.

The 69 kV subtransmission line (Link HL-16) would traverse property that is owned by the Alvord Unified School District for expansion of the La Granada Elementary School.

2.2.5. Surface Mining and Reclamation Act

The California State Legislature enacted the Surface Mining and Reclamation Act (SMARA) in 1975 to limit new development in areas containing significant mineral deposits. SMARA calls for the State Geologist to classify the lands within California based on mineral resource availability. Although California has a wide range of mineral commodities, it was recognized that regionally produced construction materials, like sand, gravel, and crushed stone, are used in every urban area of the State and require special classification data. The California Division of Mines and Geology (CDMG) has classified urbanizing lands according to the presence or absence of significant sand, gravel, or stone deposits that are suitable as sources of aggregate. These areas, called Mineral Resource Zones (MRZ), are described below:

- **SZ.** Scientific resource area containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance.
- **MRZ-1.** Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2.** Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or there is a high likelihood for their presence and development should be controlled.
- **MRZ-3.** Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4.** Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.

The classification system is intended to ensure that, through appropriate lead agency policies and procedures, mineral deposits of statewide or regional significance are considered in agency decisions. The MRZ-2 classification would automatically warrant protective mitigation. Each lead agency develops and

adopts mineral resource management policies to incorporate into its planning policies, based on the mineral classification data provided.

2.3 LOCAL

Project components would be located on lands within the County of Riverside and the cities of Riverside and Norco. Local land use plans are evaluated in this report to assist in the determination of consistency with local plans, goals, and policies. California State law requires cities and counties to prepare and adopt a comprehensive, long-term General Plan for the physical development of each community. Relevant local government plans and policies are summarized below.

2.3.1. Riverside County Airport Land Use Compatibility Plan

Although the City of Riverside contains the Riverside Municipal Airport within its boundaries, the County of Riverside has policies that pertain to development within the vicinity of an airport. Such policies and procedures are found within the Riverside County Airport Land Use Compatibility Plan. The purpose of the plan is to promote compatibility between airports and the land uses that surround them, as well as to set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and applicable to landowners (including special district and other local government entities as well as private parties) in their design of new development (RCALUC, 2004).

According to the Riverside Municipal Airport Compatibility Map (Map RI-1), 230 kV transmission line links cross Compatibility Zones B1, C, D, and E, while 69 kV subtransmission links cross Compatibility Zones A, B1, B2, C, D, and E (*Table 2.3-1*).

TABLE 2.3-1. RIVERSIDE MUNICIPAL AIRPORT COMPATIBILITY ZONES BY LINK

230 kV TRANSMISSION LINE						
LINK	RIVERSIDE MUNICIPAL AIRPORT COMPATIBILITY ZONE					
	ZONE A	ZONE B1	ZONE B2	ZONE C	ZONE D	ZONE E
Ax		x		x	x	
Bx					x	x
D				x	x	
K					x	x
L					x	
M					x	x
N					x	x
P						x
Q						x
R						x
T					x	
U					x	
69 kV SUBTRANSMISSION LINES						
LINK	RIVERSIDE MUNICIPAL AIRPORT COMPATIBILITY ZONE					
	ZONE A	ZONE B1	ZONE B2	ZONE C	ZONE D	ZONE E
HL-01				x	x	
HL-02				x	x	
HL-03				x	x	

69 kV SUBTRANSMISSION LINES						
LINK	RIVERSIDE MUNICIPAL AIRPORT COMPATIBILITY ZONE					
HL-04	X	X	X	X	X	
HL-05				X		
HL-06			X	X		
HL-07				X	X	
HL-08				X	X	
HL-09					X	
HL-10					X	
HL-11					X	
HL-12					X	
HL-13					X	
HL-14					X	
HL-15a					X	X
HL-15b						X
HL-16					X	X
MV-01				X	X	
MV-02					X	
MV-03					X	
MV-04					X	
MV-05					X	
MV-06					X	
MV-07					X	
MV-08					X	
MV-09					X	
MV-10					X	
MV-11					X	
MV-12					X	
MV-13					X	
MV-A				X	X	
MV-B					X	
MV-C					X	
MV-D					X	
MV-E					X	
MV-F					X	
MV-G					X	
MV-H					X	
MV-I					X	
N-1						X
RERC-1				X	X	

Countywide Policies

Policy 1.5.3.Major Land Use Actions: The scope or character of certain *major land use actions*, as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted.

(a) Actions affecting land uses within any compatibility zone.

(9) Proposals for new development (including buildings, antennas, and other structures) having a height of more than:

- 35 feet within *Compatibility Zone B1, B2, or a Height Review Overlay Zone*;
- 70 feet within *Compatibility Zone C*; or
- 150 feet within *Compatibility Zone D or E*.

(11) Any project having the potential to create electrical or visual hazards to aircraft in flight, including:

- Electrical interference with radio communications or navigational signals;
- Lighting which could be mistaken for airport lighting;
- Glare in the eyes of pilots of aircraft using the airport; and
- Impaired visibility near the airport.

Policy 4.3.1.Policy Objective: Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. The FAA conducts “aeronautical studies” of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

Policy 4.3.3.ALUC Review of Height of Proposed Objects: Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain.

(a) Within *Compatibility Zone A*, the height of any proposed development, including vegetation, requires review.

(b) Within *Compatibility Zone B1*, ALUC review is required for any proposed object taller than 35 feet unless the airport controls an easement on the land on which the object is to be located and grants a waiver to height restrictions.

(c) Within *Compatibility Zone B2*, ALUC review is required for any proposed object taller than 35 feet.

(d) Within *Compatibility Zones C and D*, ALUC review is required for any proposed object taller than 70 feet.

(e) Within *Compatibility Zone E*, ALUC review is required for any proposed object taller than 100 feet.

(f) Within the *Height Review Overlay Zone*, ALUC review is required for any proposed object taller than 35 feet above the ground. The approximate extent of the *Height Review Overlay Zone* is indicated on the respective *Compatibility Map* included for each airport in Chapter 3.

Policy 4.3.4.Height Restriction Criteria: The height of objects within the influence area of each airport shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the respective *Compatibility Map* for each airport.

(a) Within *Compatibility Zone A*, the height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.

(b) Within *Compatibility Zones B1, B2, or Height Review Overlay Zone:*

(1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.

(2) ALUC review is required for any proposed object taller than 35 feet.

(3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).

(c) Within *Compatibility Zones C and D*, generally, there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.

(d) Within *Compatibility Zone E*, generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.

2.3.2. Riverside County General Plan

General Plan

Unincorporated lands in Riverside County, not within a specific plan or a Community Plan, are covered by the Riverside County General Plan (2003)¹ as administered by the Riverside County Transportation and Land Management Agency.

The General Plan provides policy direction at two levels: 1) Countywide for the entire unincorporated portion of the County under Board of Supervisors' Authority; and 2) for 19 sectors of the County in the form of Area Plans. The intent of this tiered system of policy direction is to distinguish between policies that apply uniformly everywhere in unincorporated territory and those that apply explicitly in distinct geographic areas.

¹ Note: The Riverside County General Plan is currently being updated. The 2008 General update (GPA 960) includes amendments to date and current information. It is expected that the GPA 960 will be adopted in June 2010. The GPA proposes a new element for Healthy Communities, proposes changes to various areas, and makes several corrections.

The countywide policy direction is captured in traditional topical elements as depicted in the California Government Code: Land Use, Circulation, Multipurpose Open Space (Open Space and Conservation as specified in the law), Safety, Noise, and Housing. An additional optional element, Air Quality, also operates at the countywide level. Policies at this level apply to all Area Plans in addition to the localized policies contained in them, but do not have to be duplicated in the area plan documents.

Based upon projected population growth, the General Plan focuses primarily on growth-related issues such as community design and ways to achieve an integrated and coordinated land use, open space, and transportation system. As indicated in the General Plan, the preferred pattern is to focus growth into strategically located centers or into existing developed areas in order to minimize development pressures on rural, agricultural, and open space areas. The Land Use Element acknowledges the importance of infrastructure and public facilities in supporting an increase in population but does not directly address regional infrastructure facilities.

The General Plan Land Use Map depicts the general pattern of the future land use in unincorporated Riverside County. The General Plan Land Use Map consists of five broad Foundation Component land uses: Agriculture, Rural, Rural Community, Open Space, and Community Development. Each of these is subdivided into more detailed land use designations at the area plan level. The uses allowed within each of these basic categories are detailed in the land use designations and are directed by policies contained within the Land Use Element.

Applicable policies of the Riverside County General Plan as they relate to Project components are described below.

Countywide Policies

Land Use Compatibility Policy LU 6.2. Notwithstanding the Public Facilities designation, public facilities shall also be allowed in any other land use designation except for the Open Space- Conservation and Open Space-Habitat land use designations. For purposes of this policy, a public facility shall include all facilities operated by the federal government, the State of California, the County of Riverside, any special district governed by the County of Riverside or any city, all facilities operated by any combination of these agencies and all facilities operated by a private person for the benefit of any of these agencies.

- **Open-Space-Conservation Habitat (OS-CH) Designation.** The Open Space Conservation Habitat land use designation applies to public and private lands conserved and managed in accordance with adopted Multiple Species Habitat Conservation Plans (MSHCPs). Ancillary structures or uses may be permitted for the purpose of preserving or enjoying open space. Actual building or structure size, siting, and design will be determined on a case-by-case basis.
- **Multipurpose Open Space Element Policy OS 20.2.** Prevent unnecessary extension of public facilities, services, and utilities, for urban areas, into Open Space-Conservation designated areas.
- **Multipurpose Open Space Element Policy OS 20.3.** Discourage the absorption of dedicated park lands by non-recreational uses, public or private. Where absorption is unavoidable, replace park lands that are absorbed by other uses with similar or improved facilities and programs.

Land Use Compatibility Policy LU 6.4. Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

Land Use Compatibility Policy LU 16.1. Encourage retaining agriculturally designated lands where agricultural activity can be sustained at an operational scale, where it accommodates lifestyle choice, and

in locations where impacts to and from potentially incompatible uses, such as residential uses, are minimized through incentives such as tax credits.

Land Use Compatibility Policy LU 16.2. Protect agricultural uses, including those with industrial characteristics (dairies, poultry, hog farms, etc.) by discouraging inappropriate land division in the immediate proximity and allowing only uses and intensities that are compatible with agricultural uses.

Land Use Compatibility Policy LU 16.4. Encourage conservation of productive agricultural lands. Preserve prime agricultural lands for high-value crop production.

Multipurpose Open Space Element Policy OS 7.5. Encourage the combination of Agriculture with other compatible open space uses in order to provide an economic advantage to Agriculture. Allow by right, in areas designated as Agriculture, activities related to the production of food and fiber, and support uses incidental and secondary to on-site agricultural operation.

Impacts to prime agricultural lands are discussed below in Section 5.4.

Land Use Compatibility Policy LU 21.2. Protect lands designated as Open Space-Mineral Resource from encroachment of incompatible land uses through buffer zones or visual screening. (AI 3).

Land Use Compatibility Policy LU 21.3. Protect road access to mining activities and prevent or mitigate traffic conflicts with surrounding properties.

Area Plans

Project components located within unincorporated Riverside County and associated with the 230 kV transmission line fall under the Area Plans of Jurupa and Eastvale.

Jurupa Area Plan

Policies

JURAP 7.2: Require development, where allowable, to be set back an appropriate distance from the top of bluffs, in order to protect the natural and recreational values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods.

JURAP 7.3: Encourage future development that borders the Policy Area to design for common access and views to and from the Santa Ana River.

JURAP 7.13: Discourage utility lines within the river corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the river.

JURAP 9.1: To provide for the orderly development of Riverside Municipal Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Riverside Municipal Airport as fully set forth in Appendix L of the General Plan, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Eastvale Area Plan

Policies

EAP 1.2: Require development, where allowable, to be set back an appropriate distance from the top of bluffs, in order to protect the natural and recreational values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods.

EAP 1.3: Encourage future development that borders the Policy Area to design for common access and views to and from the Santa Ana River.

EAP 1.13: Discourage utility lines within the river corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the river.

Specific Plans

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development and conservation. These tools are a means of addressing detailed concerns that conventional zoning cannot do. Specific Plans may be implemented through a variety of approval steps (e.g., zoning, site plans, parcel and tentative tract maps).

The following Riverside County adopted specific plans were identified within the study corridors:

- Mission De Anza 123 (residential, commercial, and industrial)
- Sky Country 125 (primarily residential)
- Interstate 15 Corridor 266 (primarily residential and commercial uses)

A proposed Specific Plan (Specific Plan No. 376 - Thoroughbred Farm IDI) is also located in the study corridors (Mira Loma). It proposes to establish a 108.2 acre Specific Plan of land uses with the following proposed land use designations: light industrial, business park, commercial/retail, tourist/commercial, and major circulation. A potential fire station is also proposed.

Zoning

The County of Riverside Land Use Zoning Ordinance (Ord. No. 348) contains the regulatory framework that specifies allowable uses for real property and development intensities; the technical standards such as site layout, building setbacks, heights, lot coverage, parking, etc.; aesthetics related to physical appearance, landscaping, and lighting; a program that implements policies of the General Plan; and the procedural standards for amending or establishing new zoning regulations. According to Riverside County Zoning Ordinance (ORD.348), Section 18.29. Public Use Permits:

“Notwithstanding any other provisions of this ordinance, public utilities may be permitted in any zone classification provided that a public use permit is granted pursuant to the provisions of this section. A public hearing shall be held on the application for a public use permit in accordance with the provisions of Section 18.26 of this ordinance. A public use permit shall not be granted unless the applicant demonstrates that the proposed use will not be detrimental to the health, safety or general welfare of the community. Any permit that is granted shall be subject to such conditions as shall be necessary to protect the health, safety or general welfare of the community.”

2.3.3. City of Riverside General Plan 2025

The City of Riverside General Plan is the core policy and land use planning document for the city, and provides basic guidance to community decision-makers within the city. General Plan 2025 contains a statement of the community’s vision and provides a roadmap or blueprint on how to achieve that vision. The General Plan 2025 was adopted in November 2007.

Pursuant to California statutes, the General Plan 2025 is divided into twelve elements, seven of which are mandatory, including Land Use and Urban Design; Circulation and Community Mobility; Housing; Arts and Culture; Education; Public Safety; Noise; Open Space and Conservation; Air Quality; Public Facilities and Infrastructure; Parks and Recreation; and Historic Preservation.

The 2025 General Plan foundation is anchored by adopted policies and objectives. An objective is an overall statement of community aim, and consists of a broad statement of purpose or direction. Each objective is followed by more definitive policy statements. Policies provide guidance to the City Council, Planning Commission, other boards and commissions, and to the city staff in their review of development proposals and related actions.

The following General Plan 2025 Objectives and Policies from the Land Use and Urban Design and Public Facilities and Infrastructure elements are relevant to the proposed Project:

Land Use and Urban Design Element

Hillsides

Objective LU-3: Preserve prominent ridgelines and hillsides as important community visual, recreational and biological assets.

Policy LU-3.1: Pursue methods to preserve hillside open space and natural habitat.

Riverside Municipal Airport

Riverside County has prepared an Airport Land Use Compatibility Plan. The Compatibility Plan designates zones of airport-influenced areas for every airport in Riverside County and provides a series of proposed policies and compatibility criteria to ensure that both aviation uses and surrounding uses may continue. The Compatibility Plan recognizes that Federal regulations stipulate that highly concentrated residential or commercial land uses—such as higher density housing or movie theaters—are inappropriate near an airport’s landing approach.

Future development projects within the influence areas would be required to comply with the applicable airport compatibility plan and seek approval of the Riverside County Airport Land Use Commission (ALUC) where applicable. Should the ALUC deny a project, the City Council may override this decision with a two-thirds vote but only after making specific findings that the proposed action is consistent with the purposes of Public Utilities Code Section 21670. Once the City Council adopts the Compatibility Plan, the objective for neighborhoods close to airports will be to adhere to the Compatibility Plan airport-influence areas and limit new encroachments that would reduce the airport’s long-term viability.

Other objectives for the airport and the surrounding neighborhood stem from the Airport Master Plan adopted by the city in 1999 and proposed for update in the near future. The Master Plan sets forth a series of recommendations intended to enhance the Airport’s economic viability and contribution to the community. Some of the Master Plan’s objectives are referenced below.

Objective LU-22: Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Port, Riverside Municipal and Flabob Airports.

Policy LU-22.2: Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the [March Air Reserve Base/Inland Port Airport] MARB/MIP, Riverside Municipal and Flabob Airports and in implementing the new Airport Land Use Compatibility Plan.

Policy LU-22.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by current or projected airport noise.

Policy LU-22.4: Adopt and utilize an Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan as it affects lands within the City of Riverside.

Policy LU-22.5: Review all proposed projects within the airport influence areas of Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport as noted on Figure PS-6 – Airport Safety Zones and Influence Areas for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible.

Policy LU-22.6: Review all subsequent amendments that the ALUC may adopt to the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/March Inland Port Airport and either adopt the plan as amended or overrule the ALUC as provided by law (Government Code Section 65302.3).

Policy LU-22.7: Prior to the adoption or amendment of the General Plan or any specific plan, zoning ordinance or building regulation affecting land within the airport influence areas of the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport, refer such proposed actions for determination and processing by the ALUC as provided by Public Utilities Code Section 21670.

Policy LU-22.8: The City may from time to time elect to voluntarily submit proposed actions or projects that are not otherwise required to be submitted to the ALUC under Airport Land Use law in the following circumstances:

- A. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (ALUCP) or its provisions; or
- B. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters; or
- C. ALUC Request: The ALUC requests that certain types be voluntarily submitted for review. These actions are identified in the ALUCP as “major land use action.”

Policy LU-22.9: All development proposals within an airport influence area and subject to ALUC review will also be submitted to the manager of the affected airport for comment.

Linear Aerial Utility Facilities

Objective LU-29: Minimize the visual impact of aerial facilities on the City’s landscape.

Policy LU-29.1: Promote the formation of districts for the undergrounding of utilities.

Policy LU-29.2: Investigate the feasibility of a city-wide undergrounding of utilities ordinance.

Policy LU-29.3: Investigate funding sources to underground existing City-owned utility facilities.

The Land Use Element of General Plan 2025 also designates the various locations in which certain types of development should be located. The Land Use Element is designed to plan that sufficient land is available for commercial, industrial, residential, and public uses to meet the needs of the growing community; enhance community character; preserve important natural resources; and ensure provision of adequate public services.

Public Facilities and Infrastructure Element

Objective PF-6: Provide affordable, reliable and, to the extent practical, environmentally sensitive energy resources to residents and businesses.

Policy PF-6.2: Ensure that adequate back-up facilities are available to meet critical electric power needs in the event of shortages or temporary outages.

Specific Plans

City of Riverside Specific Plans within the study corridors are identified in *Table 2.3-2*. A summary of each is also provided below.

TABLE 2.3-2. CITY OF RIVERSIDE SPECIFIC PLANS WITHIN THE STUDY CORRIDORS

Specific Plan	Applicable Neighborhood(s)	Date of Specific Plan Adoption	Adoption Resolution Number
La Sierra University (1)	La Sierra	March 1997	19057
Rancho La Sierra (2)	La Sierra Acres	January 1996	18846
Magnolia Avenue (3)	---	November 2009	21931

La Sierra University Specific Plan: Encompassing 531 acres in the western portion of the City of Riverside, the overall plan concept for the La Sierra University Specific Plan envisions a “mixed-use” community. This community would accommodate the expansion of the La Sierra campus and development of the University’s surplus lands, located east and south of the existing campus, to help support the University’s endowment.

Rancho La Sierra Specific Plan: The intent of the Rancho La Sierra Specific Plan is to accommodate diverse land uses while maintaining the property’s open space character and protecting the Santa Ana River corridor. The Plan provides for recreational and open space uses, community facilities, single family residential development, and agriculture.

Magnolia Avenue Specific Plan (MASP): Magnolia Avenue is one of the primary east/west streets in the City of Riverside. It extends from Downtown at Market Street to the east, to the western City boundary at Buchanan Street to the west. It continues into the City of Corona and ends at Ontario Avenue. This plan is focusing on the portion of Magnolia Avenue from the western City limits to Ramona Drive at the southern edge of Downtown. The Market Street portion of the corridor is not included in this Plan because it is within the boundaries of the Downtown Specific Plan and is addressed therein. The MASP promotes revitalization to Magnolia Avenue between Ramona Drive and Buchanan Street. Implementation of the MASP promotes enhancement and maintenance of existing land uses along Magnolia Avenue.

Neighborhood Plans

Neighborhood Plans within the study corridors include Grand, Airport, Arlanza, La Sierra Acres, La Sierra Hills, La Sierra, Arlington, Ramona, La Sierra South, and Arlington South.

Zoning

The City of Riverside Zoning Code is Title 19 of the city’s Municipal Code. The Zoning Code establishes the basic regulations under which land is developed and provides guidance for permitted uses and development standards. Similar to General Plan 2025, the Zoning Code identifies specific land use categories for properties within the city. Among other things, these regulations define allowable uses,

setback requirements, and development standards. Zoning designations exist for various densities of residential development, commercial areas, specific plan developments, and open space.

2.3.4. City of Norco General Plan

The City of Norco General Plan was adopted in 1969. The Land Use Element, adopted in 2001, serves as the regulatory document that sets forth the general distribution and intensity of land uses throughout the city and its Sphere of Influence (SOI). All land uses must be consistent with the goals, objectives, and policies of the Land Use Element. The Land Use Element does not have any goals or policies regarding the siting of electrical transmission lines.

Zoning

The City of Norco Comprehensive Zoning Ordinance is Title 18 of the city's Municipal Code. The Ordinance regulates the following aspects of land development. (1) The use of land, buildings, or other structures for residences, commerce, industry and other purposes. (2) The design, location, height and size of buildings or structures, yards, courts and other open spaces, the intensity of development; and the amount of building coverage permitted in each zone, among other things. (3) The division of the City of Norco into zones of such shape, size, and number best suited to carry out these purposes, and to provide for their enforcement. According to the City of Norco Zoning Map (City Council Resolution No. 2007-23/Date May 2, 2007), portions of Links H, I, and Ja, associated with the 230 kV transmission line, are located in the A-E Zone Agricultural Zone.

2.3.5. Western Riverside County Multi-Species Habitat Conservation Plan

In June of 2003, the Riverside County Board of Supervisors adopted the Multi-Species Habitat Conservation Plan (MSHCP) to provide a regional conservation solution to species and habitat issues that have historically threatened to stall infrastructure and land use development. The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in western Riverside County. The MSHCP includes the unincorporated area of western Riverside County and 14 cities. Refer to the Biological Resources Technical Report for further discussion of applicable regulations.

3.0 INVENTORY METHODS

The goal of the land use inventory was to identify, map, describe, and document the existing, planned, and designated land uses within the 230 kV transmission line and 69 kV subtransmission lines link study corridors and substation study areas. Detailed data inventories were compiled to facilitate the assessment of potential land use impacts from construction and operational activities.

Base maps were prepared at a scale of 1:12,000. The study utilized National Agriculture Imagery Program (NAIP) 2005 color aerial photography, and national, state, and local agency GIS data layers to identify and more accurately assess surface land uses and land cover types. Agency land use and planning documents were reviewed for applicable data and land management regulations and policies. Land use data was also collected and reviewed from a number of environmental studies in the region.

Following this initial step in the inventory, key federal, State, and local land and resource management agencies were contacted to update information and to solicit further input. Contacts were established by telephone, letter, e-mail, or personal interview. Field investigations in the study area were conducted to verify and supplement selected existing land uses between March 2006 and November 2008. These data were compiled and mapped utilizing a geographic information system (GIS).

The description of land uses was divided by jurisdiction, general plan land use designation, zoning designation, and existing uses within the link ROW. Existing land uses were also identified within ½ mile of the proposed 230 kV transmission line ROW and 500 feet of the 69 kV subtransmission lines ROW, in order to present an overview of the land uses near the links.

3.1 STUDY COMPONENTS

The land use study was divided into three major components to facilitate the inventory and analysis of surface land uses, legislative designations, and land management programs/policies:

- **Existing and planned land use:** This component identified the physical surface uses and legal designations by the landowner or administrator. Planned land uses are those uses of land to be carried out in the future or as guided by land use plans. Other planned land uses include specific land use development applications or developments under discussion with a local agency.
- **Parks, recreation, and preservation areas:** This component identifies areas where the established or proposed land use is primarily for recreational enjoyment or to protect and preserve a valuable environmental resource.
- **Mineral resources:** This component includes those areas having potential for mineral resource deposits.

4.0 INVENTORY RESULTS

The following section describes the land uses identified within the 230 kV transmission line and 69 kV subtransmission lines study corridors, as well as substation study areas. Data tables in the appendices identify, by ROW and study corridor, specific land uses along or adjacent to each link. Four inventory maps, included in Appendix B, were generated to portray information relating to the following components: Existing and Planned Land Use (*Figure 1 – 230 kV, Figure 3 – 69 kV*) and Parks, Recreation, and Preservation Areas (*Figure -2 – 230 kV and Figure -4 – 69 kV*).

4.1 EXISTING AND PLANNED LAND USE

This section presents information regarding existing and planned land uses within the region and study corridor/area.

4.1.1. Environmental Setting

Existing Land Use

Regional

The Project area is located in western Riverside County, California, in a region of Southern California known as the Inland Empire. The area is situated east of the urbanized Los Angeles area. Riverside County spans from Orange County to Arizona’s border. According to the U.S. Census Bureau, the County has a total area of 7,207 square miles (4,612,480 acres).

The Riverside County General Plan divides the county into eastern and western sections based on the geographical division formed by the San Jacinto and Santa Rosa Mountains. The proposed Project falls within the western section of Riverside County, where approximately 82 percent of the area is designated for Agricultural, Rural, Rural Community, or Open Space uses, as presented in Table 4.1-1, Unincorporated Riverside County General Plan Land Use.

TABLE 4.1-1. UNINCORPORATED RIVERSIDE COUNTY GENERAL PLAN LAND USE

General Plan Foundation Component	Western Riverside County Acreage	Percent of Western Riverside County	Total Riverside County Acreage	Percent of Total Riverside County
Agriculture	22,603	2 percent	180,178	4 percent
Rural	278,913	22 percent	326,294	8 percent
Rural Community	73,147	6 percent	77,167	2 percent
Open Space	657,979	52 percent	3,297,992	78 percent
Community Development	137,807	11 percent	200,304	5 percent
Other	87,253	7 percent	119,387	3 percent
Total	1,257,702	100 percent	4,201,322	100 percent

NOTES: The General Plan Foundation Components describe the overall nature and intent of each of the five General Plan land uses: Agriculture, Rural, Rural Community, Open Space, and Community Development. It includes the March Inland Port, Indian Lands, and Major Roadways, but does not include cities within Riverside County. Source: Riverside County, 2008a (Table LU-1)

The County has 24 incorporated cities. Of the County’s residents, 72 percent live in the incorporated cities, and 28 percent reside in the unincorporated areas (Riverside County General Plan, 2003). Riverside County had a population of 1,949,419 in 2005 (Census Bureau, 2007). Riverside County has recently experienced rapid population growth, which is expected to continue.

Local/Study Corridor

The 230 kV transmission line study corridors traverse three jurisdictions: *unincorporated Riverside County* to the north (includes the Jurupa Valley and Eastvale areas), the *City of Riverside* to the south, and the *City of Norco* to the west. The 69 kV subtransmission lines study corridors traverse the City of Riverside. The Santa Ana River generally bisects the unincorporated and incorporated areas. The Santa Ana River serves to buffer development from that in the neighboring cities of Riverside and Norco. Some 230 kV transmission line links are located near levees and bank protection found along the Santa Ana River.

Riverside County (Unincorporated Area)

Jurupa Valley

The Jurupa Valley area is approximately 60 square miles in size; land uses found in this area include a mix of high and low density residential, rural farming and other agricultural activities, and a mix of commercial, public uses, and industrial uses. Two primary transportation corridors traverse the Jurupa Valley area: I-15 which runs north and south, and SR-60, which runs east and west. In recent years residential development and economic activity has increased, in particular in the areas adjacent to the I-15 and SR-60.

Jurupa Valley is unique because of its large number of distinct communities, each with a strong local identity. The seven communities are Rubidoux, Sunnyslope, Belltown, Glen Avon, Indian Hills, Pedley, and Mira Loma. Although they vary in size, character and focus, they share a universal strength of commitment to their uniqueness and identity.

The largely low-density community of Glen Avon is located in the central portion of the Jurupa Valley, just south of SR-60. The rural community area southerly of Jurupa Road also provides equestrian opportunities. In addition, Van Buren Boulevard accommodates scattered commercial, industrial, and higher intensity residential development. The Indian Hills community is a golf course oriented residential area. Pedley contains a variety of rural and suburban style residential neighborhoods and a commercial district along Limonite Avenue. Industrial uses are located along the banks of the Santa Ana River. The sole Metrolink station in the Jurupa Valley area is located near Limonite Avenue and Van Buren Boulevard. The Mira Loma community is largely rural with several equestrian trails. A large area of land in northwest Mira Loma near the I-15/SR-60 intersection is converting from dairy to industrial, warehousing, and truck distribution land uses.

Agricultural activities, including dairies, field crops and ranches, have been the primary land use in the area, though these activities have been giving way to more urban types of development, particularly residential and commercial development. The conversion from predominantly agricultural to predominantly urban land uses will likely continue for the foreseeable future. Development on both sides of the I-15 north of Bellegrave Avenue is intermittent; parcels identified as light industrial and/or commercial are interspersed with undeveloped land that is designated rural-desert in the General Plan.

Riverside Local Agency Formation Commission (LAFCO) has received an application requesting incorporation of the Jurupa Valley community and its related minor organizational changes.

Eastvale

The Eastvale area community is located northwest of the City of Norco in unincorporated western Riverside County. The area is predominately flat and adjacent to the Santa Ana River and Prado Dam Basin.

The area ranges in character from urban development to agricultural and open space uses. Eastvale is rapidly transitioning, particularly residential and commercial development, from an agricultural area

consisting of dairy farms, field crops and ranches to a suburban community. The community includes both single-family and multi-family residential uses. Significant commercial development has occurred recently along both sides of I-15. The conversion from predominately agricultural to predominately urban land uses will likely continue for the foreseeable future. The community is also seeking to become an incorporated city.

City of Riverside

The seat of Riverside County and the largest, most urbanized city of the Inland Empire region, the City of Riverside contains a diverse mix of existing land uses. Urban land uses (residential, commercial, office, and industrial/manufacturing) are concentrated in the north, corresponding roughly to the SR-91, SR-60, and I-215 rights-of-way. Most of the city's moderate-density residential development is north and west of the 91 Freeway. The Santa Ana River forms most of the city's northern border.

For the most part, the 69 kV subtransmission lines would be constructed within City of Riverside public streets through areas of mixed residential and commercial development.

Communities/Neighborhoods

City of Riverside neighborhoods located within the study corridors are presented below along with a brief summary of their characteristics.

Grand

The neighborhood largely contains residential, park and open space areas with its eastern end containing residential development on broad, grid-patterned streets lined with mature trees. Grand's central and western portions are hilly, feature more irregular street layouts, and reflect late twentieth century subdivision patterns. The neighborhood also includes the currently vacant Tequesquite Park, north of which lies the Santa Ana River and the city's northern boundary. The neighborhood's commercial uses are primarily concentrated along Jurupa Avenue.

Airport

The Airport neighborhood abuts the Santa Ana River, with Arlington Avenue forming the southern boundary and Van Buren Boulevard and Central and Jurupa Avenues representing the major roadways traversing the area. Van Buren Boulevard serves as a northern gateway into Riverside across the Santa Ana River.

Riverside Municipal Airport, owned and operated by the City of Riverside, is the neighborhood's dominant feature. The Airport provides private general aviation services, houses the Riverside Police Department's Aviation Unit, and hosts occasional military use (usually helicopter flights associated with the region's military bases).

Arlanza

Arlanza's residential areas range from semi-rural homesites to high-density apartments. The neighborhood also has significant industrial development along Arlington Avenue, as well as commercial development along the western edge of Van Buren Boulevard. Amidst these developed uses, Arlanza has significant natural features. The Santa Ana River forms the neighborhood's northern edge; its southern edge is punctuated by rolling hillsides.

La Sierra Acres

The neighborhood contains a number of large-lot properties, many of which have enough space for horse-keeping and afford a rural lifestyle. Land use policy supports maintaining this semi-rural character.

The far north of the neighborhood slopes up to the La Sierra Hills, the city's northern border, and then down to the Santa Ana River basin. This area, known as Rancho La Sierra or the River Ranch, was specifically mentioned in Measure C, passed by Riverside voters in 1987. Measure C stipulated that any new housing units in the La Sierra lands shall be clustered in a manner "to protect the river bottom wildlife refuge, the agricultural land along the river bluffs and the open-space character of the area."

La Sierra Hills

Located between the La Sierra Hills to the west and the semi-rural La Sierra Acres to the east, the neighborhood retains a rural-like character.

La Sierra

Stretching between the city's western edge and the Arlington area, La Sierra is a large and complex neighborhood that forms the western gateway to the city. The neighborhood is the site of La Sierra University. La Sierra's one-hundred-acre campus includes extensive grounds featuring an arboretum, a major library, museums, an observatory, and numerous other facilities. Along with La Sierra University, other major features include the Galleria at Tyler, Kaiser Hospital and the Five Points area.

The diversity of La Sierra also includes significant industrial areas, particularly along the 91 Freeway, as well as abundant and diverse residential neighborhoods. La Sierra's residential districts range in intensity from almost rural on the neighborhood's western hillsides to medium-high density along Magnolia Avenue and near La Sierra University.

Arlington

Arlington, one of Riverside's oldest neighborhoods, retains a village character. Most of Arlington's residential areas lie north of the Village.

Ramona

The Ramona neighborhood lies between two of Riverside's in-town "village" neighborhoods, Arlington and Magnolia Center. Along Magnolia Avenue, the neighborhood includes two of Riverside's major educational institutions: the Sherman Indian School and California Baptist University. The close proximity of these uses creates an "institutional corridor" along Magnolia Avenue. Growth and change at these schools will continue to influence the surrounding neighborhood.

Besides its many homes and schools, Ramona is also known for its historic features, including the chapel and museum on the Sherman campus and the Victorian-era Heritage House.

La Sierra South

La Sierra South has much in common with the La Sierra neighborhood. Both have access to the 91 Freeway and together comprise the city's major western gateway. Like La Sierra to the north, La Sierra South contains a blend of residential, commercial and industrial uses. The hills forming the southern edges straddle the greenbelt and extend to the unincorporated Home Gardens community to the south.

Arlington South

Arlington South includes a range of land uses between SR-91 and Victoria Avenue. At its northern end, the neighborhood contains extensive commercial and industrial development along the freeway and in the vicinity of the Van Buren Boulevard/Indiana Avenue intersection. The southern portion features medium-density residential areas that transition into the city's greenbelt south of Victoria Avenue.

City of Norco

Links H, I, and Ja, associated with the 230 kV transmission line, traverse a small portion of northeastern Norco. Land uses crossed are designated by the City of Norco General Plan as agricultural and residential agricultural.

Existing land uses (improvements) traversed by the 230 kV transmission line and 69 kV subtransmission lines links are presented in *Tables 4.1-2 and 4.1-3*, respectively (Appendix A—Land Use Tables).

Agricultural Resources

Agriculture remains a strong component in Riverside County's economy and competes successfully in the global agricultural market. According to the annual Riverside County Crop Report, agriculture production accounted for an estimated \$1,268,589,900 in 2008. The primary agricultural products produced in Riverside County include nursery stock, milk, eggs, table grapes, and hay. Nursery stock is the number one crop produced in Riverside County (Riverside County, 2008a). In addition to cultivated areas, there are an estimated 111,695 acres used as grazing lands. According to the 2007 Census of Agriculture, there are 354,753 acres of farmland in Riverside County (USDA, 2009).

Agriculture in the Project area has long been an established land use in the Eastvale, Norco, Glen Avon, and Mira Loma areas and includes field crops, vineyards, and dairies. However, with its abundance of relatively flat land with few safety hazards, proximity to the Orange County employment region, and direct access to a major transportation corridor, the area has been undergoing a transition to residential, commercial, and industrial uses.

Most of the existing agricultural resources within the City of Riverside are southeast of Victoria Avenue on the south side of SR-91 in the Arlington Heights Greenbelt that was traditionally planted with orange groves. Other areas of agricultural resources are scattered throughout the city, with concentrations located near Arlanza/La Sierra as well as the University of California at Riverside (UCR).

Important Farmland

To characterize the environmental baseline for agricultural resources, Important Farmland Maps produced by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) were reviewed. Important Farmland maps show categories of *Prime Farmland*, *Farmland of Statewide Importance*, *Unique Farmland*, *Farmland of Local Importance* (if adopted by the county), *Grazing Land*, *Urban and Built-up Land*, *Other Land*, and *Water*. Agricultural land is categorized according to soil quality and irrigation status. The maps are updated every two years through review of aerial photographs, a computer mapping system, public review, and field reconnaissance. The California Department of Conservation utilizes the following categories to designate farmland:

Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at sometime during the four years prior to the mapping date.

Farmland of Statewide Importance: Farmland similar to *Prime Farmland* but with minor shortcomings, such as greater slopes or less ability to hold and store moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping data.

Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or

vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Farmland of Local Importance: Land of importance to the local agricultural economy, as determined by each county’s board of supervisors and a local advisory committee.

Grazing Land: Land on which the existing vegetation is suited to the grazing of livestock.

Urban and Built-up Land: Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

Other Land: Land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Water: Perennial water bodies with an extent of at least 40 acres.

Table 4.1-4 shows the acres of farmland in Riverside County in 2006 and 2008, as well as the amount of recent farmland conversions.

TABLE 4.1-4. FARMLAND CONVERSION FROM 2006-2008 IN RIVERSIDE COUNTY

Land Use Category	Total Acres Inventoried		2006-2008 Acreage Changes		
	2006	2008	Acres Lost (-)	Acres Gained (+)	Net Acreage Changed
Prime Farmland	128,505	122,936	6,540	971	-5,569
Farmland of Statewide Importance	46,916	44,651	2,366	101	-2,265
Unique Farmland	37,949	37,135	1,595	781	-814
Farmland of Local Importance	231,085	229,157	8,873	6,823	-2,050
Grazing Land	111,696	111,221	502	27	-475
Agricultural Land Subtotal	556,151	545,100	19,876	8,703	-11,173

Source: FMMP, 2008.

Important Farmland disturbed by the 230 kV transmission line is presented in *Table 4.1-5* (Appendix A—Land Use Tables). Important Farmland was not identified as being disturbed by the 69 kV subtransmission lines.

Air Facilities

Riverside Municipal Airport is an integral part of the local and regional air transportation system, providing private aviation services to the City of Riverside and the surrounding area. The airport is situated on 441 acres in the northwest portion of the City of Riverside, bordered by Central Avenue to the north, Arlington Avenue to the south, Hillside Avenue to the east, and Van Buren Boulevard to the west. The airport is classified as a Reliever General Aviation Airport and is owned and operated by the City, with its operations overseen by the City of Riverside Airport Commission. It has two intersecting

runways—the primary runway running roughly east/west, and a shorter, crosswind runway aligned north/south. A precision instrument approach procedure is established from the west, although most of the aircraft operations are in the opposite direction. An air traffic control tower serves the airport. As of 2003, annual operations totaled about 110,000 flights, about evenly split between local and itinerant travel. According to a 1999 Master Plan for the Airport, annual operations peaked in 1991 (more than 200,000 annual operations) and hit a low of about 73,000 operations in 1997.

The Riverside Municipal Airport Master Plan, prepared by Coffman Associates for adoption by the City of Riverside, recommends 40 actions over the next 20 years to improve and maintain the airport, the most prominent of which would be a 1,000-foot easterly extension of Runway 9-27 (the previous Master Plan had proposed a 753-foot extension). The airport would continue to be a general aviation airport, and activity forecasts would not exceed projections utilized to develop the Compatibility Plan adopted by the Commission in 2005.

Flabob Airport, located west of the Santa Ana River in the unincorporated community of Rubidoux, is approximately two miles northwest of the City of Riverside's Downtown Central Business District. No links fall within the Airport Influence Area.

In addition to the Riverside Municipal Airport and nearby Flabob Airport, helicopters may be found in the Project area and vicinity. According to the FAA's Helicopter Route Chart, Los Angeles, 8th Edition December 22, 2005, two heliports are located at the Riverside Municipal Airport and at one trauma center (Riverside Community). In addition, an active wildfire season increases spotting and suppression activities by air and heliports may be set up in many locations. There may also be private rotor wing services and residents that have their own personal aircraft.

Utilities

There are a number of utilities in the 230 kV transmission line and 69 kV subtransmission lines study corridors: electrical transmission lines; subtransmission and distribution lines (both aerial lines and buried cable); petroleum pipelines; and other utility features. Other utility features include long distance and local telephone aerial wires; buried copper and fiber optic cables; aerial and buried cable television lines; gas lines; and domestic and irrigation water lines (including the above-ground Metropolitan Water District Aqueduct).

Planned Land Use

Jurisdiction, general plan land use designations, and zoning associated with the 230 kV transmission line and 69 kV subtransmission lines links are presented in *Tables 4.1-7* and *4.1-8*, respectively (Appendix A—Land Use Tables). Much of the 69 kV subtransmission lines would be installed within existing road ROW.

Planned land use associated with land developments and/or entitlements traversed by the 230 kV transmission line and 69 kV subtransmission lines links are presented in *Tables 4.1-2* and *4.1-3*, respectively (Appendix A—Land Use Tables). Such actions may include the eventual processing of development-level land use proposals (e.g., Specific Plans), as well as project-level review and approval of land use maps, such as tract and parcel maps, plot plans, conditional use permits, and other discretionary actions related to land use implementation. Changes to zoning may also result.

In addition, 230 kV transmission line and 69 kV subtransmission lines links traverse Riverside County (Jurupa Valley) and City of Riverside (Riverside Airport, La Sierra/Arlanza, Arlington) Redevelopment Areas.

4.2 PARKS, RECREATION, AND PRESERVATION AREAS

Parks, recreation, and preservation areas may be particularly susceptible to disturbances from noise, traffic, dust, or other environmental impacts. Activities occurring during the construction or operation of a project in the vicinity of recreation areas also have the potential to restrict access or preclude use of the recreation facilities. In general, recreational resources (including parks, open space, playgrounds, and playfields), recreational activities (such as bicycling, hiking, boating, etc.) and recreationists are considered to be sensitive receptors for the purposes of environmental impact assessment.

Project components would be sited on or adjacent to recreational facilities, parks, open space and trails. Parks, recreation, and preservation areas traversed by the 230 kV transmission line are identified in *Table 4.2-1* (Appendix A—Land Use Tables). Parks, recreation, and preservation areas were not identified as being traversed by the 69 kV subtransmission lines. Descriptions of parks, recreation, and preservation areas within the Project area are provided below, in *Table 4.2-2*.

4.2.1. Environmental Setting

With an increasingly urban population developing in Riverside County, greater demands are being placed upon available parks and recreational facilities. In addition, parks provide valuable buffers between built-up urban spaces. In Riverside County, neighborhood and community parks are provided by cities, recreation and park districts, county service areas (CSAs), and property owners associations. Regional recreational facilities are provided by the Riverside County Regional Park and Open-Space District. Regional parks typically provide service to persons living within one hour driving distance of the park. These parks often are associated with large natural areas, and provide a range of passive activities, such as trails and camping.

The Jurupa Area Recreation and Park District (JARPD) provides parks (neighborhood and community) and recreational facilities in the Jurupa Area. The JARPD provides activities and amenities from its 18 facilities including active sports parks, parks, its community centers, community pool, and gymnasiums. Funding sources for the JARPD include property taxes and assessments, Quimby Fees, and recreational program fees.

In addition to the facilities available within unincorporated areas, the City of Riverside and City of Norco maintain parks and recreational facilities within their municipal boundaries. The City of Riverside also has joint-use agreements with Alvord Unified School District and Riverside Unified School District allowing resident use of district-owned and/or operated ball fields, tennis courts and swimming pools, as well as the sports complex.

Private recreational facilities are also found primarily in planned communities and apartment complexes. These facilities usually include tennis/basketball courts, pools/spas, and/or playgrounds. There are also several commercial recreational facilities within Riverside County. Commercial recreational facilities within the study corridors/vicinity include public golf courses (Goose Creek Golf Club, Paradise Knolls Golf Course, Indian Hills Golf Club, Van Buren Golf Center) and equestrian centers. The Corona RC Club flying field (La Sierra/Arlington Field) is also situated south of the Hidden Valley Wildlife Area. The Club focuses on the sport of radio control modeling.

TABLE 4.2-2. PARKS, RECREATION, AND PRESERVATION FACILITIES/AREAS WITHIN THE PROJECT AREA

Existing Facility/Area	Type	Location	Amenities	Acreage	Jurisdiction
Hidden Valley Wildlife Area*	Regional Nature and Historic Center	11401 Arlington Avenue, Riverside	Open space, interpretive center, and hiking and equestrian trails	1,500	Riverside County Regional Park & Open-Space District*** Note: The California Department of Fish and Game owns a small portion of the river channel within the Hidden Valley Wildlife Area
Santa Ana River Wetlands Mitigation Bank**	---	---	---	---	Riverside County Regional Park & Open-Space District***
Public/Quasi-Public Lands***	---	---	Open space	---	Western Riverside County Regional Conservation Authority
Limonite Meadows Park	Community	6596 Pat's Ranch Road, Mira Loma	Playground, picnic tables	3.49	Jurupa Area Recreation and Park District
Horseshoe Lake Park	Community	8788 Lakeview Avenue, Riverside	Undeveloped	13.73	Jurupa Area Recreation and Park District
Rutland Park	Neighborhood	7000 Rutland Avenue, Riverside	Basketball half courts, sand lot volleyball courts, horseshoe pits, playground, picnic tables, barbeques, and covered picnic area	8.63	City of Riverside Park, Recreation & Community Services
Hole Lake Site	Special Use	---	Undeveloped (plans for trailhead/equestrian trailer parking lot)	61.0	City of Riverside Park, Recreation & Community Services
Savi Ranch	Special Use	---	Undeveloped	37.62	City of Riverside Park, Recreation & Community Services
River Trails Park	---	---	---	---	City of Norco Parks, Recreation & Community Services

*Land & Water Conservation Fund Grant Site (as of 3/30/2006).

**A Mitigation Bank is an area with resource value, where the owner records a conservation easement on the property and sells mitigation credits prior to the execution of a mitigation banking agreement with the Wildlife Agencies. Mitigation areas are permanently conserved and managed for natural resource values. Mitigation areas are intended to protect resources in large, connected areas in advance of the need for mitigation and therefore are considered a valuable tool for assembling the MSHCP Conservation Area.

***The Riverside County Regional Park and Open Space District provides countywide or regional facilities that are generally large facilities and are designed to be used by residents of the entire region. County parks permit biking, hiking, equestrian use, and camping. There are no camping facilities at Hidden Valley Wildlife Area. Management of Hidden Valley Wildlife Area emphasizes wildlife habitat conservation and enhancement (the City of Riverside's Regional Water Quality Control Plant wetland ponds were established in this area). There are efforts underway to improve wildlife habitat value in the riparian areas by removing giant reed.

****A subset of MSHCP Conservation Area lands totaling approximately 347,000 acres of lands known to be in public/private ownership and expected to be managed for open space value and/or in a manner that contributes to the conservation of Covered Species (including lands contained in existing reserves).

Existing and Proposed Trails

The study corridors/vicinity contain bicycle, pedestrian, and multi-purpose trails that traverse urban, rural, and natural areas. These trails (regional, community, and municipal) accommodate hikers, bicyclists, equestrian users, and others as an integral part of the circulation system. These multi-use trails serve both as a means of connecting communities and activity centers throughout the Project area and as an alternate

mode of transportation. In addition to transportation, the trail system also provides recreation and leisure opportunities.

Portions of two national trails (Juan Bautista de Anza National Historic Trail and Santa Ana River National Recreation Trail) are located within the study corridors. The Juan Bautista de Anza National Historic Trail, designated on August 15, 1990, commemorates the route followed by a Spanish commander, Juan Bautista de Anza, in 1775-76 when he led a contingent of 30 soldiers and their families to found a presidio and mission near the San Francisco Bay. This trail was also designated a National Millennium Trail on June 26, 1999. National historic trails commemorate historic (and prehistoric) routes of travel that are of significance to the entire Nation. They must meet all three criteria listed in Section 5(b)(11) of the National Trails System Act. Such trails are established by an Act of Congress. National recreation trails also authorized in the National Trails System Act are existing regional and local trails recognized by either the Secretary of Agriculture or the Secretary of the Interior upon application.

The Santa Ana Watershed Project Authority has been working with the Crest-To-Coast Partnership in effort to complete the entire Santa Ana River Crest-to-Coast Trail (also known as the Santa Ana River National Recreation Trail, Santa Ana River Bikeway, and Santa Ana River Trail) and add parkway elements to the river. The effort is funded by the counties and cities in the watershed and by environmental groups interested in facilitating the completion of the 110 miles of trail system. Three county parks districts, Orange County, San Bernardino County, and Riverside County, are involved with help from the Wildlands Conservancy in completing this process. A governmental and environmental alliance (the Santa Ana River Parkway Partnership) was formed to help facilitate this action. When completed, the bicycling, riding and hiking trail will extend from the Pacific Ocean to the San Bernardino Mountains, providing recreational and commuting opportunities in three counties. The Riverside County Regional Park and Open Space District officially recognizes only portions of the Santa Ana River Trail as an existing off-road trail. The trail has two trailhead parking areas with restrooms, picnic facilities, and visitor parking to the Hidden Valley Nature Center to accommodate increased visitor use. The Santa Ana River Trail is a Class 1 bicycle path in the City of Riverside area which parallels the Santa Ana River channel. This trail is designated as a City of Riverside Primary trail, allowing pedestrian, bicycle, and equestrian uses, although it is mainly used as a bike path. The Santa Ana River Trail, which runs through the City of Norco, proposes to connect with the Santa Ana River Trail system.

There are four trail classifications in the Riverside County General Plan Circulation Element: Class I Bike Paths, which are off-road, paved paths; Class I Bike Paths/Regional Trails (Combination Trails), which include both paved and unpaved areas to accommodate bicycle, equestrian, and pedestrian usage in a single facility; Class II Bike Lanes, which are on-road, signed and striped bicycle lanes; and Class III Bike Routes, which are on-road, signed bicycle routes with no separate lanes. Bicycling occurs throughout the County, but is more concentrated in the cities, and is more recreational than commute-oriented. There are a number of equestrian trails located in the rural and semi-urban areas of the County. Large lot developments in the County allow for the care and use of horses. The Riverside County Regional Park and Open-Space District Multi-use trail (Jim Real Regional Trail) is located in the study corridor along Bain Street, adjacent to the San Sevaine flood control channel. The Jim Real Regional Trail is the southern-most portion of the County's adopted regional trail along the San Sevaine Channel. The 2.5 mile Jim Real Regional Trail provides a trail link connecting the Santa Ana River Trail to the established multi-purpose trail system in the Mira Loma area at Bellegrave/Galena Avenue. In addition, and according to the Riverside County 2008 General Plan Update, General Plan Advisory Committee, County Staff has recommended proposed revisions to the Circulation Element to update the Trails and Bikeway System.

According to the City of Riverside Park and Recreation Master Plan, the City currently maintains trails for equestrian, off-road biking, hiking, and other pedestrian-oriented uses. The intent of the multipurpose recreational trails is to connect the major open space and recreational sites that surround the City,

including the Santa Ana River, La Sierra/Norco Hills, and other areas, to ring the entire City. In addition, the plan is to connect local parks and scenic parkways to the trail system as is feasible. Trails provide connections to open space areas as well as recreational opportunities. The City of Riverside Bicycle Master Plan designates a series of Class I and Class II bicycle facilities throughout the City.

The City of Norco Parks and Community Services Department owns and maintain parks, open space, trails, and community facilities for public use in the City of Norco. The River Trails Park is located in the study corridors. The City of Norco also contains over 95 miles of pedestrian/equestrian trails. Currently, there are few bicycle-related improvements or trails in the Project area. The Santa Ana River Trail, which runs through the City of Norco and south of the Santa Ana River, proposes to connect with the Santa Ana River Trail system.

4.3 MINERAL RESOURCES

Riverside County has diverse mineral resources, including extensive deposits of clay, limestone, iron, sand, and aggregates, which serve as an important component of the County's economy. There are also scattered areas within the City of Riverside and Sphere Areas that have deposits of feldspar, silica, limestone, and other rock products. The mineral resources addressed in this section pertain to those resources that are classified under the Surface Mining and Reclamation Act of 1975 (SMARA). Classification of land within California takes place according to a priority list that was established by the State Mining and Geology Board (SMGB) in 1982. In addition, the State has also designated Aggregate Mineral Resource areas within the County. Accordingly, the Mineral Resource Zone (MRZ) classification system is used to evaluate an area's mineral resources pursuant to SMARA. MRZ classifications are applied based on available geologic information, including geologic mapping and other information on surface exposures, drilling records, and mine data, and on socioeconomic factors such as market conditions and urban development patterns.

Present in the City of Riverside and Riverside County are two MRZs:

- **MRZ-3:** Indicates the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4:** Indicates there is insufficient data to assign any other MRZ designation.

The City of Norco General Plan does not address mineral resources since significant aggregate or other mineral resources are not identified by the State within Norco.

4.4 SUBSTATIONS

4.4.1. Wildlife and Wilderness Substations

The proposed Wildlife and Wilderness Substation sites are located along the south side of the Santa Ana River in the City of Riverside. The sites are adjacent to each other and located on land owned by the City of Riverside. The sites are located in a light industrial/manufacturing area and are currently being leased by the Toro Company for turf irrigation/cutting uses.

Existing land uses in the vicinity of the substation sites, by direction, include:

- *North:* Santa Ana River corridor, including the Santa Ana River Wetlands Mitigation Bank area, and unincorporated Riverside County land;

- *South:* Union Pacific Railroad, Riverside Municipal Airport, industrial and commercial uses, and a pet adoption facility;
- *East:* Union Pacific Railroad, industrial and commercial uses, and single-family residences; and
- *West:* Storage yards, commercial businesses, City of Riverside Wastewater Treatment Plant, small generation plant, and residences.

4.4.2. Harvey Lynn, Mountain View, RERC, and Freeman Substation Upgrades

These four existing substations are located in an urban setting within the City of Riverside. A brief description follows below:

Harvey Lynn Substation: This substation is located at the interface of a commercial and residential area on La Sierra Avenue. Residences are located to the south and southwest on Greenhurst Drive, Schuyler Ave, and Riverpoint Drive.

Mountain View Substation: This substation is located in a primarily residential neighborhood.

RERC Substation: This substation is located in a commercial and industrial area. The Santa Ana River Trail is located approximately 1,100 feet to the north.

Freeman Substation: This substation is located in a primarily commercial area with some residences located to the southeast and northwest.

5.0 IMPACT ASSESSMENT

The impact assessment planning process involves assessing impacts by comparing the links with the pre-Project environment, and determining measures that would reduce or eliminate impacts. Physical impacts to land uses were assessed along the assumed centerline (proposed ROW) of each of the links for the inventoried land use categories. Ground disturbance impacts to land use were also identified by link.

For purposes of this analysis, a construction-related (temporary) land use impact would occur if access to a land use would temporarily be disrupted or if the nature, condition, or operation of a land use would temporarily be altered during construction activities. An operational (permanent) land use impact would occur if access to a use would permanently be disrupted or if the nature, condition, or operation of a use would permanently be altered as a result of operational activities.

Land temporarily disturbed during construction would be returned to as close to pre-construction conditions as possible following completion of construction activities. The temporary land area requirements expected include the temporary work areas around each structure site, temporary work areas for installing conductors, temporary guard structures at crossings, and the use of temporary storage and staging yards.

Permanent land disturbance includes the structure site, construction of new access and spur roads, and the removal of non-compatible land uses along the ROW for electric system maintenance, safety and reliability purposes. An area 50 feet from the face of each pole to the edge of the ROW and 100 feet from the face of each tower to the edge of the ROW would be kept permanently clear of all obstructions for inspection and maintenance purposes.

5.1 IMPACT METHODS

5.1.1. Impact Types

To determine potential impacts, impact significance criteria (described in Section 5.2) were applied to the activities described in the above section based upon the land use information provided in Sections 2.0 and 4.0. Impacts are identified as being either temporary or long-term in nature and include the following:

- **Impact LU-1: Physically divide an existing community.**
- **Impact LU-2: Conflict with applicable land use plans, policies, or regulations.**
- **Impact LU-3: Construction would temporarily disturb the land uses it traverses or adjacent land uses.**
- **Impact LU-4: Operation of the Project would result in permanent preclusion of land uses it traverses or adjacent land uses.**
- **Impact LU-5: Construction or operation would convert Farmland to non-agricultural use.**
- **Impact LU-6: Construction or operation would interfere with agricultural operations.**
- **Impact LU-7: Construction or operation would conflict with a Williamson Act contract.**
- **Impact LU-8: Construction or operation would result in the physical deterioration of a recreational facility due to increased use.**
- **Impact LU-9: Construction or operation would disrupt recreational activities such that recreational values would be reduced.**
- **Impact LU-10: Construction or operation would 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.

- **Impact LU-11: Construction or operation would result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.**

The effects of land jurisdiction involve primarily land policies, land management plans, and permitting requirements of federal, State, and local agencies. The land jurisdictions mapped in the inventory were used to identify the potentially affected land agencies and to quantify the land area potentially affected by the links. In addition, these data were used to assess socioeconomic impacts.

The crossing or paralleling of existing utilities is a matter of technical coordination and realty agreements with the affected utilities. Impacts were not assessed for these situations.

5.1.2. Build Levels and Ground Disturbance

Classifications for build level categories (i.e., ground disturbance) are as follows:

1. Paved roads are present, and no new access required.
2. Dirt or gravel roads are present, and no new access required.
3. Dirt or gravel roads are present, but need to be upgraded.
4. Two-track roads or trails are present, but need to be upgraded.
5. No existing access, new roads will be required.

Potential impacts from access roads for land use were based on the number 5 classification (new road construction).

5.1.3. Impact Model

A land use impact assessment model combined resource sensitivity, resource quantity, and resource quality to predict potential impacts. The combination of the three assessment variables determined the level of impact (high, moderate, low, or no identifiable impact) assigned to each land use category.

The following section describes the three impact assessment variables: resource sensitivity, resource quantity, and resource quantity.

Resource Sensitivity

Resource sensitivity, or the functional, social, and economic aspects of various land use categories, was considered in determining how susceptible to change land uses would be to the introduction of a transmission or subtransmission line. The level of road access required was used to modify the assigned sensitivity level.

Sensitivity is a measure of the probable adverse responses that a land use would have to the direct and indirect impacts associated with the construction and operation of the proposed transmission and subtransmission lines. The adverse effects depend on three major criteria:

- Susceptibility of the land use to the potential changes caused by construction and operation activities.
- Significance of the potential changes to the land use.
- Local or regional importance of the land use.

The sensitivity levels are defined as follows:

Maximum – Assigned to those land use categories where the officially stated or approved land use restriction, plan or policy would be violated by the introduction of transmission and subtransmission facilities or where both elements were rated high.

Major – Assigned to those categories where one of the elements, either the importance of the land use category or the significance of the potential changes to that category, was rated high while the other was rated moderate.

Moderate – Assigned to those categories where one of the elements, either the importance of the land use category or the significance of the potential changes to that category, was rated high while the other was low, or where both elements were rated as moderate.

Minor – Assigned to those categories where one of the elements, either the importance of the land use category or the significance of the changes to that category, was rated moderate while the other element was rated low, or where both elements were rated as low.

Determination Of Potential Change

Potential change describes the physical/social changes that could potentially occur to a land use. Changes are brought about by:

- acquisition of land or property rights to accommodate the facilities
- installing the facilities
- the physical presence and operation of the facilities
- managing the right-of-way and maintaining the facilities

The potential for change from introducing transmission or subtransmission line facilities differs from one land use category to another with respect to what might be altered and to what extent. This potential for change is predicted by evaluating the environmental conditions and implementation specifications.

Significance of the Changes

The effect of potential changes on the human use of the land is described in levels of significance. The significance of any physical, economic or psychological change relates to the immediate and long-term effects that the change may have, either directly or indirectly, on the quality of life of the people inhabiting or utilizing the area. With these considerations in mind, a value of high, moderate, or low was assigned to land uses to represent the potential level of significance.

Importance of the Land Use

Individual land use categories inherently possess differing values within the context of the environment as a whole. For instance, within any given region, there are land uses that are functionally, socially, or economically more valuable than others. Importance indicates a measure of the attitudes of the users of the affected lands. The local, State, or regional value or importance of each land use was rated on a scale of high, moderate, or low.

Determination of Sensitivity Levels

Once established, these sensitivity criteria were systematically applied to each land use. The degree or level to which each land use is sensitive to the introduction of a transmission or subtransmission line is dependent upon the relationship between the above criteria. Table 5.1-1 depicts this relationship. The sensitivity levels for the land uses identified in the inventory are listed in Table 5.1-2. The remainder of this section describes the components of the sensitivity analysis.

TABLE 5.1-1. LAND USE SENSITIVITY LEVELS

Importance of Land Use Category	Significance of Change		
	High	Moderate	Low
High	Maximum	Major	Moderate
Moderate	Major	Moderate	Moderate/Minor
Low	Moderate	Minor	Minor

TABLE 5.1-2. INVENTORY SENSITIVITY LEVELS

Existing Land Use	Sensitivity Level
Residence	Maximum
Non-residential structure	Major
Commercial Use	Major
Industrial/Business Park Use	Moderate
Public Facility	Moderate
School Overhead Transmission Line Easement Setback (150 feet for 220-230kV line; 100 feet for 50-200kV line)	Maximum
Prime/Unique/Statewide Importance Farmland	Major
Other Farmland	Major
Active Agricultural Operation	Major
Planned Land Use	Sensitivity Level
Development Application (approved)	Major
Development Application (in process)	Major
Parks, Recreation, and Preservation Areas	Sensitivity Level
Santa Ana River Trail	Major
Hidden Valley Wildlife Area	Major
Santa Ana River Wetlands Mitigation Bank	Major
Public/Quasi-Public land	Major
City Park	Major
Golf Course/Club	Moderate
County/Community Trail	Moderate
Mineral Resources	Sensitivity Level
Known mineral resource of value	Major
Locally-important mineral resource recovery site	Major

Resource Quantity

The areal extent and number of occurrences of an environmental change are intrinsic components in any assessment of environmental impact. The totals of impact levels increase as a function of the number of individual occurrences, miles, or acres of a given impact type. However, the relative impacts are not necessarily directly proportionate to the resource quantity. Impacts were not assessed based on resource quantity because of the inherent difficulty in establishing what quantities represent high, moderate, or low impacts. Consequently, resource quantity is considered in route selection as part of the link comparison and evaluation process.

The land use impacts show the predicted impact levels for existing and planned land uses and parks, recreation, and preservation areas. Resource quantity is determined by calculating the amount of ground disturbance caused by upgrading existing access roads, and constructing new access roads, marshalling yards, and structures. The Ground Disturbance model, which utilized digital terrain data and access levels, determined the area that would be disturbed by construction activities.

Resource Quality

The resource quality variable considers the condition of the existing land uses and the environmental setting (e.g., the presence or absence of an existing linear facility). Where a transmission or subtransmission line would parallel an existing linear feature, land disturbance would usually be minimized, potentially resulting in fewer impacts to existing and future land uses. However, if the proposed transmission or subtransmission line were to be sited where there is no existing linear feature, construction generally would disturb more land. This situation would result in potential impacts to existing land uses and alteration of future land uses that may not have otherwise occurred.

5.1.4. Impact Levels

The land use impact model integrated the three variables of resource sensitivity, resource quantity, and resource quality. Resource sensitivity was the primary element in determining impact levels for land uses. The presence or absence of existing linear facilities modified the sensitivity level, while access and ground disturbance levels quantified the area of impact. In addition, site-specific circumstances were considered, and in some cases modified the impact level. Agency, utility, or public concerns helped determine site-specific factors.

The impact levels are defined as follows:

HIGH IMPACT – Assigned to those land use categories where the officially stated or approved land use restriction, plan, or policy would be violated, or where land use sensitivity was major and/or where the sensitivity was moderate but modified by moderate to high quantity levels. Land use impacts would be considered high if the project would substantially preclude the primary existing or planned use of the land, result in a major change in overall land use patterns, create considerable conflict with permitted land uses, substantially alter existing recreational activities, or create extensive new recreational opportunities in the area.

MODERATE IMPACT – Assigned to those land use categories whose sensitivity is moderate, or where sensitivity is minimum and quantity is high. Land use impacts would be considered moderate if the project would create a modest change in the primary existing or planned use of the land, overall land use patterns, or recreational opportunities, or slightly conflict with permitted land uses.

LOW IMPACT – Assigned to those land use categories where sensitivity is minimum (excluding the above). Land use impacts would be considered low if the project would not noticeably change the primary existing or planned use of the land, would cause, at most, only a minor change in overall land use patterns or recreational opportunities, and would not conflict with permitted land uses.

NO IDENTIFIABLE IMPACT – Assigned to those land use categories where no measurable impact would occur to the specific resource under investigation. Small changes and stresses to the resource are not always adverse; some are neutral and therefore not identifiable impacts.

5.2 DEFINITION AND USE OF SIGNIFICANCE CRITERIA

The following land use significance criteria was derived from previous environmental impacts assessments and from the CEQA Guidelines (Appendix G, Environmental Checklist Form, Section IX). Impacts of the Project components would be considered significant and would require mitigation if they would:

- Physically divide an established community.
- Conflict with applicable land use plans, policies, or regulations.
- Construction would temporarily disturb the land uses it traverses or adjacent land uses.

- Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.
- Construction or operation would convert Farmland to non-agricultural use.
- Construction or operation would interfere with agricultural operations.
- Construction or operation would conflict with a Williamson Act contract.
- Construction or operation would result in the physical deterioration of a recreational facility due to increased use.
- Construction or operation would disrupt recreational activities such that recreational values would be reduced.
- Construction or operation would 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.
- Construction or operation would 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.

5.3 ENVIRONMENTAL PROTECTION ELEMENTS

Environmental Protection Elements (EPEs) are designed to reduce impacts associated with the proposed Project. EPEs described in this report are measures that are part of the Project description. Table 5.3-1 lists the EPEs that are relevant to land use.

Specific mitigation measures (Table 5.3-2) are recommended when it is determined that EPEs do not fully mitigate an impact. These mitigation measures were applied to land use on a case-by-case basis where appropriate.

TABLE 5.3-1. ENVIRONMENTAL PROTECTION ELEMENTS – LAND USE

Environmental Protection Element	Description
Agricultural Resources	
AGR-01	<p>Locate Project Activities to Minimize Impacts to Active Agricultural Operations.</p> <ul style="list-style-type: none"> • Transmission structures would be located adjacent to existing electrical infrastructure in order to consolidate obstructions to the movement of agricultural machinery • Access roads, spur roads, staging areas, and pulling/splicing sites would be located in areas that minimize impacts to agricultural operations <ul style="list-style-type: none"> • Removal of perennial crops would be minimized
Recreation	
REC-01	Recreational Areas. In the event short-term restrictions on recreation use at parks, or on existing bike lanes, bike paths, or trails are necessary during project construction, the public would be notified in coordination with the applicable agencies.
REC-02	Closure notices. When temporary park or trail closures are necessary, onsite notices would be posted prior to the closure.
REC-03	Revegetation. Any park areas temporarily affected by project construction would be revegetated and returned to preconstruction conditions..

TABLE 5.3-2. MITIGATION MEASURES – LAND USE

Mitigation Measure	Description
Agricultural Resources	
MM AGR-01	<p>Restore Soils to Pre-Project Conditions.</p> <ul style="list-style-type: none"> • Replace soils in a manner that shall minimize negative impacts on crop productivity. The surface and subsurface layers shall be stockpiled separately and returned to their appropriate locations in the soil profile <p>Where necessary, the top soil layers shall be ripped to achieve the appropriate soil density. Ripping may also be used in areas where vehicle and equipment traffic have compacted the top soil layers</p>
MM AGR-02	<p>Maintain Irrigation Facilities.</p> <ul style="list-style-type: none"> • Ensure that existing drainage systems that are needed for farming activities function as necessary so that agricultural uses are not disrupted • Coordinate with agricultural landowners to ensure that construction does not impact irrigation and/or other ancillary farming systems to a degree that farming practices cannot be maintained <p>Maintain existing levels of water available to farmers via the current irrigation system. This may include, but not be limited to, implementing re-routing and/or temporary irrigation systems</p>
Recreation	
MM REC-01	<p>Recreation Area Closures. When temporary short-term closures to recreational areas are necessary for construction activities, closures would be coordinated with recreational facility owners. Schedule construction activities to avoid heavy recreational use periods (e.g., holidays or tournaments). Post notices prior to the closure.</p>
MM REC-02	<p>Conversion of Land and Water Conservation Fund (LWCF) Property [Section 6(f)]. Where a conversion of LWCF property would occur, coordinate with the National Park Service, California State Parks- Office of Grants and Local Services, and the grantee to replace the property used by the Proposed Project in size, value and function through a conversion process.</p>

5.4 IMPACT ANALYSIS

Impact LU-1: Physically divide an established community.

Links are primarily located along, or adjacent to, existing roadways in urban areas, or traverse open space. As such, they would not divide existing communities because they would not constitute a barrier that could limit access. No impacts are identified.

Links would traverse or adjoin land used predominantly for residential, commercial, and industrial uses, public facilities, parks and recreation and open space. The links would not establish a permanent barrier or obstacle between these uses such that a perceived physical division would occur. While transmission structures and lines would be present, movement between and around these facilities would be possible, and they would not block or impede travel or connections within a community. As such, no land use impacts relating to the division of an established community would occur (No Impact), and no mitigation would be required.

Impact LU-2: Conflict with applicable land use plans, policies, or regulations.

Project components' consistency with applicable plans and policies is discussed detail in Section 2.0 of this document.

Impact LU-3: Construction would temporarily disturb the land uses it traverses or adjacent land uses.

Land uses traversed by or adjacent to project components (links) would include uses for agricultural, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential purposes. Refer to Impacts LU-8 and LU-9 for discussion of construction-related impacts to parks, recreation, and preservation area resources, and LU-5, LU-6, and LU-7 for discussion of such impacts to agriculture. Sensitive land uses that could be temporarily disturbed by construction activities

include rural and single-family residences and schools. Other uses that could be temporarily impacted by construction activities include commercial and office use and industrial use. Access to residences or businesses could potentially be restricted during stringing activities across roads or due to the movement of material to construction sites and returning to construction or staging areas. Noise, dust, and views of construction equipment installing transmission and subtransmission structures and stringing line could also disturb residents in nearby homes.

Measures to reduce noise and air quality impacts are presented in the Noise and Air Quality sections of the Environmental Impact Report, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Impact LU-4: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.

Links associated with the 230 kV transmission line would require new ROW. Direct or high impacts on existing residences as well as other structures (non-residential) could result from the incompatibility with or removal from the ROW. The location of the ROW within existing and planned developments could result in high to moderate impacts where operation would preclude or impair future development activities. Preclusion would also occur as a result of Link Jd traversing the Vernola Marketplace community shopping center parking lot. The resultant action would result in the reduction of a number of designated parking spaces and require a Substantial Conformance. A Substantial Conformance is a request for a non-substantial modification of an approved permit that does not change the original approval for the effect of the approval on surrounding property. In this instance, it would ensure that modifications to on-site circulation and parking, provided as determined by the Riverside County Planning Director, will have no adverse effect upon public health, safety, welfare, and/or environment.

Preclusion of, and incompatibility with, existing undeveloped and/or future development activities within proposed new ROWs would be considered a moderate or adverse but less-than-significant impact. No specific mitigation measures are recommended.

The removal of existing residence(s) and other structures (non-residential) on private property is considered a high or significant and unavoidable impact. This impact can only be avoided, if possible, with a re-route around the residence(s).

Links which traverse existing and planned land use (developments), and are associated with the 230 kV transmission line, are presented in Tables 4.1-2 and 4.1-5.

Impact LU-5: Construction or operation would convert Farmland to non-agricultural use.

Links associated with the 230 kV transmission line (Ax, Bx, H, I, and Jd) would traverse Farmland. Construction activities would temporarily impact Farmland due to temporary pulling and tensioning sites, tubular steel pole assembly areas, and guard pole holes. The temporary removal of Farmland designated as *Prime Farmland*, *Unique Farmland*, or *Farmland of Statewide Importance* as a result of these construction activities (by link), is found in Table 4.1-5 (Appendix A—Land Use Tables). This impact would be temporary and less than significant with implementation of EPE AGR-1 (Locate Project Activities to Minimize Impacts to Active Agricultural Operations).

While Links Ax, Bx, E, H, I, and Jd would have Farmland temporarily converted to non-agricultural uses as described above, Farmland would be permanently converted, as a result of tubular steel pole placement, to non-agricultural uses. As this total area would be less than the minimum area necessary for sustainable agriculture and less than the minimum California Department of Conservation (DOC)

mapping unit, the permanent conversion of Farmland to non-agricultural uses would be considered adverse, but not significant.

Loss of Farmland would result in high and moderate impacts. Following rehabilitation, areas removed from use for the life of the Project would include the small areas at the transmission structure footings and/or guy anchors. Once construction is complete and the transmission structures are in place, agricultural uses may be re-established/continued within the transmission ROW. The loss of productive Farmland will result in financial impacts to farmers. The amount of financial loss will depend on the type of crop, since crop values fluctuate from year to year.

Note: With the adoption of the Riverside County's General Plan in 2003, agricultural land use designations were removed from this area of the county.

Impact LU-6: Construction or operation would interfere with agricultural operations.

Links associated with the 230 kV transmission line (Ax, Bx, H, I, and Jd) would traverse Farmland and cropland not designated as Farmland. Agricultural operations would be temporarily impacted by construction activities associated with pulling sites and construction equipment/vehicle staging areas and the installation of transmission structures and wires. These construction activities could temporarily interfere with agricultural operations by damaging or removing crops, impeding access to certain fields or plots of land, obstructing farm vehicles, or disrupting drainage and irrigation systems. These events could result in the temporary reduction of agricultural productivity in the area.

These impacts would be temporary and less than significant with implementation of EPE AGR-1 (Locate Project Activities to Minimize Impacts to Active Agricultural Operations).

Links associated with the 230 kV transmission line (Ax, Bx, H, I, and Jd) would traverse Farmland and cropland not designated as Farmland. Operation would result in the presence of transmission lines, including transmission structures and wire. The presence of these structures would interfere with agricultural operations along these links.

In addition to the permanent loss of land under agricultural operations, other adverse agricultural impacts include disrupting farming facilities or operations, introduction of invasive weeds within and around disturbed areas, disrupting or altering aerial spraying practices, and introducing electric field effects on precision farming equipment. These interferences could also permanently decrease the agricultural productivity of agricultural operations.

Impact LU-7: Construction or operation would conflict with a Williamson Act Contract.

According to the Riverside County Land Information System, 230 kV transmission line links traverse land under a Williamson Act (agricultural preserve) contract. Link Jd crosses Mira Loma Agricultural Preserves No. 1 and No. 11, and Links Jb and Jc cross Mira Loma Agricultural Preserve No. 14.

This would result in both temporary and permanent conversion of lands under Williamson Act contracts. According to California State law, "the erection, construction, alteration, or maintenance of gas, electric, water, communication, or agricultural laborer housing facilities are hereby determined to be compatible uses within any agricultural (Williamson Act) preserve" (Govt. Code §51238).

Impact LU-8: Construction or operation would result in the physical deterioration of a recreational facility due to increased use.

In general, the increase in use of recreational facilities is spurred by project-induced population growth, which increases demand on existing recreational resources. However, Project components are not

expected to induce significant short-term or long-term population growth, either during construction or operation. As a result, there would not be an increased need for recreational resources, and Project components would not lead to the physical deterioration of recreational facilities due to increased use. No impacts to recreational resources due to increased use would occur during construction or operational activities.

Impact LU-9: Construction or operation would disrupt recreational activities such that recreational values would be reduced.

Construction and operational activities could potentially disrupt access to established recreational facilities/areas or otherwise disturb activities in such areas. Impacts associated with construction activities would be temporary in nature, whereas impacts associated with operation would continue for the lifetime of the Project and are therefore considered to be permanent or recurring impacts.

Links associated with the 230 kV transmission line (Ax, T, Bx, K, D, I, Ja, Jb, Jc, and U) cross a nature and historic center (Hidden Valley Wildlife Area), park (Savi Ranch), golf courses (Goose Creek and Paradise Knolls), trails (Santa Ana River, regional/community, and others) and/or preservation areas (Wetlands Mitigation Bank and Public/Quasi-Public Land). Construction activities would result in noise, dust, and traffic that would reduce the aesthetic value of the area(s) and disrupt recreational and/or open space areas. Construction vehicles could also potentially restrict access by users of these facilities/areas in order to protect the safety of public recreationists. During construction, ground work would be required at each structure location as well as along select roadways between the locations. As a result, these areas would be temporarily closed during construction activities. These impacts would be temporary and of short duration, lasting only as long as required to complete the activity.

Temporary access restrictions to established recreational areas or disruption of activities within such areas, however, would negatively affect members of the public who would otherwise use the affected recreational resources. The temporary impacts associated with construction activities would be high or significant. Implementation of EPE REC-1 (Recreational Areas), EPE REC-2 (Closure Notices), and EPE REC-3 (Revegetation) serve to minimize the impacts to recreation users and would ensure that impacts are moderate or less than significant.

During operational activities, it is expected that ground work would be limited to transmission structure locations and other ground-based infrastructure. Recreational resources that are adjacent to areas where ground work is necessary would be temporarily restricted from use during such activities, thus restricting access to or resulting in the disruption of normal recreational activities within such areas. In addition, impacts would also occur if operational activities require that certain roads and/or trails be closed for access to infrastructure and such closures remove access to existing recreational resources or opportunities. Such closures would be temporary and of short duration, lasting only as long as required to complete necessary operation and maintenance of infrastructure.

The restriction or disruption of recreational resources due to operational activities would significantly impact members of the public who would otherwise use affected recreational resources during the time period(s) that they would be restricted or disrupted. Implementation of EPE REC-1 (Recreational Areas), EPE REC-2 (Closure Notices), and EPE REC-3 (Revegetation) serve to minimize the impacts to recreation users and would ensure that impacts are moderate or less than significant.

Impact LU-10: Construction or operation would 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.

Per the Riverside County Integrated Project (RCIP), Project components within unincorporated Riverside County are located within Mineral Zone MRZ-3; however, no mineral resources have been identified in the Project area and there is no historical use of the site for mineral extraction purposes. The Project area

is also not located in an area classified or designated by the State that would be of value to the region or the residents of the State.

According to the Riverside General Plan 2025, project components are designated MRZ-4 (Mineral Resource Zone-4), and there is insufficient data to assign any other MRZ designation. Since no known mineral resources are located within the Project area, no impact to the loss of availability of mineral resources is expected.

According to the DOC Mineral Land Classification report for the area, Project components within the City of Norco occur within an area that has been classified as MRZ-3. As stated above, these are areas where the significance of mineral deposits cannot be evaluated from available data. It should be noted that no mineral production currently occurs on or adjacent to Project components. Other valuable mineral resource constituents are not known to occur in the Project area. Therefore, impacts associated to loss of known mineral resources will be less than significant.

In summary, Project components are not located within or adjacent to an area identified as having significant aggregate, oil, or mineral resources. Project components would not interfere with current or future mining activities. No impact to regionally valuable mineral resources would occur.

Impact LU-11: Construction or operation would 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.

Figure OS-5 of the Riverside County General Plan shows that the Project area has been classified by the State Mining and Geology Board (SMGB) as MRZ-3. The Riverside County General Plan provides no specific policies regarding property identified as MRZ-3 and has not designated the Project area for mineral resource-related uses. There are no existing surface mines near the Project area.

According to the Riverside General Plan 2025, the project area is designated MRZ-4, and there is insufficient data to assign any other MRZ designation. Since no known mineral resources are located within the Project area, no impact to the loss of availability of mineral resources is expected.

According to the State's Mineral Resource Zone map, Project components within the City of Norco are within zone MRZ-3, which is not identified or designated as a mineral resource recovery area. For these reasons, potential loss of mineral resources will be a less-than-significant impact.

The development of Project components will not result in the loss of availability of a locally important mineral resource recovery site. No impacts to mineral resources will result from implementation of the Project.

5.5 SUBSTATIONS

5.5.1. Wildlife and Wilderness Substations

The proposed Wildlife and Wilderness substation sites would not physically divide an existing community. No new physical barriers would be created by the substations and no existing roadways or pathways would be blocked.

The proposed substation sites are also near the Riverside Energy Resource Center and are compatible with other industrial uses in the area. The new substations would not preclude nearby farming activity, nor interfere with agricultural production. Construction of the new substations would not displace existing developed land uses. As previously stated in Section 4.4.1, the sites are owned by the City of Riverside

and currently leased to the Toro Company for turf irrigation/cutting uses. The lease allows for the City of Riverside to cancel it on short notice, and proceed with subsequent construction.

The transport of materials and personnel to the proposed Wildlife and Wilderness Substations could potentially disrupt nearby land uses due to traffic congestion, but because construction activities at these locations would occur away from sensitive uses, construction activities within the sites would have little impact on adjacent uses. Traffic would be dispersed over time and would only create short-term delays and account for a minimal amount of traffic volume. Consequently, any disruptions to surrounding land uses would be less than significant.

Electrical substations are consistent with the objectives and policies specified in the Public Facilities and Infrastructure Element of the Riverside General Plan 2025. More specifically, Objective PF-6 states: “Provide affordable, reliable and, to the extent practical, environmentally sensitive energy resources to residents and businesses.” Policy PF-6. further states: “Ensure that adequate back-up facilities are available to meet critical electric power needs in the event of shortages or temporary outages.” Electrical substations are exempt from Title 19 of the City of Riverside’s Municipal Code and, as such, a conditional use permit is not required. No mitigation, therefore, is required.

5.5.2. Harvey Lynn, Freeman, RERC, and Mountain View Substation Upgrades

The improvements to the Harvey Lynn, Freeman, RERC, and Mountain View substations would not physically divide an existing community because these substations already exist and no expansions are proposed. All necessary upgrades to the 69 kV substation would be conducted within the fenced area of the facilities. Because additional equipment would be installed within the existing property line, there will be no changes in land use and therefore no impacts on land use. As such, no mitigation is required.

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APPENDIX A—LAND USE TABLES

TABLE 4.1-2. EXISTING AND PLANNED LAND USES TRAVERSED BY THE 230KV TRANSMISSION LINE

LINK	FROM MILE	TO MILE	Existing Land Use*	Planned Land Use**	Impact Level
Ax	0.1	0.3	Fleetwood Homes of California Storage Area		L
	0.3	0.5	Auto Auction Parking Lot		L
	0.5	0.6	Riverside Energy Resource Center (RERC) Substation -Acorn Facility		L
	0.6	1.3	City of Riverside Regional Water Quality Control Plant		L
	1.7	2		potential development site (former Agricultural Park)	M
Bx	0.8	1.2		PP No. 21371-Birtcher Center at General Drive (approved)	L
	1.2	1.3		PP No. 22513- Concrete Tiltup Industrial Buildings (approved)	L
	1.3	1.4		PP No. 22463- 3 Commercial Buildings (in process)	L
	1.6	1.7		Northwest Riverside County/City Animal Shelter (under construction)	M
D	2	2.1		Tract No 28632-1 (City of Riverside-approved)	L
H	0.1	0.2		Tract No 28632-1 (City of Riverside-approved)	L
	1	1.1	Four structures; plant nurseries		L
I	0.1	0.4	cropland (alfalfa)		L
	0.5	0.6	plant nurseries		L
Ja			none identified		
Jb	0.2	0.6		TR 34202, Amended No. 2 (in process)	M
	0.7	0.8		TR 34201 (in process)	M
Jc	0.7	0.9		TR 34201 (in process)	M
Jd	0	0.5		Specific Plan 266- Interstate 15 Corridor (Light Industrial- undeveloped)	M
	0.5	0.8	Vernola Marketplace (parking lot)		L
	0.9	1	Park and Ride Area; cropland (irrigated-hand line sprinkler)	Specific Plan 266- Interstate 15 Corridor (Commercial Retail-undeveloped)	M
	1	1.2	cropland (irrigated-hand line sprinkler)	Specific Plan 266- Interstate 15 Corridor (Commercial Retail-undeveloped)	M
	1.2	1.3	cropland (irrigated-hand line sprinkler)	Specific Plan 266- Interstate 15 Corridor (Business Park-undeveloped)	M
	1.3	2	cropland (irrigated-hand line sprinkler)	Specific Plan 266- Interstate 15 Corridor (Low Density Residential/2-5 du/acre-undeveloped)	M
	2.1	3		Thoroughbred Farm Specific Plan (SP00376- in process), General Plan Amendment No. 901	M
	3	3.1	Vanderham Dairy; One single family residence	TR 31778 (approved)	M
	3.1	3.2	single family residence		M
	3.2	3.4	Vanderham Dairy		M
K	0.8	1.4	Diamond R Ranch (Agricultural /Animal Services)		L
	1.4	1.5	J.A.T.C. (electrical construction training)		L
	1.6	1.7	Rental Buildings and Storage		L
	1.7	1.8	Jurupa Community Services District Wastewater Plant 1 (proposed 100-year flood protection project)		M
	3.2	3.4	California Department of Education, School Overhead Transmission Line Easement Setback (150 feet for 220-230kv line)		M
	4	4.2		PP 19980, Amendment No. 2 (under construction) for 2 industrial buildings- Birtcher Center at Bellgrave	H
	4.2	4.3		CUP 03598 (approved) for Mira Loma CONCO	M
L	0	0.2		Northwest Riverside County/City Animal Shelter (under construction)	M
M	0	0.1	One single-family residence		H
	0.1	0.2	Two structures		H
	0.2	0.3	One single-family residence; seven structures		H
	0.3	0.4	One single-family residence; Five structures		H

LINK	FROM MILE	TO MILE	Existing Land Use*	Planned Land Use**	Impact Level
	0.4	0.5	Four structures		H
	0.5	0.6	One single-family residence; Four structures		H
	0.6	0.7	Two structures		H
N	0	0.3		Tentative PM 34263 (pending) for the Clay Street Distribution Center	L
	0.3	0.4		Specific Plan 123- Mission De Anza (Business Park-undeveloped)	M
	0.4	0.5	Firestone Complete Auto Care Station		H
P	0	0.1	Three structures		H
	0.1	0.2	One gas station/convenience store; one structure		L
	0.2	0.4	Metrolink Pedley Station		M
	0.4	0.5	Seven structures		H
Q	0	0.3		PP 19603, General Plan Amendment No. 709, General Plan Amendment No. 1002, Limonite Senior Project (in process)	M
	0.3	0.6	Two structures	TR 1596 for residential lots (approved)	M
R	0	0.1	One structure		H
	0.1	0.2	Three structures		H
	0.3	0.4	Two single-family residences; ten structures		H
	1.6	1.7	County of Riverside, Transportation Department, Pedley Maintenance Yard		M
	1.7	1.9		PM 31081 (approved) for Business Park	M
	1.9	2	Williams Scotsman Mobile Offices and More Facility		M
	2	2.1		CUP 3418 (approved) for a concrete and asphalt recycling facility- Orco Block	L
	2.1	2.2	Orco Block (office building and storage)		L
	2.2	2.9	Orco Block (manufacturing plant)		L
	2.9	3	One structure (light industrial- truck parking and storage)		L
	3	3.1	Three structures (light industrial- soil operation)		L
	3.1	3.3	light industrial (trucking operation)		L
S	0	0.4		CUP 03598 (approved) for Mira Loma CONCO ; PM 36074 (in process)	M
	0.4	0.7	San Sevaine Flood Control Channel		L
	0.7	0.9		PP 16979 (in process) for concrete tilt-up building	L
T			none identified		
U			none identified		

* Does not include links, or portions thereof, which are vacant or undeveloped.

**Includes developments under construction, active development applications or developments in discussion

Note:

- TR -
- SP - Specific Plan of Land Use
- PP - Plot
- CUP - Conditional Use Permit
- PM -

TABLE 4.1-3. EXISTING* LAND USES TRAVERSED BY THE 69KV SUBTRANSMISSION LINE

LINK	FROM MILE	TO MILE	Existing Land Use**
HL-6	0.2	0.5	agricultural park
HL-37	0.1	0.4	Burlington Northern and Santa Fe Railway/Floodway Channel
HL-40	0	0.8	Burlington Northern and Santa Fe Railway/Floodway Channel
MV-01	0.2	0.3	The Toro Company
MV-03	0	0.5	The Toro Company
MV-03	0.7	1.2	Union Pacific Arlington Yard
MV-04	0	0.1	The Toro Company

* No development applications identified.

** All other links, or portions thereof, are within roadway right-of-way

TABLE 4.1-5 IMPORTANT FARMLAND DISTURBED BY THE 230KV TRANSMISSION LINE

LINK	IMPORTANT FARMLAND (PRIME FARMLAND, UNIQUE FARMLAND, FARMLAND OF STATEWIDE IMPORTANCE)		Cropland Disturbed (acres)	
	Temporary Disturbance	Permanent Disturbance	Temporary Disturbance	Permanent Disturbance
Ax	1.38 (Statewide Importance)	N/A	N/A	N/A
Bx	.46 (Statewide Importance)	N/A	N/A	N/A
C	N/A	N/A	N/A	N/A
D	N/A	N/A	N/A	N/A
E	N/A	N/A	N/A	N/A
F	N/A	N/A	N/A	N/A
G	N/A	N/A	N/A	N/A
H	.035 (Unique)	.059 (Unique)	1.514	.035
I	.467 (Unique)	.060 (Unique)	.926	.017
Ja	N/A	N/A	N/A	N/A
Jb	N/A	N/A	N/A	N/A
Jc	N/A	N/A	N/A	N/A
Jd	7.351 (Prime), 1.603 (Unique), 1.832 (Statewide Importance)	0.0694 (Prime), 0.0087 (Unique), 0.0087 (Statewide Importance)	7.382	N/A
K	N/A	N/A	N/A	N/A
L	N/A	N/A	N/A	N/A
N	N/A	N/A	N/A	N/A
M	N/A	N/A	N/A	N/A
Q	N/A	N/A	N/A	N/A
P	N/A	N/A	N/A	N/A
R	N/A	N/A	N/A	N/A
S	N/A	N/A	N/A	N/A
T	N/A	N/A	N/A	N/A
U	N/A	N/A	N/A	N/A

TABLE 4.1-8 JURISDICTION, GENERAL PLAN LAND USE DESIGNATION, AND ZONING- 69kV

LINK	JURISDICTION	GENERAL PLAN LAND USE DESIGNATIONS WITHIN/ ADJACENT TO ROW	GENERAL PLAN LAND USE DESIGNATIONS WITHIN THE 1,000-FOOT STUDY CORRIDOR	ZONING WITHIN/ ADJACENT TO ROW	ZONING WITHIN 1,000-FOOT STUDY CORRIDOR
HL-01	City of Riverside	within roadway	Business/Office Park, Industrial, Public Facilities/Institutions	within roadway	Business and Manufacturing Park, General Industrial, Public Facilities
HL-02	City of Riverside	within roadway	Business/Office Park, Commercial, Industrial, Public Facilities/Institutions	within roadway	Business and Manufacturing Park, General Industrial, Public Facilities, Residential Estate
HL-03	City of Riverside	within roadway	Business/Office Park, Commercial, Industrial, Open Space/Natural Resources, Public Facilities/Institutions	within roadway	Business and Manufacturing Park, General Industrial, Public Facilities, Residential Estate
HL-04	City of Riverside	within roadway	Business/Office Park, Commercial, High Density Residential, Open Space/Natural Resources, Private Recreation, Public Facilities/Institutions	within roadway	Airport Zone, Business and Manufacturing Park, Public Facilities, R-3-1500 Multi-family Residential, Residential Estate
HL-05	City of Riverside	within roadway	Business/Office Park, Commercial, Medium Density Residential, Open Space/Natural Resources, Private Recreation, Public Facilities/Institutions, Public Park	within roadway	Business and Manufacturing Park, Public Facilities, R-1-7000 Single Family Residential, Residential Estate
HL-06	City of Riverside	Public Park	Commercial, Medium Density Residential, Open Space/Natural Resources, Private Recreation, Public Park	Residential Estate	Public Facilities, R-1-7000 Single Family Residential, Residential Estate
HL-07	City of Riverside	Public Park	Commercial, Medium Density Residential, Open Space/Natural Resources, Private Recreation, Public Park	Residential Estate	Public Facilities, R-1-7000 Single Family Residential, Residential Estate
HL-08	City of Riverside	within roadway	Business/Office Park, Commercial, High Density Residential, Medium Density Residential, Medium High Density Residential, Private Recreation, Public Facilities/Institutions, Public Park	within roadway	Business and Manufacturing Park, Commercial General, Public Facilities, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential, Residential Estate
HL-09	City of Riverside	within roadway	Business/Office Park, Commercial, High Density Residential, Mixed Use - Village, Open Space/Natural Resources	within roadway	Airport Zone, Business and Manufacturing Park, Commercial General, Commercial Retail, General Industrial, R-3-1500 Multi-family Residential
HL-10	City of Riverside	Commercial	Business/Office Park, Commercial, High Density Residential, Open Space/Natural Resources	Commercial General, Commercial Retail, Office, R-3-	Airport Zone, Business and Manufacturing Park, Commercial General, Commercial Retail, General Industrial, R-3-1500 Multi-family Residential
HL-11	City of Riverside	within roadway	Business/Office Park, Commercial, High Density Residential, Medium Density Residential, Medium High Density Residential, Open Space/Natural Resources	within roadway	Business and Manufacturing Park, Commercial General, Commercial Retail, General Industrial, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential, R-3-2500 Multi-family Residential
HL-12	City of Riverside	within roadway	Business/Office Park, Commercial, High Density Residential, Medium Density Residential, Medium High Density Residential, Public Facilities/Institutions, Semi Rural Residential	within roadway	Business and Manufacturing Park, Commercial Retail, General Industrial, Public Facilities, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential, Rural Residential
HL-13	City of Riverside	within roadway	Business/Office Park, Commercial, High Density Residential, Medium Density Residential, Medium High Density Residential, Public Facilities/Institutions	within roadway	Business and Manufacturing Park, Commercial Retail, Commercial General, Public Facilities, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential
HL-14	City of Riverside	within roadway	Business/Office Park, Commercial, High Density Residential, Medium Density Residential, Medium High Density Residential, Public Facilities/Institutions, Semi Rural Residential	within roadway	Business and Manufacturing Park, Commercial Retail, Commercial General, Public Facilities, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential, Rural Residential
HL-15a	City of Riverside	within roadway	Business/Office Park, Commercial, High Density Residential, Medium Density Residential, Low Density Residential, Public Facilities/Institutions, Semi Rural Residential	within roadway	Business and Manufacturing Park, Public Facilities, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential, Rural Residential
HL-15b	City of Riverside	within roadway	Commercial, Medium Density Residential, Office, Semi Rural Residential	within roadway	Commercial Retail, Commercial General, R-1-7000 Single Family Residential, Rural Residential
HL-16	City of Riverside	within roadway	Business/Office Park, Commercial, High Density Residential, Medium Density Residential, Office, Public Facilities/Institutions, Semi Rural Residential	within roadway	Business and Manufacturing Park, Commercial Retail, Commercial General, Public Facilities, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential, R-3-3000 Multi-family Residential, Rural Residential
HL-17a	City of Riverside	within roadway	Commercial, Medium Density Residential, Office, Semi Rural Residential	within roadway	Commercial Retail, R-1-7000 Single Family Residential, Rural Residential
HL-17b	City of Riverside	within roadway	Commercial, Medium Density Residential, Office	within roadway	Commercial Retail, Office, R-1-7000 Single Family Residential
HL-18	City of Riverside	within roadway	Commercial, Medium Density Residential, Medium High Density Residential, Mixed Use - Village, Office, Public Facilities/Institutions, Semi Rural Residential	within roadway	Commercial General, Commercial Retail, General Industrial, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential, R-3-2500 Multi-family Residential, Rural Residential
HL-19	City of Riverside	within roadway	Commercial, Low Density Residential, Medium Density Residential, Office, Public Facilities/Institutions	within roadway	Commercial General, Commercial Retail, Office Zone, R-1-7000 Single Family Residential
HL-20a	City of Riverside	within roadway	Commercial, High Density Residential, Medium Density Residential, Office, Public Park	within roadway	Commercial General, Office, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential, R-3-2500 Multi-family Residential
HL-20b	City of Riverside	within roadway	Commercial, High Density Residential, Medium Density Residential	within roadway	Commercial General, Office, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential, R-3-2500 Multi-family Residential
HL-21	City of Riverside	within roadway	Medium Density Residential, Mixed Use - Village	within roadway	Commercial General, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential
HL-22	City of Riverside	within roadway	Mixed Use - Village	within roadway	Commercial General, Commercial Retail, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential
HL-23	City of Riverside	within roadway	Medium Density Residential, Mixed Use - Village	within roadway	Commercial General, Commercial Retail, R-1-7000 Single Family Residential, R-3-1500 Multi-family Residential

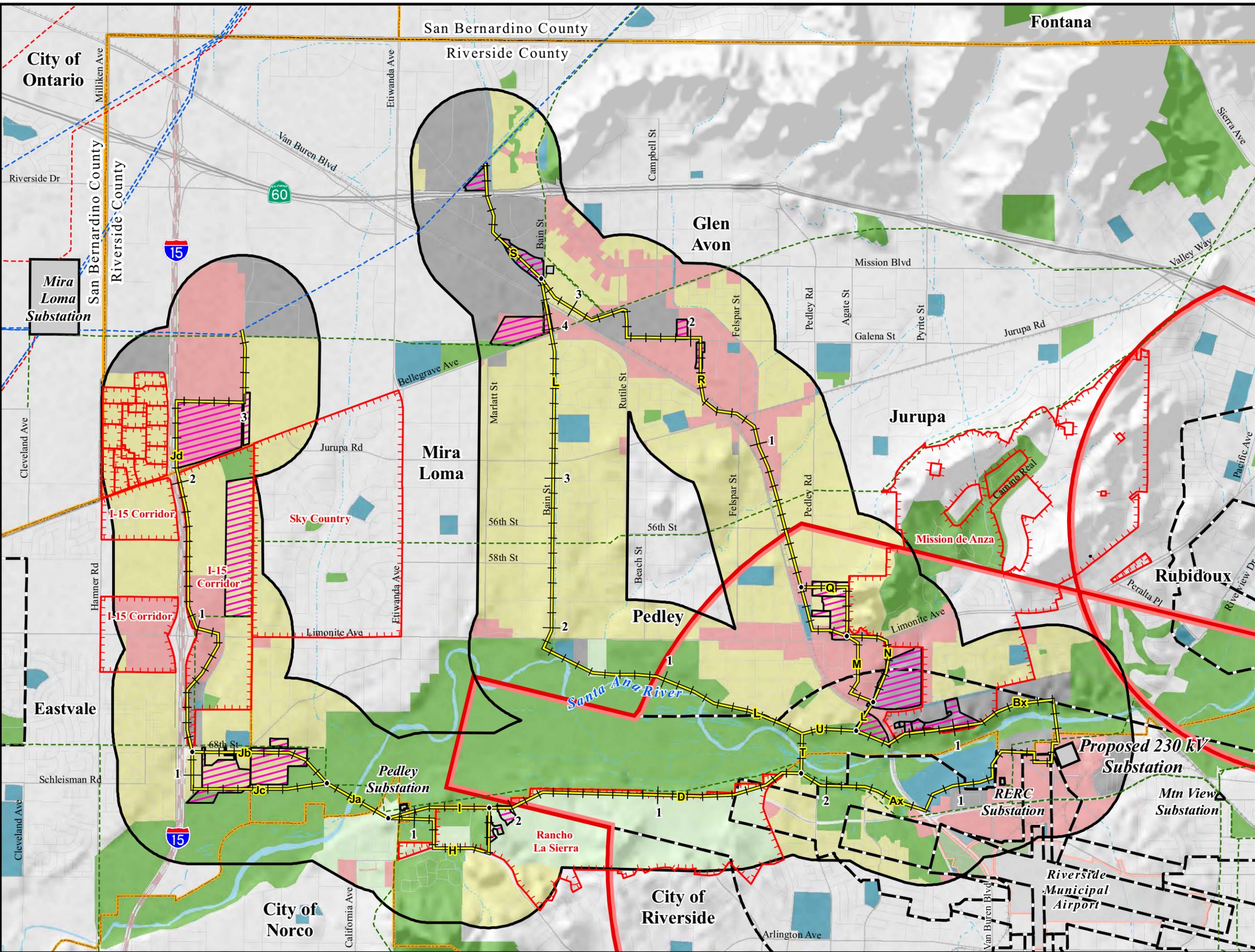
LINK	JURISDICTION	GENERAL PLAN LAND USE DESIGNATIONS WITHIN/ ADJACENT TO ROW	GENERAL PLAN LAND USE DESIGNATIONS WITHIN THE 1,000-FOOT STUDY CORRIDOR	ZONING WITHIN/ ADJACENT TO ROW	ZONING WITHIN 1,000-FOOT STUDY CORRIDOR
MV-D	City of Riverside	within roadway	Industrial, Medium Density Residential, Public Park	within roadway	General Industrial, R-1-7000 Single Family Residential, Public Facilities, Railway
MV-E	City of Riverside	within roadway	Industrial, Medium Density Residential, Public Park	within roadway	General Industrial, R-1-7000 Single Family Residential, Public Facilities, Railway
MV-F	City of Riverside	within roadway	Industrial, Low Density Residential, Medium Density Residential, Public Park	within roadway	General Industrial, R-1-7000 Single Family Residential, Public Facilities, Railway
MV-G	City of Riverside	within roadway	Industrial, Low Density Residential, Medium Density Residential, Public Park	within roadway	R-1-7000 Single Family Residential, Public Facilities, Railway
MV-H	City of Riverside	within roadway	Medium Density Residential	within roadway	R-1-7000 Single Family Residential, Railway
MV-I	City of Riverside	within roadway	Medium Density Residential, Public Park	within roadway	R-1-7000 Single Family Residential, Railway
N-1	City of Riverside	within roadway	Low Density Residential, Medium Density Residential	within roadway	R-1-7000 Single Family Residential
N-2	City of Riverside	within roadway	Commercial, Low Density Residential, Medium Density Residential, Office	within roadway	R-1-7000 Single Family Residential, Commercial Retail
N-3	City of Riverside	within roadway	Commercial, High Density Residential, Medium Density Residential, Office	within roadway	R-1-7000 Single Family Residential, Commercial Retail, Commercial General, R-3-1500 Multi-family Residential, R-3-2500 Multi-family Residential
N-4	City of Riverside	within roadway	Hillside Residential, Low Density Residential, Medium Density Residential, Office	within roadway	R-1-7000 Single Family Residential, Residential Conservation
N-5	City of Riverside	within roadway	Hillside Residential, Low Density Residential, Medium Density Residential, Office	within roadway	R-1-7000 Single Family Residential, Residential Conservation, Office
RERC-1	City of Riverside	within roadway	Business/Office Park	within roadway	Business and Manufacturing Park

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TABLE 4.2-1 PARKS, RECREATION, AND PRESERVATION AREAS TRAVERSED BY THE 230 KV TRANSMISSION LINE

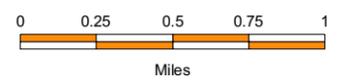
LINK	FROM MILE	TO MILE	PARKS, RECREATION, AND PRESERVATION AREAS	IMPACT LEVEL
Ax	1.3	1.4	Santa Ana River Trail	M
	1.4	1.5	Hidden Valley Wildlife Area*	H
	1.5	1.7	Hidden Valley Wildlife Area* , Santa Ana River Trail*	H
	1.7	2	Santa Ana River Trail	M
	2.1	2.2	Hidden Valley Wildlife Area*	H
Bx	0	0.1	Public/Quasi-Public Land*	H
	0.1	0.2	Santa Ana River Wetlands Mitigation Bank* , Santa Ana River Trail*	H
	0.2	0.3	Santa Ana River Wetlands Mitigation Bank*	H
	0.3	0.7	Public/Quasi-Public Land*	H
	1.1	1.4	Public/Quasi-Public Land*	H
D	0	0.1	Hidden Valley Wildlife Area*	H
	0.1	0.3	Santa Ana River Trail	M
	0.4	1	Santa Ana River Trail	M
	1.5	1.6	Santa Ana River Trail	M
H			none identified	
I	0	0.1	Hidden Valley Wildlife Area*	H
	0.1	0.2	Hidden Valley Wildlife Area* , Santa Ana River Trail, Savi Ranch Park*	H
	0.2	0.4	Hidden Valley Wildlife Area* , Savi Ranch Park*	H
J				
Ja	0.4	0.5	Goose Creek Golf Club	M
Jb	0	0.2	Goose Creek Golf Club	M
Jc	0	0.3	Goose Creek Golf Club	M
Jd			none identified	
K	0	0.8	Hidden Valley Wildlife Area*	H
	0.8	1.4	Paradise Knolls Golf Course	L
	1.5	1.6	Hidden Valley Wildlife Area*	H
	1.8	1.9	Hidden Valley Wildlife Area*	H
L			none identified	
M			none identified	
N			none identified	
P			none identified	
Q			none identified	
R			none identified	
S			none identified	
T	0	0.3	Hidden Valley Wildlife Area* , Santa Ana River Trail*	H
U	0	0.4	Hidden Valley Wildlife Area*	H
Note:				
*Land & Water Conservation Fund				

APPENDIX B—LAND USE MAPS



Riverside Transmission Reliability Project
Figure 1
SCE 230 kV
Existing & Planned Land Use

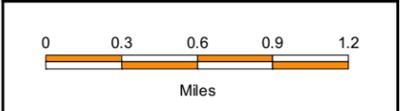
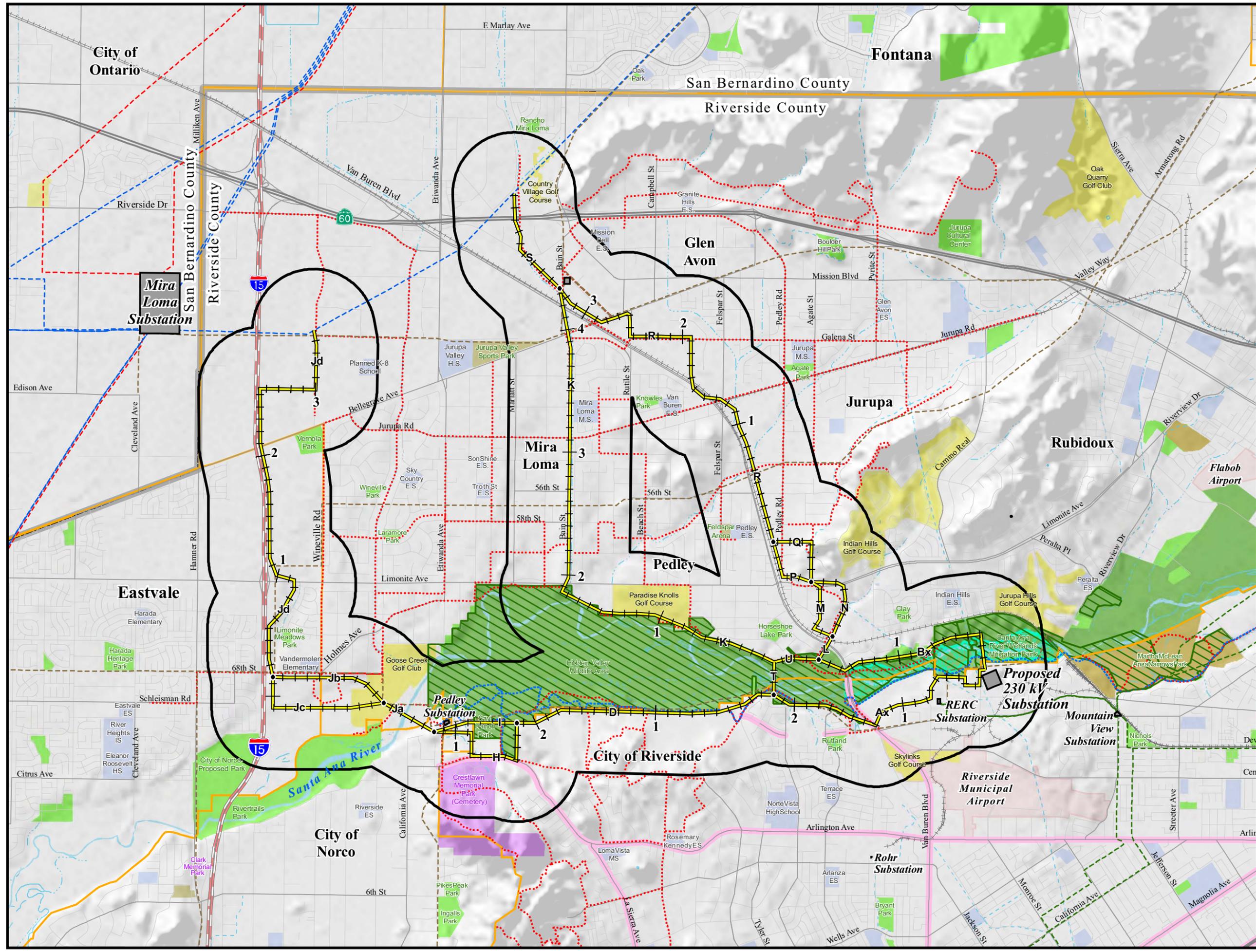
- Legend**
- Route Features**
- SCE 230 kV Proposed Route
 - Tenth Mile Marker
 - Mile Marker
 - Link Name
 - Link Node
- Route Alternative Corridor (1 mile wide corridor)
- Existing Utility Features**
- 500 kV Transmission Line
 - 230 kV Transmission Line
 - 69 kV Transmission Line
- Land Use Features**
- Airport Influence Area
 - Airport Compatibility Zone
 - Land Use Application
 - Specific Plan
 - Residential
 - Public Facilities/Schools
 - Commercial
 - Industrial
 - Agricultural/Rural
 - Parks/Recreation
- Municipal Features**
- City Boundary
 - County Boundary



1:38,000

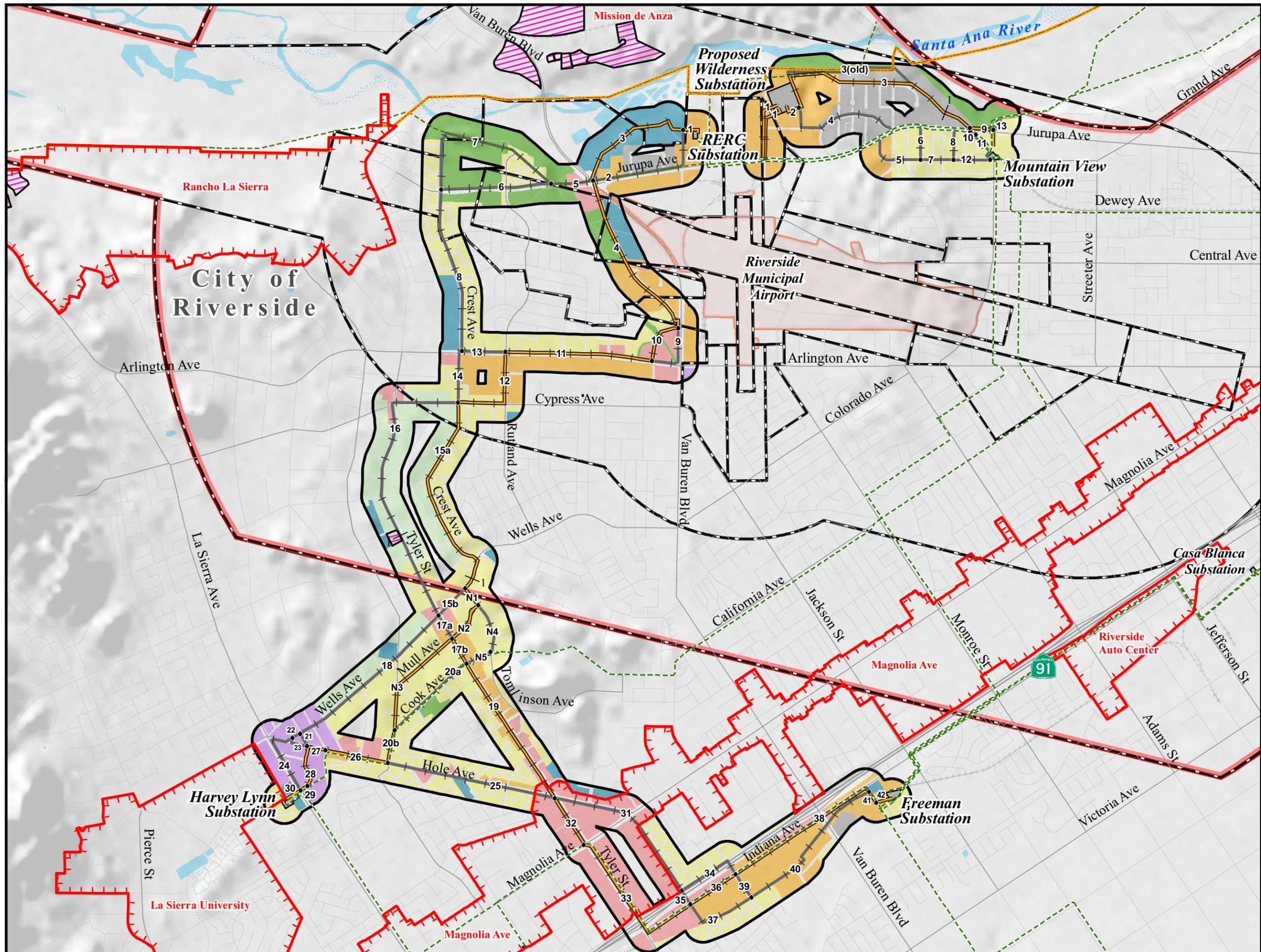
Riverside Transmission Reliability Project
Figure 2
SCE 230 kV
Parks, Recreation, & Preservation Areas

- Legend**
- Route Features**
- SCE 230 kV Proposed Route
 - Tenth Mile Marker
 - Mile Marker
 - Link Name
 - Link Node
- Route Alternative Corridor**
 (1 mile wide corridor)
- Parks & Recreation Features**
- Santa Ana River National Recreation Trail
 - Riverside City/County Trails
 - Special Planned or Existing Scenic Designated Roadway
 - City or Local Park
 - County Park
 - Golf Course
 - Regional Park
 - School Site
- Utility Features**
- SCE 500 kV Transmission Line
 - SCE 230 kV Transmission Line
 - Lower Voltage Transmission Line
 - Substation
- Municipal Features**
- County Boundary
 - City Boundary
 - Airport



Riverside Transmission Reliability Project

**Figure 3
RPU 69 kV
Existing & Planned
Land Use**



Legend

Route Features

- ← RPU 69 kV Alternative Link
- ← Tenth Mile Marker
- ← Mile Marker
- 23 ← Link Number
- ← Link Node

— 69 kV Preferred Routes

▭ Route Alternative Corridor (1000 foot wide corridor)

Existing Utility Features

--- 69 kV Transmission Line

Land Use Features

- ▭ Airport Influence Area
- ▭ Airport Compatibility Zone
- ▭ Land Use Application
- ▭ Specific Plan
- Residential
- Public Facilities/Schools
- Commercial
- Industrial
- Agricultural/Rural
- Parks/Recreation
- Business/Office/Office Park
- Mixed Use- Village

Municipal Features

— City Boundary

WATER ENERGY LIFE
RIVERSIDE PUBLIC UTILITIES

0 0.2 0.4 0.6 0.8
Miles
1:28,000

POWER ENGINEERS
March 25, 2010

3_69kV_LU_11x17_032510.mxd

Riverside Transmission Reliability Project

**Figure 4
RTRP 69 kV
Parks, Recreation, & Preservation Areas**

- Legend**
- Route Features**
- RPU 69 kV Alternative Link
 - Tenth Mile Marker
 - Mile Marker
 - Link Number
 - Link Node
- 69 kV Preferred Route
- 69 kV Alternative Route
- Route Alternative Corridor (2 mile wide corridor)
- Parks & Recreation Features**
- Santa Ana River National Recreation Trail
 - Riverside City/County Trails
 - Special Planned or Existing Scenic Designated Roadway
 - City or Local Park
 - County Park
 - Golf Course
 - Regional Park
 - School Site
- Special Management Areas**
- Land & Water Conservation Fund
 - Wetlands Mitigation Bank
- Existing Utility Features**
- 69 kV Transmission Line
- Municipal Features**
- City Boundary

