

Appendices

Appendix B NOP Comments

Appendices

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Anthony A. Klecha
Team Lead, Planning & Project Support

Southern California Gas Company
GT17E2
555 W. 5th Street
Los Angeles, CA 90013
Tel: (213) 244-4339
aklecha@semprautilities.com

May 4, 2015

Sent via Email

Brian Guillot
Acting Community Development Director
City of Banning
99 E. Ramsey Street
Banning, CA 92220

Re: Notice of Preparation of a Draft Environmental Impact Report for the Rancho San Gorgonio Specific Plan, Banning, California

Dear Mr. Guillot:

Southern California Gas Company (SoCalGas) appreciates the opportunity to review and respond to the subject Notice of Preparation of a Draft Environmental Impact Report. SoCalGas understands that the proposed project would involve the development of a master-planned community on an 831-acre site that would include a mixture of residential, commercial, open space, and recreational uses, and a maximum of 3,385 residential units. SoCalGas respectfully requests that the following comments be considered prior to project approval:

- SoCalGas has an existing 36-inch high pressure natural gas transmission line that traverses the project site. SoCalGas recommends that the project proponent call Underground Service Alert at 811 at least two business days prior to performing any excavation work for the proposed project. Underground Service Alert will coordinate with SoCalGas and other utility owners in the area to mark the locations of buried utility-owned lines.
- Should it be determined that the proposed project may require SoCalGas to abandon and/or relocate or otherwise modify any portion of its existing natural gas lines, SoCalGas respectfully requests that the County and/or the project proponent coordinate with us by calling (800) 427-2000 to follow-up on this matter. In addition, any potential impacts associated with this work should be appropriately considered and addressed prior to the certification of the Final EIR.

Once again, we appreciate the opportunity to comment on the proposed project. If you have any questions, please feel free to contact me at (213) 244-4339 or aklecha@semprautilities.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anthony A. Klecha", with a long horizontal stroke extending to the right.

Anthony A. Klecha
Southern California Gas Company

cc: Rosalyn Squires

From: [JoAnn Hadfield](#)
To: [Michael Milroy](#); [Frances Ho](#)
Subject: Fw: Comments on Rancho San Gorgonio EIR scoping
Date: Monday, May 11, 2015 8:53:34 AM

Sent from my LG G3, an AT&T 4G LTE smartphone

----- Original message-----

From: bguillot@ci.banning.ca.us
Date: Mon, May 11, 2015 9:03 AM
To: JoAnn Hadfield; rarceo56@gmail.com;
Cc: omujica@ci.banning.ca.us;
Subject: FW: Comments on Rancho San Gorgonio EIR scoping

Please see the attached comments from Barbara Hanna former City Council member.

From: Barbara Hanna [mailto:barbarafhanna@yahoo.com]
Sent: Sunday, May 10, 2015 7:21 PM
To: Brian Guillot
Cc: Art Reyes
Subject: Comments on Rancho San Gorgonio EIR scoping

I offer a few comments for the EIR scoping for the Rancho San Gorgonio project.

1. Water supply. Rancho San Gorgonio's notion that there is a new aquifer under Banning sounds implausible. Banning's water resources have been studied over the years and I doubt that a new resource is likely. I have heard of a potential new source in Cabazon but it would be premature to include it in current studies.

Our known water resources are extremely fragile. 50 - 70% of our supply come from the Banning Water Canyon via the flume. The flow was halted for at least five months early last year and no one on the City Council, much less the residents, were apparently informed. We don't seem to have made any progress in the last two years on the flume. Edison is responsible to return the flume to good working order and then the ownership is to be transferred to the City of a Banning. Several years ago Edison was approved funds in their rates to repair the flume.

The Banning Bench Water Company has first rights to the water but are not financially capable of maintaining and repairing the flume in the future.

Until the flume issue is resolved our **current** residents of Banning cannot be assured of having an adequate water supply. We certainly cannot provide water for the approved Pardee development much less the proposed Rancho San Gorgonio property.

The water canyon is the most important source of our water and must be resolved before any additional homes in Banning should be built.

The public has not been informed about what is happening with the Beaumont water basins' 'temporary water surplus'. A previous water manager allowed all of the users to extract more water than was responsible for 10 years, ending in 2014. Banning took little of that permitted

surplus but the Beaumont Cherry Valley Water District took the maximum allowed. At the end of that period, they were supposed to replace that surplus. Why haven't we heard of what is happening? If Pardee or Rancho San Geronimo is concerned with having an adequate water supply for Banning, they need to ensure that the surplus water is replaced or we will not be able to extract our adjudicated amounts of water from the Beaumont water basin in the future. It was a ridiculous plan from the beginning and Banning is on the losing end of it. The previous water manager said that the only reason that surplus pumping was allowed was that otherwise water rationing would have been required - and that was in 2004!

Once we can be reasonably reassured that existing residents can be served then we must find new water to allow growth. We clearly cannot rely on water from Northern California. The only other local source is recycled water and, again, no progress has been made. The courts have been clear that we need more than 'paper' water for new development.

2. Smith Creek: Inge Schuler is certainly correct about the power of Smith Creek's flow some years and the importance of the creek bed for wildlife. The notion that you can run pipes underground and solve all of the problems is untenable.

3. Traffic: Increased traffic will require additional underpasses at railroad crossings. The developer should pay for one. The new Sunset Avenue underpass was not designed for new homes according to CalTrans.

We, along with Southern California in general, have a major conundrum with the traditional growth paradigm: people still want to live here so we need homes and jobs for them yet there is not enough water. We are rapidly moving to a point where due to climate change and other considerations, we are not going to be able to increase our water use. While much can still be done to reduce our per capita use, I can only imagine that soon additional people will not be allowed to live in Banning. That would sound completely ridiculous just a few years ago but may not be shortly.

Any City Council that insists on growth at all costs will find themselves up against the wall of the State insisting that it is impossible.

Barbara Hanna

Sent from my iPad

From: [JoAnn Hadfield](#)
To: [Michael Milroy](#); [Frances Ho](#)
Subject: Fw: Diversified Pacific project in SW Banning.
Date: Monday, May 11, 2015 8:54:50 AM

Sent from my LG G3, an AT&T 4G LTE smartphone

----- Original message-----

From: bguillot@ci.banning.ca.us
Date: Mon, May 11, 2015 9:06 AM
To: JoAnn Hadfield; rarceo56@gmail.com;
Cc: omujica@ci.banning.ca.us;
Subject: FW: Diversified Pacific project in SW Banning.

Please see the attached comments.

-----Original Message-----

From: Tom Anderson [<mailto:poortom@verizon.net>]
Sent: Sunday, May 10, 2015 7:38 PM
To: Brian Guillot
Subject: Diversified Pacific project in SW Banning.

I am against this project unless water from a source other than the "untapped underground aquifer" can be located and complete assurance given that it is available and will be available for at least 20 years.

No one can say when this drought will end, and we cannot let irresponsible building draw down water storage. We may need that water for current customer use. The demise of early American tribes (Mayan, etc.) is due to three 10 year droughts between 900 and 1100 AD.

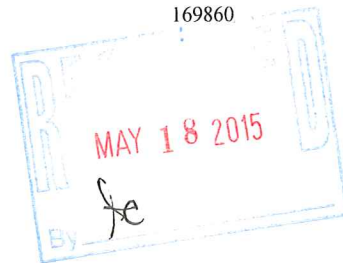
Please place me on your notification list for future meetings and scoping sessions regarding this project.

Tom Anderson
2724 Hazy Wy
Banning, Ca
92220
951 797 3400



RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

169860



City of Banning
99 East Ramsey Street
Banning, CA 92220-0998

Attention: Brian Gullot

Ladies and Gentlemen:

Re: Rancho San Gorgonio S.P.

The District does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check city land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District has not reviewed the proposed project in detail and the following checked comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety or any other such issue:

- ☐ No comment.
- ☐ This project would not be impacted by District Master Drainage Plan facilities nor are other facilities of regional interest proposed.
- ☒ This project involves District Master Plan facilities. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required. Banning MDP Line A-1 & Line F
- ☐ This project proposes channels, storm drains 36 inches or larger in diameter or other facilities that could be considered regional in nature and/or a logical extension of the adopted Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.
- ☐ This project is located within the limits of the District's Area Drainage Plan for which drainage fees have been adopted; applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.
- ☒ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities. For further information, contact the District's encroachment permit section at 951.955.1266. Gillmon Home Channel

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped flood plain, then the City should require the applicant to provide all studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped flood plain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

HENRY OLIVO
Engineering Project Manager

Attachments
c: Riverside County Planning Department
Attn: Kristy Lovelady

Date: May 14, 2015

SKM:blm

DEPARTMENT OF TRANSPORTATION**DISTRICT 8****PLANNING (MS 722)**464 WEST 4th STREET, 6th Floor

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-5936

TTY (909) 383-6300

www.dot.ca.gov/dist8

*Serious drought
Help save water!*

May 15, 2015

City of Banning
Community Development Department
Planning Division
Ernest Peres
Consultant Project Manager
C/O Holly Stuart
99 E. Ramsey Street
P.O. Box 998
Banning, CA 92220

Rancho San Gorgonio Specific Plan, Traffic Impact Analysis (Riv 10 PM 13.36)

Mr. Perea,

We have completed our review for the above mentioned proposal for the development of a master planned community on 849 acres of property. The proposed project consists of 42 planning areas, including 1,584 Dwelling Units (DU) single-family detached residential, 142,245 square feet neighborhood commercial area and 30 acres of Community Park. One hundred sixty one acres (161) are located within the City's Sphere of Influence area in the County of Riverside and will be required to be annexed to the City of Banning's corporate boundaries.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Banning due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

The project proposes improvements at the following intersections that have direct effect on State Route 243 (SR-243). The City of Banning must ensure that the development implements the proposed improvements within the time schedule.

Traffic Operations

- Intersection #35 at 8th Street and Lincoln Street-Add southbound to eastbound left-turn lane and install traffic signal.
- Intersection #44 at State Route-243 and C Street-Proposed new stop controlled T-intersection.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

- The ramps intersections counts at Sunset Avenue and I-10 and 8th Street and I-10 collected in December 2012 should be updated to the recent year.
- A 34% pass-by trip reduction seems too high. Reductions greater than 15% require consultation and acceptance by Caltrans.
- From Figure 14 thru Figure 41, provide the inbound traffic for the proposal project.
- The turning movements at the intersections did not balance. For example, Year 2035 PM peak with project: the east bound off ramp, the volumes on the left turn onto 8th Street is 279 plus 408 for the traffic thru lane on 8th Street equal to 687, but only 659 for the approach westbound ramps on 8th Street. Verify all turning movements.
- Call out the location of the proposed project in Phases I, II, III, and IV in the site plan.
- Provide the percentages of truck traffic assumed in all calculations within this report.
- There are some turning movements at the ramps intersections for the proposed project are lower than existing turning movements. For example: the eastbound off ramp making a right-turn onto 22nd Street in the Opening Year (2017) PM peak hour show 21 vehicles, but 23 vehicles for the existing PM peak hour. Verify all turning movements in phases I, II, III, and IV (or project buildout).
- Provide merge, diverge, and weaving analysis at the following ramp intersections.
 - I-10 and Sunset Avenue
 - I-10 and 22nd Street,
 - I-10 and 8th Street.

Based on the size and the nature of the traffic impacts, please provide Synchro Files that address improvements to the following locations:

- Adjacent ramps intersections should provide
 - A Double left-turn on 8th Street onto on ramps did not accommodate with one lane receiving.
 - A left-turn lane on 8th Street onto on ramps should accommodate with left-turn queues.
 - Lane configurations at Sunset Avenue and I-10 interchange should match with the new proposed project on I-10 to construct the Union Pacific Rail Road (UPRR) grade separation and ramp modifications at the Sunset Avenue Undercrossing. The study should include this new interchange. Please coordinate with the City of Banning for the Union Pacific Rail Road (UPRR) grade separation project.

Note: The above comments are not to be considered complete reviews or approval of Traffic Impact Analysis (TIA). Additional comments may be provided after next the submittal is reviewed.

All traffic study issues will need to be addressed prior to submittal for Encroachment Permits.

Encroachment Permit Requirements

Issuance of a Caltrans Encroachment Permit will be required prior to any construction within State R/W. In addition, all work undertaken within SR 18 R/W shall be in compliance to all current design standards, applicable policies, and construction practices. Detailed information regarding permit application and submittal requirements is available at:

Office of Encroachment Permits
California Department of Transportation
464 West Fourth Street, 6th Floor, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-7017 for assistance.

Sincerely,

Original signed by Mark Roberts

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



May 18, 2015

Mr. Brian Guillot
City of Banning
99 East Ramsey Street
Banning, CA 92220

Dear Mr. Guillot:

Re: SCH 2015041064, Banning (RIVERSIDE), Rancho San Gorgonio Specific Plan, NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Branch (RCEB) has received the *Notice of Preparation (NOP)* from the State Clearinghouse for the proposed City of Banning (City) Rancho San Gorgonio Specific Plan.

According to the NOP, the 931-acre project area is located approximately 1500 feet south of an active railroad track owned by the Union Pacific Railroad Company (UPRR), specifically south of Westward Avenue between Sunset Avenue (west) and San Gorgonio Avenue (east). Several existing at-grade rail crossings presently provide access for the project area to Freeway 10. The Specific Plan proposes various developments, including 3,385 residential units.

RCEB recommends that the City add language to the Specific Plan so that any future development adjacent to or near the rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to prevent trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, which appears to read "Ken Chiang", is placed above the typed name.

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse



May 19, 2015

Mr. Brian Guillot
City of Banning
Community Development Department
99 E. Ramsey Street
Banning, California 2220
Email: bguillot@ci.banning.ca.us

RE: SCAG Comment on the Notice of Preparation of a Draft Environmental Impact Report for the Rancho San Gorgonio Specific Plan [SCAG NO. IGR8449]

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers

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Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

Dear Mr. Guillot,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Rancho San Gorgonio Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Rancho San Gorgonio Specific Plan in Riverside County. The proposed project is a master-planned community on an 831 acre-site, and is organized into 44 planning areas that include a mixture of residential, commercial, open space, recreational uses and a maximum of 3,385 residential units. Parks and paseos are incorporated to buffer the natural creeks onsite and to provide non-motorized access throughout the planned community.

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to sunl@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,


Ping Chang,

Program Manager II, Land Use and Environmental Planning

¹ SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

**COMMENTS ON THE NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
THE RANCHO SAN GORGONIO SPECIFIC PLAN [SCAG NO. IGR8449]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

| SCAG 2012 RTP/SCS GOALS | |
|-------------------------|--|
| RTP/SCS G1: | <i>Align the plan investments and policies with improving regional economic development and competitiveness</i> |
| RTP/SCS G2: | <i>Maximize mobility and accessibility for all people and goods in the region</i> |
| RTP/SCS G3: | <i>Ensure travel safety and reliability for all people and goods in the region</i> |
| RTP/SCS G4: | <i>Preserve and ensure a sustainable regional transportation system</i> |
| RTP/SCS G5: | <i>Maximize the productivity of our transportation system</i> |
| RTP/SCS G6: | <i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i> |
| RTP/SCS G7: | <i>Actively encourage and create incentives for energy efficiency, where possible</i> |
| RTP/SCS G8: | <i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i> |
| RTP/SCS G9: | <i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i> |

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

| SCAG 2012 RTP/SCS GOALS | |
|---|--|
| Goal | Analysis |
| RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i> | Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference |
| RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i> | Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference |
| etc. | etc. |

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf> (Tables 4.3 – 4.7, beginning on page 152).

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>. The forecasts for the region and applicable jurisdictions are below.

| | Adopted SCAG Region Wide Forecasts | | Adopted City of Banning Forecasts | |
|------------|------------------------------------|------------|-----------------------------------|-----------|
| | Year 2020 | Year 2035 | Year 2020 | Year 2035 |
| Population | 19,663,000 | 22,091,000 | 42,200 | 61,900 |
| Households | 6,458,000 | 7,325,000 | 15,600 | 22,900 |
| Employment | 8,414,000 | 9,441,000 | 11,300 | 15,900 |

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: <http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects*. Appendix G can be accessed at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf

May 19, 2015

Brian Guillot, Acting Community Development Director
City of Banning
99 E. Ramsey Street
Banning, California 92220
bguillot@ci.banning.ca.us

Re: Rancho San Gorgonio Specific Plan

Dear Mr. Guillot:

Southern California Edison (SCE) appreciates the opportunity to review and provide comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Rancho San Gorgonio Specific Plan. The proposed project is a master-planned community on the 831-acre site (Tentative Tract Map No. 36586). It is organized into 44 planning areas (PAs) that include a mixture of residential, commercial, open space, and recreational uses and a maximum of 3,385 residential units. Parks and paseos are incorporated to buffer the natural creeks onsite and to provide non-motorized access throughout the community.

SCE's Electrical Facilities

SCE maintains and operates electrical transmission and distribution facilities within the City of Banning. Within the project area, SCE has the following subtransmission and transmission lines [50 kilovolts (kV) or greater]:

- 115 kV subtransmission line that would be within a proposed paseo (PAs 14-A, 14-B, 14-C, and 14-D)
- Two 500 kV transmission lines are along the southern project boundary (PAs 1 and 2-B), which traverse PAs 15-b and 17, and are adjacent to PAs 5-D and 3-D.

Encroachment of SCE's Right-of-Way and Access Roads

The development of the Rancho San Gorgonio Specific Plan has the potential to encroach and impact SCE's existing utility corridors and access roads. The proposed project should not impose constraints on SCE's ability to access, maintain, and operate its current and future facilities. Any parkways or pathways (either by foot, bicycles, or other means) that invite the public onto SCE's right-of-way will require the installation of fencing and/or climbing discouragers on each transmission line tower at the customer's expense.

SCE's rights-of-way and fee-owned properties are purchased for the exclusive use of SCE to operate and maintain its present and future facilities. SCE will review any proposed use (such as trails and landscaping) on a case-by-case basis. Approvals or denials will be in writing based upon review of the project's and compatibility with SCE right-of-way constraints and rights. Please forward five (5) sets of plans depicting SCE's facilities and associated land rights to the following location:

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue, G.O.3 – Second Floor
Rosemead, CA 91770

General Order 95

SCE is concerned that the new internal roadway system and proposed roundabout that bisect SCE's existing 115 kV utility corridor may conflict with SCE's existing transmission line design. SCE is concerned about the placement of a roundabout within SCE's existing utility corridor. SCE must comply with the California Public Utilities Commission's (CPUC) General Order (GO) 95, which establishes rules and regulations for the overhead line design, construction, and maintenance. GO 95 also includes vertical and horizontal clearance requirements from thoroughfares, ground, and railroads.

General Order 131-D

If the proposed project requires modification or relocation of electrical facilities that operate at or above 50 kV, then the project may be subject to CPUC's GO 131-D1. As a state agency, the CPUC is also required to comply with the requirements of the California Environmental Quality Act (CEQA). Therefore, any potentially significant impacts that may result from the modification or relocation of a transmission line should be addressed in the DEIR. If not, SCE may be required to pursue a separate CEQA review through the CPUC, which could delay approval of the SCE transmission line portion of the project for two years or longer.

If you have any questions, please contact me at Annette.Franco@sce.com or (909) 307-6726.

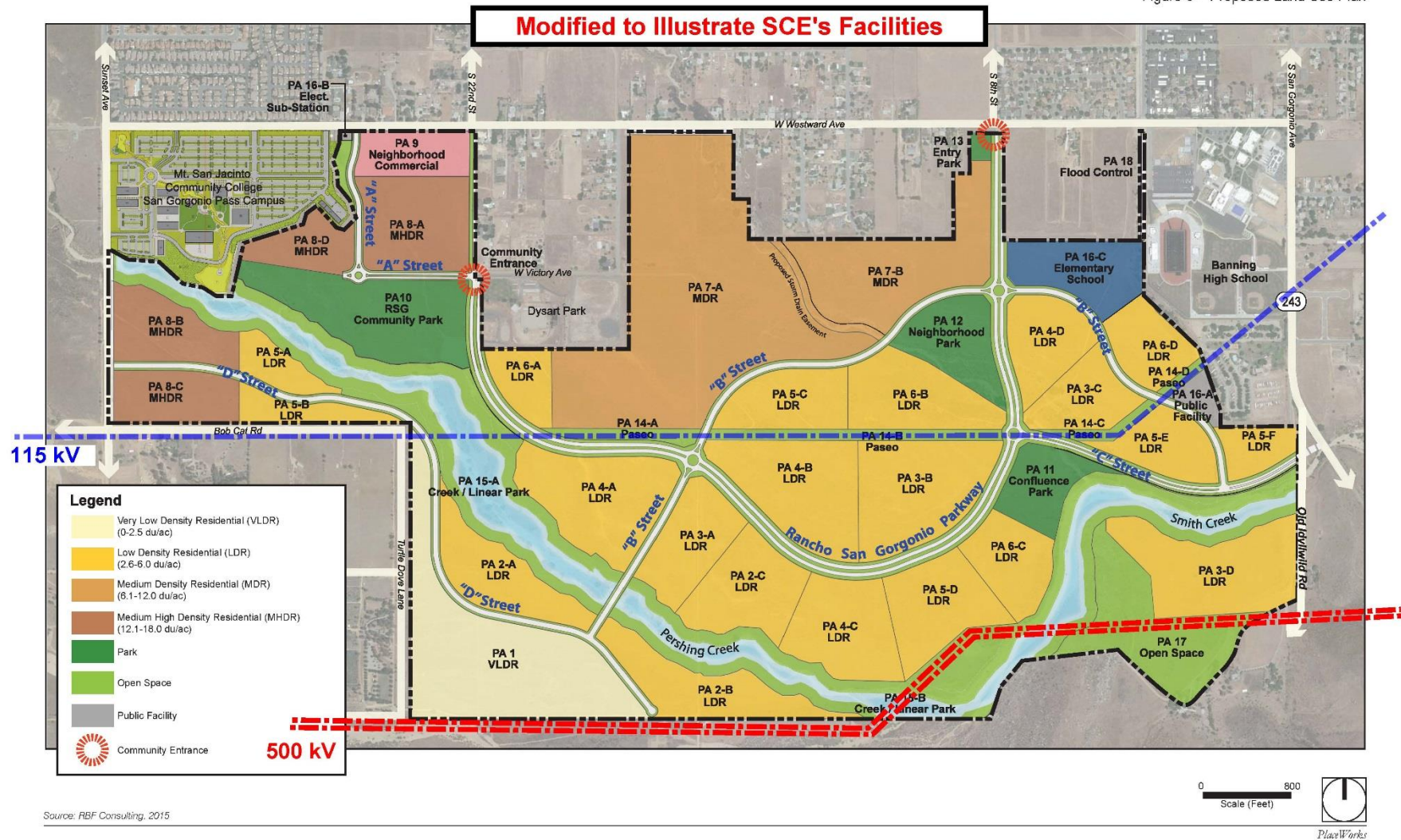
Regards,



Annette Franco
Local Public Affairs Region Manager
Southern California Edison Company

¹ <http://docs.cpuc.ca.gov/PUBLISHED/Graphics/589.PDF>

Figure 6 - Proposed Land Use Plan



Source: RBF Consulting, 2015

COMMENT CARD

Rancho San Gorgonio Specific Plan Scoping Meeting – April 29, 2015

Please provide your comments regarding the Rancho San Gorgonio Specific Plan EIR (please print):

WATER, OF COURSE, IS A BIG CONCERN FOR ALL. IT IS MY UNDERSTANDING
THAT WE SELL WATER TO THE CITY OF BANNING FROM BANNING'S AQUIFIERS.
IF THIS IS TRUE WHAT IS THE LENGTH OF THE CONTRACT? BRIAN GUILLOT
INDICATES HE DOES NOT FEEL THERE IS SUCH AN AGREEMENT. IS THAT
TRUE?

Name: JOE MAGADITSCH

Address: 2725 HOLLY WAY, BANNING, CA 92220

jmagaditsch@gmail.com

- 1) Please return this card to Brian Guillot, Acting Community Development Director for the City of Banning, at the end of the Scoping Meeting
- or 2) Email your comments to bguillot@city.banning.ca.us
- or 3) Mail this comment card to:

City of Banning

Attn: Brian Guillot, Acting Community Development Director

99 E. Ramsey Street

Banning, CA 92220