

## D.4 Land Use

The Land Use section addresses impacts to commercial and residential development, public facilities, and sensitive land uses. The Proposed Project and alternatives would cover hundreds of miles and would traverse numerous government jurisdictions and land use types with residential, recreational, and agricultural land uses concentrated in certain areas of the route. Land use discussions typically address impacts to recreation and agricultural land uses. However, in order to better evaluate these issues, this EIR/EIS contains separate sections for the analysis for wilderness, recreation, and agriculture. See Section D.5, Wilderness and Recreation, and Section D.6, Agriculture, for an analysis of these issue areas.

Section D.4, Land Use, in combination with Section D.5, Wilderness and Recreation, and Section D.6, Agriculture, constitute the land use analysis. Where appropriate, the Land Use section references the Wilderness and Recreation and Agriculture sections for a complete land use analysis.

### D.4.1 Regional Setting and Approach to Data Collection

The Proposed Project and alternatives are located within or pass adjacent to the planning boundaries of a variety of federal and local jurisdictions, including the U.S. Bureau of Land Management (BLM) and U.S. Fish and Wildlife Service (USFWS), Maricopa and La Paz Counties in Arizona, Riverside and San Bernardino Counties in California, and numerous cities (see Figures D.4-1 through D.4-5). Land use management plans adopted by these federal and local jurisdictions identify the type and density of development that would occur in areas along the proposed route.

To gather information regarding the effects of the Proposed Project on local and regional land uses, the CPUC and BLM contacted representatives from each of the affected jurisdictions in addition to collecting field data. The field data<sup>1</sup> identified existing and sensitive land uses along the proposed route. Sensitive land uses are defined as land uses that are susceptible to disturbances resulting from either construction or operation of a project (e.g., noise, traffic, dust, etc.). In general, residences, educational institutions, recreational facilities, and public facilities (e.g., religious facilities, health care facilities) are considered to be sensitive land uses for purposes of this environmental impact assessment. Land uses that are identified in the analysis include those that are located immediately adjacent to the Proposed Project, that would be affected by construction and operation activities, or that have national, regional, or local significance and are within one mile of the proposed route. Table D.4-1 describes the general categories of these identified land uses, and provides specific examples of land uses within each category.

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<sup>1</sup> Data were collected during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

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**Table D.4-1 Land Use Classifications**

<b>Classification or Land Use Type</b>	<b>Examples of Land Uses</b>
Agriculture	Farm Field (irrigated or non-irrigated cropland), Orchard, Wholesale Nursery
Commercial and Services	Retail Store, Shopping Center, Professional Office, Business Park, Retail Plant Nursery, Hotels and Motels
Educational Institutions	Pre-School, Early Education Center, Elementary School, Middle School, Junior High School, Senior High School, Colleges, Universities, Trade Schools
Industrial	Manufacturing Facility, Mineral Extraction, Oil Well, Oil Refinery, Tank Farm, Substation, Gravel Pit, Concrete Plant, Landfill, Sewer Plant, Transmission Line
Open Space and Recreation	Significant Ecological Areas, Wilderness Areas, Areas of Critical Environmental Concern, Environmentally Sensitive Habitat, Wildlife Refuge, Preserves, River, Stream or Floodplain, Vacant Urban Land, Non-Recreational Area, General Rural Land, Golf Course, National Parks, Local or Regional Park, Cemetery, Cultural Center, Museum, Campground, Fairgrounds, Playground
Public Facilities	Government Offices, Police and Sheriff Stations, Fire Stations, Major Medical Health Care Facilities, Religious Facilities, Non-Attended Public Parking Facilities, Correctional Facilities
Residential	Single-Family Residences, Multi-Family Residences such as Condominium or Apartment, Townhouse, Mobile Home Park
Transportation	Freeways and Major Roads, Airports, Railroads, Park and Ride Lots, Bus and Truck Terminals
Sensitive Land Use	Elementary, Middle/Junior High, Senior High School, College, University, Adult Education, Trade School, Day Care, Religious Facility, Cemetery, Hospital, Convalescent Hospital, Rest Home, Nursing Home, Children's Health Center, Recreation Facility, Research/Scientific Uses, Residential Land Uses

Source: SCAG, 2003.

Figure D.4-1. Specific Land Uses: Maricopa and La Paz Counties, Arizona  
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Figure D.4-2. Specific Land Uses: Colorado River to Devers Substation  
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Figure D.4-3. Specific Land Uses: West of Devers  
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Figure D.4-4. Specific Land Uses: San Bernardino Junction to Vista and San Bernardino Substations

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Figure D.4-5. Specific Land Uses: Devers-Valley No. 2 Alternative  
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## D.4.2 Environmental Setting for the Proposed Project – Devers-Harquahala

### D.4.2.1 Harquahala to Kofa National Wildlife Refuge

The Harquahala to Kofa National Wildlife Refuge (NWR) segment extends approximately 53 miles across land under the jurisdiction of the BLM and the Arizona State Land Department, and portions of unincorporated Maricopa and La Paz Counties (see Figure D.4-1). Within this segment, the proposed route would travel north and south of I-10, and would parallel the Central Arizona Project (CAP) Canal for approximately 20 miles. The Proposed Project would cross the CAP Canal twice at MP E9.6 and at MP E14.3.<sup>2</sup> Wilderness Areas are also located to the north and south of the proposed route (see Section D.5 for a detailed analysis of Wilderness and Recreation). The City of Buckeye, located approximately 17 miles east of the proposed route, is the nearest city to this segment.

The Proposed Project would be constructed within an existing utility corridor designated by BLM. According to the 1985 Lower Gila South Resource Management Plan, BLM-designated utility corridors are one mile in width; all utility uses (e.g., transportation, pipelines, and electrical transmission lines) would be allowed within these corridors when the uses are compatible (BLM, 1983).

The Harquahala to Kofa NWR segment is predominantly open space, with some agriculture in the vicinity of the Harquahala Generating Station Switchyard (see Section D.6 for a detailed discussion of Agriculture). While the Proposed Project would traverse a few areas designated for rural residential development within Maricopa and La Paz Counties, there is currently little to no development in these areas (Maricopa County, 2002; La Paz County, 2005). Table D.4-2 identifies specific land uses in the vicinity of this segment. The locations of these land uses are shown in Figure D.4-1.

**Table D.4-2. Land Uses from Harquahala to Kofa NWR**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
Tower D-144 to Tower D-129	Unincorporated Maricopa County	North–Agricultural South–Agricultural, Industrial	Prime Farmland
I-10, 8 miles west of Tonopah	AZ Department of Transportation	Public Facilities	Burnt Well Rest Stop*
Tower D-105 to Tower D-16	BLM, AZ State Trust, Unincorporated Maricopa County, Unincorporated La Paz County, U.S. Bureau of Reclamation	North–Open Space & Recreation, Industrial South–Open Space & Recreation, Industrial	Central Arizona Project Canal <b>Big Horn Mountains Wilderness Area*</b> <b>Hummingbird Springs Wilderness Area*</b> <b>Harquahala Mountains Wilderness Area*</b> <b>Eagletail Mountains Wilderness Area*</b>
Avenue 75 East	Unincorporated La Paz County	Residential, Open Space & Recreation	<b>Rural Residences/Trailer Homes*</b>

<sup>1</sup> For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

<sup>2</sup> Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Bold and with asterisk denotes Sensitive Land Use.

<sup>2</sup> The use of “E” in the MP number denotes a location east of Devers Substation.

### D.4.2.2 Kofa National Wildlife Refuge

The Kofa NWR segment extends approximately 24 miles across Kofa NWR, which is under the jurisdiction of USFWS (see Figure D.4-1). The Proposed Project would be constructed within an existing SCE ROW that traverses the Kofa NWR and is located adjacent to the New Water Mountain Wilderness Area. Please refer to Section D.5.2.2, Wilderness and Recreation, for a detailed description of the history and current status of these recreational resources.

According to the 1996 Kofa National Wildlife Refuge and Wilderness and New Water Mountain Wilderness Interagency Management Plan, the existing SCE ROW is not located within designated wilderness (BLM, USFWS, and AGFD, 1996). As described in the Interagency Management Plan, management of utility ROWs is subject to 50 CFR 29.21, and no additional guidelines would be applicable. The following are excerpts from 50 CFR 29.21 that pertain to ROWs:

*Where the land administered by the Secretary is owned in fee by the United States and the right-of-way is compatible with the objectives of the area, permit or easement may be approved and granted by the Regional Director. Generally an easement or permit will be issued for a term of 50 years or so long as it is used for the purpose granted, or for a lesser term when considered appropriate. (50 CFR 29.21-3, “Nature of interest granted”)*

*(15) That the easement or permit herein granted shall be for the specific use described and may not be construed to include the further right to authorize any other use within the easement or permit area unless approved in writing by the Regional Director. (50 CFR 29.21-4, “Terms and conditions”)*

As discussed in Section B.2.2.1, Harquahala to the Colorado River, the USFWS has asked SCE to submit a new application to construct and operate the Proposed Project across Kofa NWR, and has indicated that it will re-evaluate the project and update the 1989 Certificate of Right-of-Way Compatibility.

### D.4.2.3 Kofa National Wildlife Refuge to Colorado River

The Kofa NWR to Colorado River segment extends approximately 25 miles across land under the jurisdiction of the BLM and the Arizona State Land Department (see Figure D.4-1). Approximately 0.1 miles of the proposed route would traverse the northeast corner of the Yuma Proving Ground within an existing utility corridor, which would require SCE to obtain a ROW easement from the DOD. As described in Section D.4.2.1, Harquahala to Kofa NWR, the portions of the Proposed Project that traverse BLM land in Arizona would be constructed within a one-mile wide designated utility corridor, and would be compatible with the corridor’s existing uses.

South of I-10, the Kofa NWR to Colorado River segment would traverse predominantly open space. The nearest community is the Town of Quartzsite, located approximately five miles north of the Proposed Project. The Colorado River Indian Reservation is also located approximately 4.5 miles north of the Proposed Project. While the Proposed Project would traverse an area designated for rural residential development within La Paz County, there is currently little to no development in this area (La Paz County, 2005). Table D.4-3 lists specific land uses in the vicinity of this segment, and Figure D.4-1 identifies their location relative to the project.

**Table D.4-3. Land Uses from Kofa NWR to Colorado River**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
U.S. Route 95	BLM	Open Space & Recreation	La Posa Long Term Visitor Area*
Crystal Hill Road	Unincorporated La Paz County	Residential	Rural Residence (1)*
Tower F-23 to Tower F-20	Department of Defense	North–Open Space & Recreation South–Military	Yuma Proving Ground
I-10, East of Ehrenberg	AZ Department of Transportation	Public Facilities, Open Space & Recreation	Rest Area*
North of I-10, along Indian Reservation Route 1	Colorado River Indian Tribes	Open Space & Recreation	Colorado River Indian Reservation*

1 For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

2 Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Bold and asterisk denotes Sensitive Land Use.

#### D.4.2.4 Palo Verde Valley (Colorado River to Midpoint Substation)

The Palo Verde Valley segment is the first segment of the Proposed Project located in the State of California. This segment extends approximately 12 miles across land under the jurisdiction of the BLM and portions of unincorporated Riverside County (see Figure D.4-2). The Proposed Project would travel south of I-10, and would be located approximately two miles south of the City of Blythe. The Palo Verde Valley area serves as a vital agricultural region for Riverside County, and as such is dominated by agriculture and rural residential uses. See Section D.6.2.4, Agriculture, for a detailed discussion of the agricultural uses in this segment. Table D.4-4 identifies specific land uses in the vicinity of this segment, and Figure D.4-2 shows their location relative to the project.

**Table D.4-4. Land Uses from Colorado River to Midpoint Substation**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
18 <sup>th</sup> Avenue	Unincorporated Riverside County	Open Space & Recreation	Goose Flats Wildlife Area*
26 <sup>th</sup> Avenue	Unincorporated Riverside County	Open Space & Recreation	McIntyre Park*
Tower 2757 to Tower 2715	Unincorporated Riverside County	Agriculture	Prime Farmland Unique Farmland Farmland of Statewide Importance Farmland of Local Importance
South Intake Boulevard	Unincorporated Riverside County	Residential	Rural Residences (2)*
South Lovekin Boulevard	Unincorporated Riverside County	Residential	Rural Residences (3)*
South Defrain Boulevard	Unincorporated Riverside County	Residential	Rural Residence (1)*
State Route 78	Unincorporated Riverside County	Residential	Rural Residences (4)*
Gravel Pit Road	Unincorporated Riverside County	Residential	Rural Residences (3)*

1 For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

2 Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Bold and with asterisk denotes Sensitive Land Use.

The Proposed Project would be constructed within an existing utility corridor designated by Riverside County and the BLM. According to the 1999 amendment of the California Desert Conservation Area Plan, new gas, electric, and water transmission facilities may be allowed only within designated corridors (BLM, 1999). Designated corridors vary in width from two to five miles, and the Plan states that the designation of corridors would be allowed for new electrical transmission towers and cables of 161 kV or above (BLM, 1999).

#### D.4.2.5 Midpoint Substation

The 44-acre Midpoint Substation would be located on land under the jurisdiction of the BLM, within Riverside County (see Figure D.4-2). The substation site is characterized by open space and recreation, with agricultural uses located east of the site in the Palo Verde Valley (see Section D.6.2.4, Agriculture). Any residential, commercial, or industrial development in the vicinity of the Midpoint Substation is found east of the substation in the communities adjacent to the City of Blythe. See Table D.4-5 for specific land uses that were identified near the Midpoint Substation component.

Table D.4-5. Land Uses at Midpoint Substation

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1</sup>
Midpoint Substation	Unincorporated Riverside County	Agriculture	Farmland of Local Importance

<sup>1</sup> For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

#### D.4.2.6 Midpoint Substation to Cactus City Rest Area

The Midpoint Substation to Cactus City Rest Area segment extends approximately 75 miles across land under the jurisdiction of the BLM and the California State Lands Commission (CSLC), and portions of unincorporated Riverside County (see Figure D.4-2). Within this segment, the proposed route would travel south of I-10 for approximately 73 miles, and would cross to the north of I-10 at MP E185.6.<sup>3</sup> Wilderness areas are located to the north and south of the Proposed Project, and the proposed route would traverse the Alligator Rock Area of Critical Environmental Concern (ACEC). The Proposed Project would also travel south of Joshua Tree National Park. See Section D.5.2.6, Wilderness and Recreation, for a detailed discussion of recreation areas within this segment.

The Midpoint Substation to Cactus City Rest Area segment can be generally characterized as open space. The nearest community to the proposed route is Desert Center, located approximately 0.8 miles north of the Proposed Project. Other land uses in the vicinity of the Proposed Project include the 1,700-acre Ironwood State Prison, which is situated approximately eight miles west of Midpoint Substation and 1.4 miles south of the Proposed Project (CDCR, 2006). Table D.4-6 lists the specific land uses that were identified in the vicinity of this segment, and Figure D.4-2 shows their location relative to the project.

The Midpoint Substation to Cactus City Rest Area segment of the Proposed Project would not traverse any residential land uses. However, a Specific Plan Application has been filed with the County of Riverside for Paradise Valley, a new mixed-use community. Paradise Valley is proposed in the Shavers Valley area of Riverside County, approximately 13 miles east of the City of Indio. This new community, which is still under review by the county, is discussed in Section F.2, Cumulative Impact Analysis.

<sup>3</sup> The use of “E” in the MP number denotes a location east of Devers Substation.



**Table D.4-6. Land Uses from Midpoint Substation to Cactus City Rest Area**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
Tower 2714 to Tower 2708	Unincorporated Riverside County	Agriculture	Farmland of Local Importance
Wiley's Well Road	CA Department of Transportation	Public Facilities	<b>Wiley's Well Rest Area*</b>
Wiley's Well Road	BLM, Unincorporated Riverside County	East–Open Space & Recreation West–Public Facilities	<b>Mule Mountains ACEC*</b> <b>Ironwood State Prison</b>
Chuckwalla Valley Road	BLM	Open Space & Recreation	<b>Chuckwalla Valley Dune Thicket ACEC*</b>
Dupont Road	Unincorporated Riverside County	Residential	<b>Rural Residence (1)*</b>
State Route 177	Unincorporated Riverside County, BLM	East–Transportation, Open Space & Recreation West – Residential, Commercial	Desert Center Airport <b>Lake Tamarisk Community*</b>
Corn Springs Road	BLM	Open Space & Recreation	<b>Chuckwalla Mountains Wilderness Area*</b>
Tower 2527 to Tower 2502	BLM	Open Space & Recreation	<b>Alligator Rock ACEC*</b>
Pinto Road	Unincorporated Riverside County	North–Transportation South–Open Space & Recreation	Chiriaco Summit Airport
Cottonwood Springs Road	National Park Service	Open Space & Recreation	<b>Joshua Tree National Park*</b>
Box Canyon Road	BLM	Open Space & Recreation	<b>Orocopia Mountains Wilderness Area*</b> <b>Mecca Hills Wilderness Area*</b>
Tower 2317	Unincorporated Riverside County	North–Open Space & Recreation South–Public Facilities	<b>Cactus City Rest Area*</b>

1 For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

2 Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Bold and with asterisk denotes Sensitive Land Use.

As described in Section D.4.2.4, Palo Verde Valley, the Proposed Project would be constructed within an existing utility corridor designated by Riverside County and the BLM. The proposed route would also traverse a 483-acre parcel of “school land” under the jurisdiction of the CSLC (CSLC, 2006a). “School lands” were originally granted to California by Congress in March 1853 to benefit public education. These lands are currently held in trust, and the revenue, by statute, supports the State Teachers’ Retirement System (CSLC, 2005). SCE would be required to obtain a ROW easement from the CSLC to construct this portion of the segment.

### D.4.2.7 Cactus City Rest Area to Devers Substation

The Cactus City Rest Area to Devers Substation segment extends approximately 40 miles across land under the jurisdiction of the BLM, Agua Caliente Band of Cahuilla Indians, unincorporated Riverside County, and the Cities of Coachella and Cathedral City (see Figure D.4-2). Within this segment, the proposed route would travel north of I-10 and north of the Cities of Indio, Palm Desert, Rancho Mirage, and Palm Springs, and through the City of Cathedral City. Wilderness areas and ACECs are located to the north and south of the Proposed Project, and Joshua Tree National Park is located north-northeast of this segment. The Proposed Project would traverse the Coachella Valley Preserve and Coachella Valley ACEC. See Section D.5, Wilderness and Recreation, for a discussion of recreation areas within this segment.

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The Cactus City Rest Area to Devers Substation segment is predominantly open space, with pockets of existing residential and industrial development. Residential development continues to grow in this region, specifically in the communities north of the Cities of Indio and Rancho Mirage. As indicated in Table D.4-7, the Proposed Project would be constructed adjacent to a few residential communities located in unincorporated Riverside County. The Proposed Project would also be constructed adjacent to a number of industrial uses. The Coachella Sanitary Landfill is located north of the City of Coachella and is operated by the Riverside County Waste Management Department (see Figure D.4-2). The landfill was closed in 1997, with the final landfill cover completed in 1999 (CIWMB, 2005). The Proposed Project would also traverse the Indio Aggregates, Hot Mix and Recycling Facility located north of the City of Indio (Figure D.4-2). This facility is an active mining site that is owned and operated by Granite Construction Incorporated (Granite, 2006). In addition, the Proposed Project would travel through wind farms that are located north of the City of Palm Springs. Table D.4-7 provides information on specific land uses identified in the vicinity of the Cactus City Rest Area to Devers Substation segment, and Figure D.4-2 illustrates the location of these land uses relative to the project.

**Table D.4-7. Land Uses from Cactus City Rest Area to Devers Substation**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
South of proposed Tower 2317 to Tower 2259	BLM	Open Space & Recreation	Mecca Hills Wilderness Area*
North of proposed Tower 2317 to Tower 2112	National Park Service	Open Space & Recreation	Joshua Tree National Park*
Landfill Road	Unincorporated Riverside County	North–Open Space & Recreation South–Industrial, Agriculture	Coachella Sanitary Landfill
38155 Monroe Street	Unincorporated Riverside County	East–Industrial, Open Space & Recreation West–Industrial, Open Space & Recreation	Indio Aggregates, Hot Mix & Recycling Facility
Madison Street	CA Department of Parks and Recreation	Open Space & Recreation	Indio Hills Palms State Park*
Tower 2215 to Tower 2212	Unincorporated Riverside County	Agriculture	Prime Farmland Unique Farmland Farmland of Local Importance
Tower 2208 to Tower 2201	U.S. Fish and Wildlife Service, BLM, CA Department of Fish & Game, Center for Natural Lands Management	Open Space & Recreation	Coachella Valley Preserve and Coachella Valley Fringe-Toed Lizard ACEC*
Varner Road	Unincorporated Riverside County	Residential	Rural Residence (1)*
Tower 2119x to Tower 2115	Agua Caliente Indian Reservation	Open Space & Recreation	None noted
Dillon Road	Unincorporated Riverside County	Residential	Rural Residences (2)*
Indian Avenue	Unincorporated Riverside County	Residential	Rural Residences (5)*
Tower 2002 to Tower 2001	Unincorporated Riverside County	North–Industrial, Open Space South–Industrial, Open Space	Wind Farm

<sup>1</sup> For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

<sup>2</sup> Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Denotes Sensitive Land Use.

As described in Section D.4.2.4, Palo Verde Valley, the Proposed Project would be constructed within an existing utility corridor designated by Riverside County and the BLM. Approximately 0.1 miles of the proposed route would traverse fee lands<sup>4</sup> under the jurisdiction of the Agua Caliente Band of Cahuilla Indians. On December 16, 2005, the Agua Caliente Band of Cahuilla Indians submitted a letter to the CPUC and the BLM stating that the Proposed Project would cross the exterior boundaries of its Reservation, and that the project would be subject to a 1979 ordinance passed by the Tribe that regulates the development of public utility projects on tribal lands (see Appendix 8). In its letter, the Tribe states that it will require SCE to secure approval of a Conditional Use Permit (CUP) for this portion of the route, and requested that the requirement for a CUP be added as a mitigation measure to the EIR/EIS. SCE has stated that the Proposed Project would traverse allotments that are owned by tribal members, but that these allotments have not been incorporated into the boundaries of the Reservation. Land acquisition issues for this portion of the route would be negotiated between SCE and members of the Agua Caliente Band of Cahuilla Indians.

## D.4.3 Environmental Setting for the Proposed Project – West of Devers

### D.4.3.1 Devers Substation to East Border of Banning

The Devers Substation to East Border of Banning segment extends approximately 14 miles across land under the jurisdiction of the BLM, the Morongo Band of Mission Indians, and portions of unincorporated Riverside County (see Figure D.4-3). Within this segment, the proposed route would travel north of I-10, north of the City of Palm Springs, and south of the City of Desert Hot Springs. Wilderness areas and ACECs are located to the north and south of the Proposed Project, while the San Bernardino National Forest (SBNF) and the Santa Rosa and San Jacinto Mountain National Monument are located south of the Proposed Project. See Section D.5, Wilderness and Recreation, for a detailed discussion of recreation areas within the segment.

The Devers Substation to East Border of Banning segment is characterized by open space with concentrations of residential, commercial, and industrial development. In general, Riverside County has experienced a surge in development in order to keep pace with increasing population growth. Within the Devers Substation to East Border of Banning segment, residential development is primarily located in unincorporated Riverside County and would be adjacent to the proposed route in some areas (see Table D.4-8). Commercial development along this segment is located in unincorporated Riverside County and on the Morongo Indian Reservation, and would be south of the Proposed Project. A number of wind farms are also located west of Devers Substation and State Route 62 in unincorporated Riverside County, and would be traversed by the Proposed Project. Table D.4-8 lists specific land uses identified in the vicinity of this segment, and Figure D.4-3 shows their location relative to the project.

The Proposed Project would be constructed within an existing utility corridor designated by Riverside County and the BLM (see Section D.4.2.4, Palo Verde Valley). A portion of the proposed route would traverse the Morongo Indian Reservation, and as such SCE would need to negotiate an agreement with the Morongo Tribal Council to construct this segment. As stated in Section B.2.3.1, Devers to San Bernardino Junction, negotiations are in progress for these approvals.

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<sup>4</sup> Fee ownership is an estate in land of which the inheritor has unqualified ownership and power of disposition, and the owner has the right to control, use, and transfer the property at will.

**Table D.4-8. Land Uses from Devers Substation to East Border of Banning**

<b>Location</b>	<b>Jurisdiction</b>	<b>Land Use Categories</b>	<b>Specific Land Uses<sup>1,2</sup></b>
State Route 62	CA Department of Transportation	Transportation	State Scenic Highway
Whitewater Canyon Road	BLM	Open Space & Recreation	<b>Whitewater Canyon ACEC*</b>
Painted Hills Road	Unincorporated Riverside County	Residential	<b>Residences (10+)*</b>
South of Tower 219 to Tower 220	CA Department of Transportation	North–Open Space & Recreation, Industrial South–Public Facilities, Open Space & Recreation	<b>Whitewater Adobe Rest Area*</b>
Desert View Avenue to Cottonwood Road	Unincorporated Riverside County	Residential	<b>Residences (10+)*</b>
Tower 227 to Tower 229	Unincorporated Riverside County	Open Space & Recreation	<b>Pacific Crest National Scenic Trail*</b>
Highway 111	BLM, USDA Forest Service	Open Space & Recreation	<b>Santa Rosa and San Jacinto Mountains National Monument*</b>
Rushmore Avenue	Unincorporated Riverside County	Residential	<b>Residences (10+)*</b>
Tower 235 to Tower 242	Unincorporated Riverside County, Morongo Band of Mission Indians	Agriculture	Farmland of Local Importance Grazing Land
Tower 256	Morongo Band of Mission Indians	East–Residential West–Open Space & Recreation	Casino Morongo <b>Residences (10+)*</b>
Seminole Drive	Unincorporated Riverside County	North–Commercial, Residential South–Open Space & Recreation	Desert Hills Premium Outlets

<sup>1</sup> For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

<sup>2</sup> Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Bold and with asterisk denotes Sensitive Land Use.

### **D.4.3.2 Banning and Beaumont**

The Banning and Beaumont segment extends approximately 15 miles across land under the jurisdiction of the Morongo Band of Mission Indians, unincorporated Riverside County, and the Cities of Banning and Beaumont (see Figure D.4-3). Within this segment, the proposed route would be north of I-10. The Gilman Historic Ranch, Smith Creek Park, and the Potrero ACEC are located south of the Proposed Project, while Noble Creek Park would be traversed by the Proposed Project. See Section D.5.3.2, Wilderness and Recreation, for a detailed discussion of recreation areas within the segment.

The Banning and Beaumont segment is marked by rapid residential and commercial development. New planned communities include the Sundance Development within the City of Beaumont, which is located immediately south of the Proposed Project. A number of communities have been proposed or are under construction within the Cities of Banning, Beaumont, and unincorporated Riverside County, and are discussed in Section F.2, Cumulative Impact Analysis.

In addition to residences, four schools are located within 0.5 miles of the proposed route (see Table D.4-9). The closest of these schools is Beaumont High School and Junior High, located on Cherry Avenue in the City of Beaumont, less than 150 feet north of the Proposed Project. Table D.4-9 provides informa-

tion on specific land uses identified in the vicinity of this segment, and Figure D.4-3 shows their location relative to the project.

The Proposed Project would be constructed within an existing utility corridor designated by Riverside County and the BLM (see Section D.4.2.4, Palo Verde Valley). As stated in Section D.4.3.1, Devers Substation to East Border of Banning, SCE would need to negotiate an agreement with the Morongo Tribal Council to construct this segment across a portion of the Morongo Indian Reservation.

**Table D.4-9. Land Uses along Banning and Beaumont**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
Tower 256 to 265, Tower 269 to Tower 107, Tower 111 to Tower 115	City of Banning, City of Beaumont	Agriculture	Farmland of Local Importance Grazing Land
Westward Avenue	City of Banning	North–Transportation South–Open Space & Recreation	Banning Municipal Airport
San Gorgonio Avenue	City of Banning	East–Residential West–Open Space & Recreation	<b>San Gorgonio Memorial Park*</b> <b>Residences (10+)*</b>
Gilman Street	Riverside County Regional Park and Open-Space District	Open Space & Recreation	<b>Gilman Historic Ranch and Museum*</b>
Tower 261 to Tower 264	Morongo Band of Mission Indians	Open Space & Recreation	None noted
Bluff Street	USDA Forest Service	Open Space & Recreation	<b>San Bernardino National Forest*</b>
Mockingbird Lane	City of Banning	Residential	<b>Residences (10+)*</b>
Mountain Avenue	City of Banning	East–Residential, Open Space & Recreation West–Educational Facilities, Residential	<b>Calvary Christian School*</b>
Cherry Avenue	City of Beaumont	North–Educational Facilities, Residential South–Residential	<b>Chavez Elementary School*</b> <b>Beaumont High School and Junior High*</b> <b>Country Highlands Mobile Home Park*</b>
Tower 111 to Tower 109	Unincorporated Riverside County	North–Agriculture, Educational Facilities South–Agriculture, Residential	<b>Middle School*</b>
Oak Valley Parkway	City of Beaumont	Open Space & Recreation	<b>Noble Creek Park*</b>
Oak Valley Parkway	City of Beaumont	Open Space & Recreation	<b>Oak Valley Golf Club*</b>
Brookside Avenue	City of Beaumont	North–Open Space & Recreation South–Residential	<b>Cherry Valley Lakes RV Park*</b>
Desert Lawn Drive	City of Beaumont	North–Residential South–Open Space & Recreation	<b>Southern California PGA Golf Club*</b>

1 For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

2 Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Bold and with asterisk denotes Sensitive Land Use.

### D.4.3.3 Calimesa and San Timoteo Canyon

The Calimesa and San Timoteo Canyon segment extends approximately 11 miles across the Cities of Calimesa and Redlands and unincorporated Riverside and San Bernardino Counties (see Figure D.4-3). The proposed route would cross to the south side of I-10 at the southeastern boundary of the City of Calimesa, and would continue across Calimesa’s southwestern boundary within an existing 86-acre easement. According to the City of Calimesa, this easement is retained as passive open space and supports nursery operations (City of Calimesa, 1994).

As with many regions of Riverside and San Bernardino Counties, the Calimesa and San Timoteo Canyon segment is characterized by growing residential and commercial development. A number of communities that have been proposed or are under construction are discussed in Section F.2 Cumulative Impact Analysis. The Proposed Project would be constructed in proximity to residential uses in Calimesa, Redlands, and Riverside and San Bernardino Counties. Table D.4-10 identifies specific land uses in the vicinity of this segment, and Figure D.4-3 shows their location relative to the project.

**Table D.4-10. Land Uses from Calimesa to San Timoteo Canyon**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
Brookside Avenue	City of Calimesa	Residential	<b>Residences (10+)*</b>
Desert Lawn Drive	City of Calimesa	Open Space & Recreation	<b>Desert Lawn Memorial Park*</b>
Tower 152 to Tower 155	Unincorporated Riverside County	Open Space & Recreation	<b>Norton Younglove Reserve*</b>
Tower 152 to Tower 173	Unincorporated Riverside County	Agriculture	Farmland of Statewide Importance Farmland of Local Importance Grazing Land
San Timoteo Canyon Road	City of Calimesa, Unincorporated Riverside County	Residential	<b>Residences (10+)*</b>
Palomares Road	City of Redlands	North–Residential, Open Space & Recreation South–Residential, Open Space & Recreation	<b>Residences (10+)*</b>
Tower 178 to Tower 179	City of Redlands	Agriculture	Farmland of Local Importance

<sup>1</sup> For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

<sup>2</sup> Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Bold and asterisk denotes Sensitive Land Use.

### D.4.3.4 San Bernardino Junction to Vista Substation

The San Bernardino Junction to Vista Substation segment extends approximately five miles across unincorporated San Bernardino County and the Cities of Loma Linda, Colton, and Grand Terrace (see Figure D.4-4). The Proposed Project would traverse south of I-10, and would involve upgrades and improvements to existing transmission structures within the SCE ROW.

This segment is characterized as open space and recreation as it leaves the San Bernardino Junction and travels west across the City of Loma Linda. The City of Loma Linda has designated this ROW for utility purposes, and will permit open space or recreational uses to share this ROW only if they do not

interfere with the utility functions (City of Loma Linda, 1973). Upon crossing into the Cities of Colton and Grand Terrace, the proposed route traverses residential communities and commercial land uses. In addition to residences, two schools are located within 1,000 feet of the proposed route (see Table D.4-11). The nearest school to the project route is a public elementary school located on East Canyon Vista Drive in the City of Colton, less than 700 feet northeast of the Proposed Project. Table D.4-11 identifies specific land uses in the vicinity of this segment, and Figure D.4-4 illustrates their location relative to the project.

**Table D.4-11. Land Uses from San Bernardino Junction to Vista Substation**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
Tower M39-T3 to Tower M43-T4	City of Loma Linda, City of Colton, Unincorporated San Bernardino County	Agriculture	Grazing Land
Tower M40-T1 to Tower M41-T4A	City of Loma Linda	Open Space & Recreation	Riding and Hiking Trail System
Tower M42-T1 to Tower M42-T4	City of Colton	North–Residential, Educational Facilities South–Open Space & Recreation	<b>Public Elementary School*</b> <b>Residences (10+)*</b>
South Reche Canyon Road	Unincorporated San Bernardino County	East–Residential West–Agriculture, Residential, Open Space & Recreation	Christmas Conifers <b>Residences (10+)*</b>
Grand Terrace Road	City of Grand Terrace	North–Residential, Commercial South–Residential, Educational Facilities, Public Facilities	<b>Terrace View Elementary School*</b> <b>Grand View Baptist Church*</b> <b>Senior Center*</b> <b>Residences (10+)*</b>
Barton Road to Mount Vernon Avenue	City of Grand Terrace	Residential	<b>Residences (10+)*</b>
RV Center Drive	City of Colton	North–Residential, Commercial South–Commercial, Industrial	RV Expo

<sup>1</sup> For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

<sup>2</sup> Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Bold and with asterisk denotes Sensitive Land Use.

### D.4.3.5 San Bernardino Junction to San Bernardino Substation

The San Bernardino Junction to San Bernardino Substation segment extends approximately three miles across unincorporated San Bernardino County and the Cities of Loma Linda and Redlands (see Figure D.4-4). This segment would cross to the north of the I-10 at the northern boundary of the City of Loma Linda. The proposed route would travel adjacent to Hulda Crooks Park, and would cross agricultural land in the City of Redlands. For further description of these land uses within the San Bernardino Junction to San Bernardino Substation segment, see Section D.5.3.5, Wilderness and Recreation, and Section D.6.3.5, Agriculture.

As described in Section D.4.3.4, San Bernardino Junction to Vista Substation, the proposed route is characterized by open space and recreation as it departs the San Bernardino Junction and travels north towards the San Bernardino Substation. Upon crossing Beaumont Avenue in the City of Loma Linda, the region becomes heavily developed with residential, commercial, and industrial land uses. In addition to the existing developments, a number of new residential communities have been proposed or

are being constructed adjacent to the proposed route. These developments are discussed in Section F.2, Cumulative Impact Analysis. Table D.4-12 provides information on specific land uses identified in the vicinity of this segment, and Figure D.4-4 shows their location relative to the project.

**Table D.4-12. Land Uses from San Bernardino Junction to San Bernardino Substation**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
Tower M3-T1 to Tower M2-T5	Unincorporated San Bernardino County, City of Loma Linda	Agriculture	Grazing Land
Mountain View Avenue	City of Loma Linda	Open Space & Recreation	<b>Hulda Crooks Park* Riding and Hiking Trail System*</b>
Tower M2-T5 to Tower M2-T4	City of Loma Linda	Agriculture	Unique Farmland Farmland of Statewide Importance
Tower M2-T4 to Tower M2-T2	City of Loma Linda	Residential	<b>Residences (10+)*</b>
Tower M2-T2 to Tower M1-T3	City of Loma Linda	Agriculture	Prime Farmland
Tower M2-T1 to Tower M1-T7	City of Loma Linda	East–Commercial/Industrial, Residential West–Commercial, Residential	Loma Linda Plaza
Van Leuven Street and Mission Road	City of Loma Linda	Residential	<b>Residences (10+)*</b>
Tower M0-T5 to Tower M0-T2	City of Redlands	East–Commercial/Industrial, Agricultural West–Agricultural, Residential	Prime Farmland

<sup>1</sup> For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

<sup>2</sup> Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Bold and with asterisk denotes Sensitive Land Use.

## D.4.4 Applicable Regulations, Plans, and Standards

This discussion of Applicable Regulations, Plans, and Standards addresses land use issues, except for those issues associated with wilderness, recreation, and agriculture. Refer to Section D.5.5 for information on wilderness and recreation and to Section D.6.4 for agriculture regulations, plans, and standards.

The Proposed Project and alternatives would traverse federal, State, and local agency jurisdictions that have adopted land use plans and regulations that guide the type and intensity of land use. To determine the Proposed Project’s consistency with these government plans and policies, a thorough review of all applicable policies was conducted. The Policy Screening Report (Appendix 2 of the EIR/EIS) lists all applicable federal, State, and local government policies that were identified for the Proposed Project. While the Proposed Project is consistent with most agency policies, Appendix 2 identified some policies that required further consideration. Relevant land use policies that warranted further consideration have been carried forward for discussion in Section D.4.6, Environmental Impacts and Mitigation Measures for the Proposed Project – Devers-Harquahala, and Section D.4.7, Environmental Impacts and Mitigation Measures for the Proposed Project – West of Devers. The discussion below summarizes the applicable land use regulations, plans, and policies.



## Federal

To assess land use issues, federal plans were reviewed including the California Desert Conservation Area Plan and Lower Gila South Resource Management Plan administered by the BLM, as well as resource management plans for the Colorado Desert, Coachella Valley, national monuments, national parks, and wilderness areas. Based on the evaluation of federal land use plans, the Proposed Project is consistent with applicable land use plans and policies as described in Appendix 2. However, one federal plan is evaluated further in this analysis to determine the Proposed Project's impact on land use, namely the Coachella Valley Mountain Conservancy and USFWS's Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan. This plan was examined to determine the Proposed Project's consistency with the Land Use Adjacency Guidelines presented in the plan. See Section D.4.5.3 for the analysis of this plan.

### Bureau of Land Management Executive Memorandum of April 29, 1994

The BLM, as the federal lead agency for the EIR/EIS, has initiated the process for government-to-government consultation with the Morongo Band of Mission Indians, Colorado River Indian Tribes, Agua Caliente Band of Cahuilla Indians, and other tribes that may have an interest in the Proposed Project. The process was initiated on October 2005 with the transmittal of information on the Proposed Project and a request for comments or input on the Proposed Project. Specific land use comments received from tribal governments are presented in the impact analysis sections (see Sections D.4.6.3, D.4.6.7, and D.4.71).

## State

### California Public Utilities Commission

The CPUC is charged with the regulation of certain investor-owned public utilities within the State of California, including electric transmission facilities. The CPUC is the Lead Agency for CEQA review of the Proposed Project and has authority for project approval. The CPUC will ensure that the Proposed Project complies with local regulations to the greatest degree feasible to minimize project conflicts with local conditions, in accordance with General Order 131-D.

### California State Lands Commission

The Proposed Project would traverse a 480-acre "school land" property under the jurisdiction of the CSLC. "School lands" were granted to California in 1853 to benefit public education. Only 530,000 acres of the original 5.5 million acres remain, with over half of the remaining lands within the California desert. "School lands" are leased to generate money for the State's retired teachers. SCE would need to apply to the CSLC for a lease or a permit to use this land (CSLC, 2006b).

### Arizona Corporation Commission

The Arizona Corporation Commission (ACC) has jurisdiction over the construction, maintenance, and operation of public utilities in the State of Arizona. The ACC would issue a Certificate of Environmental Compatibility as part of its evaluation of the Proposed Project. In its review of the Proposed Project, the ACC *may* review the environmental analysis in this EIR/EIS and *may* chose to adopt some of the mitigation measures identified in this report as part of its decision on the Proposed Project.

## Arizona State Land Department

The Proposed Project would traverse Arizona State Trust Lands in the Devers to Harquahala segment. The Arizona State Land Department (ASLD), similar to the CSLC discussed above, manages State trust land for its 14 beneficiaries; K-12 schools are the largest benefactors. Although SCE may have an existing ROW grant in place with the ASLD for the Proposed Project, SCE will need to apply for a lease or permit to traverse Arizona State Trust Lands on some alternative sites (ASLD, 2006).

## Local

The Proposed Project crosses approximately 20 local agency jurisdictions. For the land use assessment, the applicable plans were reviewed to identify relevant policies and determine which policies would be carried forward in the land use analysis. Although some local plans address utilities, their policies focused on distribution and not transmission facilities. The Proposed Project is consistent with local agency land use policies as documented in Appendix 2. However, the Riverside County Integrated Project 2002 General Plan required further analysis and is discussed in Section D.4.5.3. This plan was evaluated to determine the Proposed Project's consistency with Open Space–Mineral Resource policies and land use compatibility with mining operations.

Local land use plans are evaluated in this report to assist the CPUC and BLM in determining the Proposed Project's consistency with local plans and policies. However, no local discretionary permits (e.g., conditional use permits) or local plan consistency evaluation are required for the Proposed Project or the project alternatives, as the CPUC and ACC have preemptive jurisdiction over the construction, maintenance, and operation of public utilities. However, SCE would be required to obtain all ministerial building and encroachment permits from local jurisdictions in California and Arizona.

## D.4.5 Significance Criteria and Approach to Impact Assessment

This section explains how impacts are assessed, and in Section D.4.5.1 presents the significance criteria on which impact determinations are based. In addition, Section D.4.5.2 lists the Applicant Proposed Measures (APMs) relevant to Section D.4, and Section D.4.5.3 lists all impacts identified for the Proposed Project and alternatives.

### D.4.5.1 Significance Criteria

NEPA provides no specific thresholds of significance for impact assessment on land use. The following land use significance criteria were derived from previous environmental impacts assessments and from the CEQA Guidelines (Appendix G, Environmental Checklist Form, Section IX).

- The Proposed Project would conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating environmental effects.
- The Proposed Project would directly or indirectly disrupt an established or recently approved land use.

### D.4.5.2 Applicant Proposed Measures

APMs were identified by SCE in its CPCN Application to the CPUC. Table D.4-13 presents the APMs that are relevant to this section. Impact analysis assumes that all APMs will be implemented as defined in the table; additional mitigation measures are recommended in this section if it is determined that APMs do not fully mitigate the impacts for which they are presented.

**Table D.4-13. Applicant Proposed Measures – Land Use**

APM No.	Description
APM G-1	The line will be located to minimize the disruption of any active mining operations. (BLM B 2.1) <sup>1</sup>
APM V-9	Towers would be located adjacent to existing structures where feasible. Exceptions are at locations where the tower heights and/or spans would be modified based on terrain features allowing for adequate conductor clearance to ground and other facilities within the right-of-way. (SCE)
APM L-2	Although the Holder <sup>2</sup> may restore and maintain existing access roads, they cannot be either widened or upgraded without approval of the Authorized Officer. (BLM B 1.1)
APM L-3	New access road construction will be kept to a minimum. (BLM B 1.2)
APM L-4	Where feasible, the following additional mitigation measures would be implemented: <ul style="list-style-type: none"> <li>• Matching of tower spans</li> <li>• Aligning towers adjacent to or parallel to agricultural field boundaries</li> <li>• Using tubular steel pole structures in agricultural fields instead of lattice steel towers to reduce the footprint of the structure</li> <li>• Specific tower placement to avoid span-sensitive features. (SCE)</li> </ul>
APM L-7	Link 10 crosses an (unoccupied) single-family dwelling unit at Milepost 5.3. Two additional single-family dwelling units and one mobile home would be impacted due to the alignment of Link 10 at Milepost 6.2. Mitigation measures would include purchase of the parcel and relocation or, if practical, adjusting the transmission line alignment and placing towers to avoid the affected dwelling units. (SCE)
APM L-8	Link 14 crosses an open pit gravel operation. Potential impacts would be mitigated during construction by coordinating with the owner/operator to avoid critical mining periods and high volume earth-moving days. Operational mitigation would include spanning the mine. (SCE)

<sup>1</sup> Reference in parentheses denotes the origin of the APM. "(SCE)" is a Proponent's mitigation measure. "(BLM)" is a Proponent's measure derived from a requirement in the 1989 Bureau of Land Management Right-of-Way Grant for the DPV2 project. Numbers such as B 4.1 refer to the specific Bureau of Land Management measure in the 1989 Right-of-Way Grant.

<sup>2</sup> Holder is Bureau of Land Management's reference to the Right-of-Way Grant holder. Holder is SCE, the project proponent.

### D.4.5.3 Impacts Identified

The Proposed Project would have significant land use impacts. The Proposed Project would cross numerous jurisdictions in Arizona and California where rural residential developments, public facilities such as recreation areas and rest stops, agricultural uses, commercial uses, and industrial uses would be impacted. The transmission lines would be placed within the existing SCE DPV1 500 kV transmission line corridor. Because construction and operation of the Proposed Project would occur within the existing utility corridor, the severity of environmental impacts from land use incompatibility and the division of communities or established land uses would be much less than would occur from establishment of a new corridor. However, the Proposed Project would have significant impacts during construction of the route, as it would increase the amount of activity along the ROW and create temporary nuisance impacts (e.g., noise, traffic, visual impacts). Operation of the Proposed Project would intensify the industrial nature of portions of the ROW. In the more remote areas of California and Arizona, the Proposed Project would add new 500 kV towers and lines, which would intensify the industrial nature for the full length of the Devers-Harquahala portion of the route. In the more urban areas of the route (West of Devers), one new tower would replace two existing towers within an existing utility corridor, which would continue to be used for utility purposes. Thus, the operation of the Proposed Project West of Devers would have no impact over existing conditions. Based on the analysis presented in Sections D.4.6, Environmental Impacts and Mitigation Measures for the Proposed Project – Devers-Harquahala, and D.4.7, Environmental Impacts and Mitigation Measures for the Proposed Project – West of Devers, Mitigation Measures L-1a through L-1e have been identified to reduce construction and operation impacts to less than significant levels.

Table D.4-14 lists the land use impacts identified for the Proposed Project and alternatives, along with the level of significance of each impact. Detailed discussions of each impact and the specific locations where each is identified are presented in the following sections. Refer to Section D.5.5.3, Wilderness and Recreation, and Section D.6.5.3, Agriculture for the specific impacts identified for these issues areas. Impacts are classified as Class I (significant, cannot be mitigated to a level that is less than significant), Class II (significant, can be mitigated to a level that is less than significant), Class III (adverse, but less than significant), and Class IV (beneficial).

**Table D.4-14. Impacts Identified – Land Use<sup>1</sup>**

<b>Impact No.</b>	<b>Description</b>	<b>Impact Significance</b>
<b>Proposed Project</b>		
L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses.	Class II
L-2	Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.	Class II
<b>SCE Harquahala-West Alternative</b>		
L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses.	Class II
L-2	Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.	Class I
<b>SCE Palo Verde Alternative<sup>2</sup></b>		
L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses.	No Impact
L-2	Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.	Class III
<b>Harquahala Junction Switchyard Alternative</b>		
L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses.	Class III
L-2	Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.	Class III
<b>Desert Southwest Transmission Project Alternative</b>		
L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses.	Class II
L-2	Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.	Class III
<b>Alligator Rock–North of Desert Center Alternative</b>		
L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses.	Class II
L-2	Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.	Class III
<b>Alligator Rock–Blythe Energy Transmission Alternative</b>		
L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses.	Class II
L-2	Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.	No Impact
<b>Alligator Rock–South of I-10 Frontage Alternative</b>		
L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses.	Class II
L-2	Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.	No Impact
<b>Devers-Valley No. 2 Alternative</b>		
L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses.	Class II
L-2	Operation would result in permanent preclusion of land uses it traverses or adjacent land uses.	Class III

<sup>1</sup> The impact analysis also considered the Proposed Project's and alternative's consistency with plans and policies. The Proposed Project and alternatives were found to be consistent with federal, State, and local land use plans and policies. As such, there are no policy/plan-related impacts listed in the table.

<sup>2</sup> Refer to Section D.6, Agriculture, for impacts to agricultural uses.

## Policy Consistency

As noted in the Environmental Setting, Sections D.4.2 and D.4.3, the Proposed Project traverses land under the jurisdiction of the BLM; USFWS; Arizona State Land Department; Indian tribes; CSLC; the Counties of Maricopa, La Paz, Riverside, and San Bernardino; and numerous cities. Plans were reviewed that address these jurisdictions to determine if there were any land use policies that would apply to the construction and operation of the Proposed Project. Appendix 2 evaluated all applicable policies associated with the Proposed Project and identified land use policies that required further evaluation. Although a number of policies were identified that addressed development and resource management, only two Riverside County policies and one Coachella Valley policy were identified for further analysis (see Table D.4-15). Policies LU 21.2,

Table D.4-15. Consistency with Applicable Land Use Plans and Policies

Agency Regulating Land Use	Regulation or Policy	Project Consistent?	Basis for Consistency
Riverside County	Riverside County Integrated Project 2002 General Plan (2003)		
<i>Applicable Segment: Cactus City Rest Area to Devers Substation</i>	Land Use Element 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)	Yes	The Proposed Project would construct the new transmission lines within an existing corridor that currently runs through an active mining facility. The existing transmission line has not precluded mining and SCE has committed to work with the mining operation to address construction impacts (APM L-8)
	Multipurpose Open Space Element OS 14.2: Restrict incompatible land uses within the impact area of existing or potential surface mining areas.	Yes	As noted above, the existing transmission lines have been compatible with the mining operation. The new project will be placed in the existing corridor and will continue an existing land use within the corridor. As such, the Proposed Project is consistent with this policy.
	Multipurpose Open Space Element OS 14.5: Require that new non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality.	Yes	The placement of transmission lines in the mining operation would be a compatible land use. This measure is generally geared towards commercial/residential buffers from mining operations. In the case of the Proposed Project, there is a buffer needed to ensure that the mining operation can continue with the additional towers and lines in the corridor. APM L-4 commits SCE to work with the mining operation on the tower spans and spacing. With the implementation of this measure the Proposed Project is consistent with this policy.
Coachella Valley Mountain Conservancy	Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, Public Review Draft, Volume 1: The Plan (2004)		
<i>Applicable Segment: Cactus City Rest Area to Devers Substation</i>	Land Use Adjacency Guidelines:	Yes	Only during construction and periodic maintenance will the Proposed Project include activities that could lead to illegal trespass and dumping. While long-term barriers are not needed, during construction, personnel must be trained regarding the conservation area to address this policy. With implementation of APMs B-3, B-14, and B-17 the Proposed Project would be consistent with this policy.
	Land uses adjacent to or within a Conservation Area shall incorporate barriers in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in a Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls and/or signage.		

Source: Riverside County, 2003; CVAG, 2004.

OS 14.2, and OS 14.5 of the Riverside County General Plan address surface mining areas such as the Indio Aggregates, Hot Mix & Recycling Facility that is located within this segment. APM L-8 addresses coordination with the mine operator to reduce construction impacts. APMs G-1 and L-3 further avoid inconsistency with identified policies through a commitment to minimize disruption to mining operations and to minimize the creation of new access roads. With the implementation of the above noted APMs, the Proposed Project would be consistent with policies LU 21.2, OS 14.2, and OS 14.5.

The Land Use Adjacency Guideline of the Coachella Valley Multiple Species Habitat Conservation Plan requires barriers to restrict unauthorized public access to conservation areas. The intent is to minimize animal predation, illegal trespassing, or dumping. APMs B-3, B-14, and B-17 restrict access to designated routes and minimize the area needed for equipment operation, which will limit access to conservation areas and reduce the area of impact. These measures along with the measures identified in Section D.2, Biological Resources, would meet the intent of this policy. With implementation of APMs B-3, B-14, and B-17, the Proposed Project would be consistent with the Land Use Adjacency Guideline.

The Proposed Project would not conflict with construction or operational land use policies as explained in Table D.4-15. See Appendix 2 for a complete discussion of applicable land use policies. Policies that pertain to recreational resources and agriculture are discussed in Sections D.5 and D.6, respectively.

## D.4.6 Environmental Impacts and Mitigation Measures for the Proposed Project – Devers-Harquahala

This section presents a discussion of impacts and mitigation measures for the 500 kV portion of the DPV2 project. The discussion is divided into six geographic areas, three in Arizona and three in California. Within each area, both construction impacts and operational impacts are addressed.

### D.4.6.1 Harquahala to Kofa National Wildlife Refuge

#### Construction Impacts

##### ***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

Within the Harquahala to Kofa NWR segment, the Proposed Project crosses predominantly open space land with some agriculture in the vicinity of the Harquahala Generating Station. There are a number of recreational areas near this segment of the corridor including the Big Horn Mountains Wilderness Area, Hummingbird Springs Wilderness Area, Eagletail Mountains Wilderness Area and Harquahala Mountain Wilderness Area. Refer to Section D.5.6.1, Wilderness and Recreation, for information on impacts to wilderness and recreation resources and to Section D.6.6.1, Agriculture, for information on impacts to agricultural resources.

While this segment includes little to no development beyond power generation and transmission infrastructure, the increased construction activity in the area would temporarily disrupt existing land uses. The construction of the Proposed Project would bring traffic and construction noise to this rural area from heavy construction equipment on temporary and permanent access roads, moving building materials to the tower sites and returning to construction staging areas. APMs L-2 and L-3 would reduce land use impacts by minimizing the number of roads used in construction. However, SCE would need to coordinate with adjacent land uses to notify landowners of proposed construction activities and pro-

vide avenues for the public to gain more information on the construction schedule and scope. Although most construction impacts would be addressed by compliance with visual, noise, traffic, air quality, and other environmental mitigation measures, notification regarding construction activities and a procedure for responding to construction complaints or questions is necessary for the land uses along this segment. Mitigation Measure L-1a (Prepare Construction Notification Plan) has been identified to ensure adequate notification of construction activities and to provide a contact person in case residents or landowners have questions or concerns regarding construction activities.

The proposed transmission line would cross I-10 freeway and the CAP Canal in two locations, and would parallel the canal at a distance ranging from approximately 2 miles north in some areas to 300 feet south in other areas. Issues and measures related to the crossing of the CAP Canal are discussed in Section D.12, Water Resources. With regard to the canal, the Proposed Project has the potential to impact the CAP Canal during construction of the transmission line. To minimize potential land use and other conflicts with operation of the CAP Canal, SCE must coordinate with the Central Arizona Water Conservation District and obtain a license prior to construction of the Proposed Project. Mitigation Measure L-1b (Coordinate with the Central Arizona Project regarding canal crossings) has been identified to reduce construction impacts to the CAP Canal.

Implementation of the APMs L-2 and L-3, as noted above, and Mitigation Measures L-1a (Prepare Construction Notification Plan) and L-1b (Coordinate with Central Arizona Project regarding canal crossings) would reduce construction impacts to less than significant (Class II).

***Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.** Forty-five days prior to construction, SCE shall prepare and submit a Construction Notification Plan to the CPUC and the BLM for approval. The Plan shall identify the procedures to ensure that SCE will inform property and business owners of the location and duration of construction, identify approvals that are needed prior to posting or publication of construction notices, and include template copies of public notices and advertisements (i.e., formatted text). To ensure effective notification of construction activities, the plan shall address at a minimum the following components:

- **Public notice mailer.** Fifteen days prior to construction, a public notice mailer shall be prepared. The notice shall identify construction activities that would restrict, block, or require a detour to access existing residential properties, retail and commercial businesses, wilderness and recreation facilities, and public facilities (e.g., schools and memorial parks). The notice shall state the type of construction activities that will be conducted, and the location and duration of construction. SCE shall mail the notice to all residents or property owners within 300 feet of the right-of-way and to specific public agencies with facilities that could be impacted by construction. If construction delays of more than seven days occur, an additional notice shall be prepared and distributed.
- **Newspaper advertisements.** Fifteen days prior to construction, within a route segment, one round of newspaper advertisements shall be placed in local newspapers and bulletins. The advertisement shall state when and where construction will occur and provide information on the public liaison person and hotline identified below. If construction is delayed as noted above, an additional round of newspaper ads shall be placed to discuss the status and schedule of construction.

- **Public venue notices.** Thirty days prior to construction, notice of construction shall be posted at public venues such as trail crossings, rest stops, desert centers, resource management offices (e.g., Bureau of Land Management field offices, San Bernardino National Forest Ranger Station), and other public venues to inform residents and visitors to the purpose and schedule of construction activities. For public trail closures, SCE shall post information on the trail detour at applicable resource management offices and post the notice within two miles north and south of the detour. For recreation facilities, the notice shall be posted along the access routes to known recreational destinations that would be restricted, blocked, or detoured and shall provide information on alternative recreation areas that may be used during the closure of these facilities.
- **Public liaison person and toll-free information hotline.** SCE shall identify and provide a public liaison person before and during construction to respond to concerns of neighboring property owners about noise, dust, and other construction disturbance. Procedures for reaching the public liaison officer via telephone or in person shall be included in notices distributed to the public. SCE shall also establish a toll-free telephone number for receiving questions or complaints during construction and shall develop procedures for responding to callers. Procedures for handling and responding to calls shall be addressed in the Construction Notification Plan.

**L-1b**      **Coordinate with the Central Arizona Project regarding canal crossings.** Prior to construction, SCE shall coordinate with the Central Arizona Water Conservation District and the BLM Phoenix Field Office, and shall obtain a license from the Central Arizona Water Conservation District for the areas where the project crosses the Central Arizona Project Canal. SCE shall submit the approved license to the CPUC and the BLM 30 days prior to the start of construction activities. The license or license attachments must identify specific locations where the crossings are permitted and any conditions of approval that have been agreed to by SCE, the Central Arizona Water Conservation District, and the BLM Phoenix Field Office.

## Operational Impacts

### ***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (Class II)***

The Proposed Project would be placed within or adjacent to an existing utility corridor. While additional transmission towers would be constructed along this segment, the towers would not permanently preclude existing land uses as the Proposed Project would not significantly change the character or use of the areas surrounding the proposed route. Placement of additional towers within this segment would require additional land area to accommodate the footprint of the towers and access roads for maintenance. The additional areas disturbed by the Proposed Project would have an impact on the CAP Canal during maintenance activities and could disrupt maintenance activities associated with the canal. To minimize potential impacts with the operation of the CAP Canal, Mitigation Measure L-1b (Coordinate with the Central Arizona Project regarding canal crossings) has been identified. Therefore, implementation of Mitigation Measure L-1b (Coordinate with the Central Arizona Project regarding canal crossings) would reduce impacts to less than significant (Class II).

### ***Mitigation Measure for Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses***

**L-1b**      **Coordinate with the Central Arizona Project regarding canal crossings.**



#### D.4.6.2 Kofa National Wildlife Refuge

As described in Section D.5.2.2, Wilderness and Recreation, the Proposed Project would traverse approximately 24 miles of the Kofa NWR and would be located adjacent to the southern boundary of the New Water Mountains Wilderness Area. This segment is dominated by wilderness and recreation uses. For a detailed evaluation of construction and operation impacts to the Kofa NWR refer to Section D.5, Wilderness and Recreation.

No land use impacts would occur during construction of the Kofa NWR segment; Impacts L-1 (temporary disturbance of land uses) and L-2 (permanent preclusion of land uses) would not occur.

#### D.4.6.3 Kofa National Wildlife Refuge to Colorado River

In the Kofa NWR to Colorado River segment there is little to no development. As noted in the environmental setting, the Town of Quartzsite is approximately five miles north of the Proposed Project route. The Proposed Project would cross over a corner of the Yuma Proving Ground, but no new towers would be placed on the Yuma Proving Grounds. As discussed in the Section D.4.2.3, SCE will obtain a ROW easement from the DOD in order to cross over the Yuma Proving Ground property. In addition, the BLM has begun consultation with the Colorado River Indian Tribes, located adjacent to the ROW from MP E92 to MP E100.<sup>5</sup> No comments have been received to date regarding that government-to-government coordination. Impact L-1 would not occur because construction would not temporarily disturb existing land uses.

The Proposed Project would add additional towers in the existing corridor, but would not significantly change existing land uses in the area. The additional towers and lines would increase the amount of land used for the footprint of the towers, and together (additional towers and lines) would further encroach on the natural landscape of the area. However, the Proposed Project would not preclude the use of the land for open space, therefore Impact L-2 (preclusion of land uses) would not occur in this segment.

#### D.4.6.4 Palo Verde Valley (Colorado River to Midpoint Substation)

##### Construction Impacts

##### ***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

Within the Palo Verde Valley segment, the Proposed Project crosses rural residences and agricultural land uses. (Refer to Section D.6.6.4, Agriculture, for a detailed discussion of impacts to agricultural resources.) The construction of the Proposed Project would bring traffic and construction noise to this rural area from heavy construction equipment on temporary and permanent access roads, moving building materials to the tower sites and returning to construction staging areas. APMs L-2 and L-3 would reduce land use impacts by minimizing the number of roads used in construction. In addition, prior to construction SCE would need to coordinate with adjacent land uses to notify landowners of proposed construction activities. Increased activity in the area would temporarily disrupt existing rural residences and agricultural uses. Most of the impacts would be addressed by compliance with visual, noise, traffic, air quality and other environmental mitigation measures. However, additional notification measures to reduce construction disturbances are necessary for the land uses along this segment. Mitigation Measure L-1a (Pre-

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<sup>5</sup> The use of “E” in the MP number denotes a location east of Devers Substation.

pare Construction Notification Plan) has been identified to ensure adequate notification of construction activities and to provide a contact person in case residents or landowners have questions or concerns regarding construction activities. Therefore, implementation of APMs L-2 and L-3, as noted above, and Mitigation Measure L-1a (Prepare Construction Notification Plan) would reduce impacts to less than significant (Class II).

***Mitigation Measure for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.**

**Operational Impacts**

***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (Class III)***

The Proposed Project would be placed within or adjacent to an existing utility corridor. While additional transmission towers would be constructed along this segment of the Proposed Project, the towers would not permanently preclude existing land uses as the Proposed Project would not require additional ROW or significantly change the character or use of the areas surrounding the proposed route. Placement of additional towers within this segment would require additional land area to accommodate the footprint of the towers and access roads for maintenance. Although the Proposed Project would not preclude existing land uses, the operation of the Proposed Project would intensify the amount of land area needed for the transmission lines. Therefore, land use impacts in this segment of the route would result in adverse, less than significant impacts (Class III). Refer to Section D.6.6.4, Agriculture, for a detailed discussion of the Proposed Project's impact on agricultural land uses in this segment.

### D.4.6.5 Midpoint Substation

**Construction Impacts**

***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class III)***

The Midpoint Substation would be placed on BLM land that is currently vacant and undeveloped. The substation would be placed immediately west of IID's Blythe-Niland 161 kV transmission line and WAPA's Blythe-Knob 161 kV transmission line. However, the areas surrounding these existing facilities are generally open space lands with little residential development nearby. The closest residence is approximately one mile east of the proposed site (SCE, 2005a). The substation would be placed on a 44-acre site and would include a 3,150-square-foot mechanical equipment building. Although development of the substation would incrementally increase the amount of industrial facilities in an otherwise open space area, the Proposed Project would be placed near existing facilities in support of the utility corridor use. Therefore, the Proposed Project would have adverse, but less than significant construction impacts on land use (Class III).

## Operational Impacts

### ***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (Class III)***

As noted above, the Midpoint Substation would be built on a 44-acre site, which sits next to existing transmission line facilities. The substation site is a relatively open space area with rural residential areas located one mile or more away from the proposed site. The Midpoint Substation would be compatible with the existing transmission line facilities but would increase the amount of industrial uses in the area. Therefore, the operation of the Midpoint Substation would have adverse, but less than significant land use impacts, as it would add 44 acres of industrial facilities in an area where none currently exist (Class III)

## D.4.6.6 Midpoint Substation to Cactus City Rest Area

### Construction Impacts

#### ***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

As noted in the environmental setting, the Midpoint Substation to Cactus City Rest Area segment of the Proposed Project is characterized as open space, as there is limited development along the 75-mile segment. The construction of the transmission line would include spur roads from main access roads to the new towers. APMs L-2 and L-3 would reduce land use impacts by minimizing the number of roads used in construction. Construction of the Proposed Project would result in increased activity near the Proposed Project and in the surrounding areas. While there is limited development along this segment of the route, the construction of the Proposed Project would bring traffic and construction noise to this rural area from heavy construction equipment on temporary and permanent access roads, moving building materials to the tower sites and returning to construction staging areas. In addition, this segment includes two rest stops, a desert center, and an ACEC, which would draw visitors for research and recreation purposes. Mitigation Measure L-1a (Prepare Construction Notification Plan) has been identified to ensure adequate notification of construction activities, to provide a contact person in case landowners have questions or concerns regarding the construction activities, and to require that notices be placed in public venues. Therefore, implementation of the APMs L-2 and L-3, as noted above, and Mitigation Measure L-1a (Prepare Construction Notification Plan) would reduce impacts to less than significant levels (Class II).

This segment also includes the greatest concentration of recreational facilities and wilderness areas. Refer to Section D.5.6.6, Wilderness and Recreation, for a detailed discussion of the Proposed Project's impact to wilderness and recreation resources.

#### ***Mitigation Measure for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

##### **L-1a Prepare Construction Notification Plan.**

## Operational Impacts

### ***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land (Class III)***

Within the Midpoint Substation to Cactus City Rest Area segment, the Proposed Project would be constructed in an existing utility corridor, and as such, the Proposed Project would not create a new corridor and would not significantly change the natural landscape of the project area. The Proposed Project would add to the amount of land used for utility transmission lines by incorporating additional towers and transmission lines in the existing corridor. However, the project would not preclude existing land uses along the route. To minimize land use impacts, APMs V-9 and L-4 would be implemented to address the placement and span of towers. Measures needed to address impacts to the Alligator Rock ACEC are discussed in Section D.7.6.6, Cultural and Paleontological Resources. Therefore, operation of the Proposed Project would have adverse, but less than significant impacts (Class III).

## D.4.6.7 Cactus City Rest Area to Devers Substation

### Construction Impacts

#### ***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

Within the Cactus City Rest Area to Devers Substation segment, the Proposed Project crosses existing residential developments and industrial land uses (see Table D.4-7). The construction of the transmission line would include access roads from main roads to the transmission corridor. APMs L-2 and L-3 would reduce land use impacts by minimizing the number of roads used in construction. In addition, prior to construction SCE would need to coordinate with adjacent land uses to notify landowners of proposed construction activities. The increased activity in the area would temporarily disrupt existing residences and industrial uses. Most of the impacts would be addressed by compliance with visual, noise, traffic, air quality and other environmental mitigation measures. However, additional notification is necessary for the property owners along this segment. Mitigation Measure L-1a (Prepare Construction Notification Plan) has been identified to ensure adequate notification of construction activities and to provide a contact person in case residents or landowners have questions or concerns regarding the construction activities.

As discussed in Section D.4.2.7, the Proposed Project would traverse the exterior boundaries of land owned by members of the Agua Caliente Band of Cahuilla Indians. In a letter sent on October 24, 2005, BLM requested input on the Proposed Project and asked if the Tribe wanted to initiate government-to-government consultation. The Tribe responded in a December 2005 letter, which stated that under its 1979 ordinance SCE would be required to obtain a CUP to construct the Proposed Project through land owned by tribal members (see Appendix 8). The letter also requested that the requirement for a CUP be added as a mitigation measure to this EIR/EIS. SCE has stated that the Proposed Project would traverse allotments that are owned by tribal members, but that these allotments have not been incorporated into the boundaries of the Reservation. As of the writing of this Draft EIR/EIS, SCE and the Agua Caliente Band of Cahuilla Indians still need to resolve issues of land acquisition for the Proposed Project. Given that the status of these tribal lands has not been resolved, Mitigation Measure L-1c (Provide proof of resolution of land acquisition issues for crossing of Agua Caliente Band of Cahuilla Indians tribal lands) has been included to reduce potential impacts to tribal lands.

Implementation of the APMs L-2 and L-3, as noted above, and Mitigation Measures L-1a (Prepare Construction Notification Plan) and L-1c (Provide proof of resolution of land acquisition issues for crossing of Agua Caliente Band of Cahuilla Indians tribal lands) would reduce impacts to less than significant (Class II).

***Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.**

**L-1c Provide proof of resolution of land acquisition issues for crossing of Agua Caliente Band of Cahuilla Indians tribal lands.** SCE shall ascertain the legal requirements for the crossing of Agua Caliente Band of Cahuilla Indians tribal lands, and shall provide documentation of the resolution of this issue to the CPUC and the BLM thirty days prior to the start of construction. SCE shall document its coordination with the Tribe and submit specific locations where the Proposed Project will cross tribal lands, and shall include any items that have been agreed to between the SCE and the Agua Caliente Band of Cahuilla Indians.

### Operational Impacts

***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (Class III)***

The Proposed Project would be placed in an existing utility corridor. While additional towers would be placed within the corridor in this segment, the towers would not permanently preclude existing land uses, as the Proposed Project would not require additional ROW or significantly change the character or use of the areas surrounding the Proposed Project. Placement of additional towers within this segment would require additional land area to accommodate the footprint of the towers and access roads for maintenance. Although the Proposed Project would not preclude existing land uses, the operation of the Proposed Project would intensify the amount of land area needed for the transmission lines. Therefore, land use impacts in this segment would result in adverse, but less than significant impacts (Class III).

## D.4.7 Environmental Impacts and Mitigation Measures for the Proposed Project – West of Devers

### D.4.7.1 Devers Substation to East Border of Banning

#### Construction Impacts

***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

Within the Devers Substation to East Border of Banning segment, the Proposed Project crosses land under the jurisdiction of the BLM, Morongo Band of Mission Indians, and Riverside County. Key resources in this segment include commercial uses (e.g., Casino Morongo, Cabazon Premium Outlet) and the Whitewater Adobe Rest Area. This segment is characterized by open space with pockets of commercial and recreational land uses, with residential uses concentrated in the communities of Whitewater and San Geronio. Refer to Table D.4-8 for more information.

The increased activity in the project area would temporarily disrupt existing land uses. Similar to impacts identified in other segments, SCE would need to coordinate with adjacent land uses to notify landowners of proposed construction activities. While most of the impacts would be addressed by compliance with visual, noise, traffic, air quality, and other environmental mitigation measures, additional notification is necessary for the property owners along this segment. Notification will be especially important for construction activities near the Desert Hills Premium Outlets, and for visitors to the Casino Morongo. Mitigation Measure L-1a (Prepare Construction Notification Plan) has been identified to ensure adequate notification of construction activities and to provide a contact person in case residents or landowners have questions or concerns regarding the construction activities. In addition, the replacement of the transmission towers and reconductoring activities would utilize roads that provide access to the commercial businesses in the area. Mitigation Measure L-1d (Coordinate with affected business owners) has been added to require coordination with affected business owners to ensure that construction activities (e.g., traffic, heavy equipment, and materials) do not temporarily disturb existing business operations.

As discussed in Section D.4.3.1, the Proposed Project would traverse the Morongo Indian Reservation. A number of coordination activities have occurred with the Tribe. In a letter sent on October 24, 2005, BLM requested input on the Proposed Project and asked if the Tribe wanted to initiate government-to-government consultation. The BLM and the CPUC met with tribal members on November 2, 2005, to discuss the CEQA process and the timing of a tribal decision. SCE also has been in lease negotiations with the Tribe regarding the area that would be traversed by the Proposed Project. A formal response from the Tribe detailing these lease negotiations has not been received by the BLM or the CPUC. However, the Tribe submitted a letter to the BLM on January 5, 2006, explaining that SCE's ROW easements across the Reservation would expire at various times between 2010 and 2019, and that the Tribe is currently reviewing the continued use and impact of these easements. Prior to construction of the Proposed Project within this segment, SCE must negotiate a lease agreement with the Morongo Band of Mission Indians. As an independent nation, the Morongo Band of Mission Indians has the authority to approve or disapprove the project on its land, to determine the mitigation measures it will apply to the Proposed Project if approved, and to determine the conditions of approval it will incorporate into any negotiated lease agreement.

Construction impacts to residential and commercial land uses along the Devers Substation to East Border of Banning segment would be potentially significant, requiring mitigation. Implementation of Mitigation Measures L-1a (Prepare Construction Notification Plan) and Mitigation Measure L-1d (Coordinate with affected business owners) would reduce construction impacts to less than significant levels (Class II).

***Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.**

**L-1d Coordinate with affected business owners.** Where private parking lots serving businesses would be blocked or partially blocked during construction, SCE shall either make prior arrangements with the business owner(s) to provide alternative parking within a reasonable walking distance (i.e., no more than 1,000 feet), or shall coordinate with affected business owners to arrange the construction schedule to ensure that the functions of the business(es) are not disrupted. Thirty days prior to construction, SCE shall submit documentation to the CPUC and the BLM that outlines the course of action that was taken to reduce impacts to businesses near construction areas.

## Operational Impacts

### ***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (No Impact)***

The Proposed Project would be placed in an existing utility corridor that parallels I-10 and travels north of the Desert Hills Premium Outlet. In the West of Devers segments, the Proposed Project would replace two existing single-circuit 230 kV transmission towers with one double-circuit 230 kV transmission tower, which would reduce the industrial intensity within the ROW. This ROW would remain a SCE utility corridor that would continue to be used for utility purposes. As such, no changes to existing land use types would occur during operation of the project. The Proposed Project would lessen the industrial development of this segment over existing conditions and would not adversely change the character or use of the areas surrounding the route. Because the Proposed Project would not permanently preclude existing land uses, no operational impacts would occur.

## D.4.7.2 Banning and Beaumont

### Construction Impacts

#### ***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

Within the Banning and Beaumont segment, the Proposed Project crosses land under the jurisdiction of the Morongo Band of Mission Indians, Riverside County, and the Cities of Banning and Beaumont. See discussion in Section D.4.7.1 regarding the lease agreement required from the Morongo Band of Mission Indians.

This segment includes several sensitive land uses such as schools, a memorial park, residences, and recreational resources (see Table D.4-9). This segment also includes a number of new residential communities that are discussed in Section D.4.3.2. The increased activity in the area associated with the Proposed Project would temporarily disrupt these existing land uses. Although construction impacts would be temporary, construction disturbances to sensitive land uses would be considered significant as a result of additional noise and traffic that would impact residents, students, and activities or community services that require a quiet environment (e.g., funeral services associated with the memorial park). To reduce the impacts to these sensitive land uses, SCE would need to coordinate its construction schedule with adjacent land uses so that construction does not impact peak activity for community services or schools. Mitigation Measure L-1e (Coordinate construction schedule with public and community facilities) has been identified to require SCE to coordinate its schedule with community services and schools in order to reduce construction disturbances to these sensitive land uses.

In addition, SCE would need to notify landowners and residents of proposed construction activities to further reduce the construction impacts along this segment. Mitigation Measure L-1a (Prepare Construction Notification Plan) is a comprehensive mitigation measure that ensures adequate notification of construction activities and requires a contact person in case residents or landowners have questions or concerns regarding the construction activities. The contact person is especially important as a forum for the public and business owners to voice concerns during the construction process. If issues are raised, then the notification and response process allows for construction nuisances to be addressed. Therefore, implementation of Mitigation Measure L-1a (Prepare Construction Notification Plan) and Mitigation Measure L-1e (Coordinate construction schedule with public and community facilities) would reduce impacts to less than significant (Class II).

***Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.**

**L-1e Coordinate construction schedule with public and community facilities.** SCE shall coordinate with the public and community facilities and services listed below regarding the construction schedule and duration in order to minimize impacts to these land uses. The purpose of this measure is to work with sensitive land uses that would be impacted by construction and to identify construction times/periods that would have the least impact to peak use of these public and community facilities. This coordination could result in limiting or avoiding construction during school sessions, identifying hauling routes that do not conflict with school commute routes, or working with the memorial parks to address funeral procession routes and noise sensitivities. Thirty days prior to construction, SCE shall document its coordination efforts including contact persons, information provided, and comments received, and submit this documentation to the CPUC and BLM.

- Schools near the project route: Beaumont Middle School and High School, Calvary Christian School, Chavez Elementary School, Terrace View Elementary School, public elementary school on East Canyon Vista Drive
- San Gorgonio Memorial Park
- Desert Lawn Memorial Park
- Banning Municipal Airport
- Grandview Baptist Church

**Operational Impacts**

***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (No Impact)***

The Proposed Project would be placed in an existing utility corridor that parallels I-10. In the West of Devers segments, the Proposed Project would replace two existing single-circuit 230 kV transmission towers with one double-circuit 230 kV transmission tower, which would reduce the industrial intensity within the ROW. This ROW would remain a SCE utility corridor that would continue to be used for utility purposes. As such, no changes to existing land use types would occur during operation of the project. Overall, the Proposed Project would lessen the industrial development of this segment over existing conditions and would not adversely change the character or use of the areas surrounding the route. Because the Proposed Project would not permanently preclude existing land uses, no operational impacts would occur.

### **D.4.7.3 Calimesa and San Timoteo Canyon**

**Construction Impacts**

***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

Within the Calimesa and San Timoteo Canyon segment, the Proposed Project crosses land under the jurisdiction of the Counties of Riverside and San Bernardino, and the Cities of Calimesa and Redlands. This segment is characterized by open space, recreation, and growing residential and commercial developments. In addition to residential land uses, the Desert Lawn Memorial Park is a sensitive land use near the route (see Section D.5, Wilderness and Recreation, for sensitive recreational resources).



The increased activity in the area would temporarily disrupt existing land uses. Although construction impacts would be temporary, construction disturbances to sensitive land uses would be considered significant because they expose residents to additional noise and traffic and because the added noise and traffic would impact community services that require a quiet environment (e.g., funeral services associated with the memorial park). To reduce the impacts to these sensitive land uses, SCE would need to coordinate its construction schedule with these land uses so that construction does not impact peak activity for community services. Mitigation Measure L-1e (Coordinate construction schedule with public and community facilities) has been identified to require SCE to coordinate its schedule with community services in order to reduce construction disturbances to these sensitive land uses. In addition, SCE would need to notify landowners and residents of proposed construction activities to further reduce the construction impacts along this segment. Therefore, implementation of Mitigation Measure L-1a (Prepare Construction Notification Plan) in addition to Mitigation Measure L-1e (Coordinate construction schedule with public and community facilities) would reduce impacts to less than significant (Class II).

***Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.**

**L-1e Coordinate construction schedule with public and community facilities.**

**Operational Impacts**

***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (No Impact)***

In the West of Devers segments, the Proposed Project would replace two existing single-circuit 230 kV transmission towers with one double-circuit 230 kV transmission tower, which would reduce the industrial intensity within the ROW. This ROW would remain a SCE utility corridor that would continue to be used for utility purposes. As such, no changes to existing land use types would occur during operation of the project. Overall, the Proposed Project would lessen the industrial development of this segment over existing conditions and would not adversely change the character or use of the areas surrounding the route. Because the Proposed Project would not permanently preclude existing land uses, no operational impacts would occur.

#### **D.4.7.4 San Bernardino Junction to Vista Substation**

**Construction Impacts**

***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

Within the San Bernardino Junction to Vista Substation segment, the Proposed Project crosses land under the jurisdiction of the County of San Bernardino and the Cities of Loma Linda, Colton, and Grand Terrace. The sensitive land uses along this segment include schools, a church, and a senior center (see Table D.4-11).

The increased activity in the area would temporarily disrupt existing residential and commercial uses, and disrupt educational and religious facilities identified along the corridor. Although construction impacts would be temporary, construction disturbances to sensitive land uses would be considered significant because they expose residents to additional noise and traffic and because the added noise and traffic would

impact community services that require a quiet environment (e.g., church). To reduce the impacts to these sensitive land uses, SCE would need to coordinate its construction schedule with these land uses so that construction does not impact peak activity for community services. Mitigation Measure L-1e (Coordinate construction schedule with public and community facilities) has been identified to require SCE to coordinate its schedule with community services in order to reduce construction disturbances to these sensitive land uses. In addition, SCE would need to notify landowners and residents of proposed construction activities to further reduce the construction impacts along this segment. Therefore, implementation of Mitigation Measure L-1a (Prepare Construction Notification Plan) in addition to Mitigation Measure L-1e (Coordinate construction schedule with public and community facilities) would reduce impacts to less than significant levels (Class II).

***Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.**

**L-1e Coordinate construction schedule with public and community facilities.**

**Operational Impacts**

***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (No Impact)***

The Proposed Project would be placed in an existing utility corridor that crosses city and county jurisdictional lands. Within the San Bernardino Junction to Vista Substation segment, the Proposed Project would replace two existing single-circuit 230 kV transmission towers with one double-circuit 230 kV transmission tower, which would reduce the industrial intensity within the ROW. This ROW would remain a SCE utility corridor that would continue to be used for utility purposes. As such, no changes to existing land use types would occur during operation of the project. Overall, the Proposed Project would lessen the industrial development of this segment over existing conditions and would not adversely change the character or use of the areas surrounding the route. Because the Proposed Project would not permanently preclude existing land uses, no operational impacts would occur.

### **D.4.7.5 San Bernardino Junction to San Bernardino Substation**

**Construction Impacts**

***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

As noted in Section D.4.3.5, portions of the Proposed Project are in areas heavily developed with residential, commercial, and industrial land uses. The increased activity in the area would temporarily disrupt existing residential and commercial uses. Although construction impacts would be temporary, construction disturbances to sensitive land uses would be considered significant because they expose residents to additional noise and traffic. While construction impacts would be addressed by compliance with visual, noise, traffic, air quality and other environmental mitigation measures, notification of construction activities would further reduce the construction impacts along this segment. Mitigation Measure L-1a (Prepare Construction Notification Plan) has been identified to ensure adequate notification of construction activities and to provide a contact person in case residents or landowners have questions or concerns regarding the construction activities. Therefore, implementation of Mitigation Measure L-1a (Prepare Construction Notification Plan) would reduce impacts to less than significant (Class II).

*Mitigation Measure for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses*

**L-1a Prepare Construction Notification Plan.**

**Operational Impacts**

*Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (No Impact)*

The Proposed Project would be placed in an existing utility corridor that crosses city and county jurisdictional lands. Within the San Bernardino Junction to San Bernardino Substation segment, the Proposed Project would replace two existing single-circuit 230 kV transmission towers with one double-circuit 230 kV transmission tower, which would reduce the industrial intensity within the ROW. This ROW would remain a SCE utility corridor that would continue to be used for utility purposes. As such, no changes to existing land use types would occur during operation of the project. Overall, the Proposed Project would lessen the industrial development of this segment over existing conditions and would not adversely change the character or use of the areas surrounding the route. Because the Proposed Project would not permanently preclude existing land uses, no operational impacts would occur.

## **D.4.8 Alternatives for Devers-Harquahala**

Federal and local land use plans were evaluated to determine if there were any applicable construction or operational land use policies that were relevant to the alternatives that are discussed in Section D.4.8. Based on review of these policies in Appendix 2, none of the alternatives would conflict with applicable land use policies. A summary of the consistency analysis and determination for plans and policies identified for the Proposed Project and the alternatives is presented in Appendix 2.

Policies that pertain to recreational resources and agriculture are discussed in Sections D.5 and D.6, respectively.

### **D.4.8.1 SCE Harquahala-West Alternative**

#### **Environmental Setting**

The SCE Harquahala-West Alternative extends approximately 21 miles west and northwest across land under the jurisdiction of the BLM, the Arizona State Land Department, and portions of unincorporated Maricopa County. While the alternative traverses La Paz County for approximately eight miles, the portion of the alternative across La Paz County would be sited entirely within BLM land (see Figure Ap.1-1). The alternative would be constructed along the El Paso Natural Gas pipeline corridor for approximately nine miles. The Eagletail Mountains Wilderness Area would be located to the southwest of the alternative (see Section D.5.8.1, Wilderness and Recreation). The nearest city to the SCE Harquahala-West Alternative is the City of Buckeye, located approximately 22 miles east of the alternative route. Approximately four rural residences are located along Courthouse Road within one mile of the alternative (SCE, 2005a). See Section D.4.2.1, Harquahala to Kofa NWR, for additional information on the land uses in this area.

The SCE Harquahala-West Alternative would be constructed within a designated BLM utility corridor for nine miles, and within a new ROW that traverses BLM, State of Arizona, and private land for approximately 12 miles. In order to construct the alternative, SCE must acquire a minimum 200-foot-wide ROW

from private landholders and the Arizona State Land Department, and a minimum 160-foot-wide ROW from the BLM. For the portion of the alternative constructed along the existing pipeline corridor, spur roads would be built from the pipeline access road. However, a new access road would be constructed for the 12-mile portion that extends between the Harquahala Switchyard and the pipeline road.

The SCE Harquahala-West Alternative is predominantly characterized by agriculture within the eastern-most five miles of the route, which changes to open space along the remainder of the route. See Section D.6.8.1, Agriculture, for a detailed discussion of the agricultural uses along this alternative.

### Construction Impacts

#### ***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

The SCE Harquahala-West Alternative would be located within an existing utility corridor (nine miles) for a portion of the route and a new corridor would be developed for the remaining portion (12 miles). As noted in the environmental setting, this alternative would be located in an area that is dominated by agricultural uses and open space. Refer to Section D.6.8.1 for a detailed discussion of impacts to agriculture.

Although construction impacts would be temporary, construction disturbances to sensitive land uses would be considered significant because they expose rural residents to additional noise, traffic and visual impacts. Also, some existing uses would be displaced for construction staging and to accommodate the transmission corridor. The increased industrial activity in the area would temporarily disrupt existing rural residential and agricultural uses. Construction impacts would be addressed by compliance with visual, noise, traffic, air quality, and other environmental mitigation measures identified in this EIR/EIS. However, additional measures are needed to ensure that residents are notified of construction activities, and to establish a process for taking and responding to questions or complaints regarding construction activities. Mitigation Measure L-1a (Prepare Construction Notification Plan) has been identified to ensure adequate notification of construction activities, to provide a contact person in case residents or landowners have questions or concerns regarding the construction activities, and to develop a procedure for taking and responding to questions on construction activities. Therefore, implementation of Mitigation Measures L-1a (Prepare Construction Notification Plan) would reduce impacts to less than significant levels (Class II).

#### ***Mitigation Measure for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

##### **L-1a Prepare Construction Notification Plan.**

### Operational Impacts

#### ***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (Class I)***

Although the SCE Harquahala-West Alternative would be consistent with applicable land use plans and policies as described above, this alternative would cause a permanent change to the existing landscape of the alternative route. To construct a new corridor, SCE would need to acquire land from private landowners, the Arizona State Land Department, and the BLM. The Arizona State Land Department would require a ROW agreement or lease agreement to use State Trust Lands.

This alternative would construct a new 12-mile utility corridor with 33 140-foot tubular steel poles. The ROW would be a minimum width of 160 feet. An access road would also be constructed as part of this alternative. The access road would be constructed on approximately 20 acres of land that would become a permanent access road for this alternative. If the alternative was developed, the corridor and the access road would become a significant industrial land use within existing agricultural and rural residential lands. While the density of residences is low in this area of the desert, there are rural residences and agricultural land uses that would be physically divided by the transmission line corridor. The corridor would physically divide land uses north of the utility corridor from land uses south of the corridor, causing an artificial division within this agricultural community that would permanently preclude the use of the corridor land for agricultural and rural residential uses. Because the SCE Harquahala-West Alternative would permanently disrupt existing land uses and would cause the loss of open space and agricultural land, this alternative would have a significant and unmitigable land use impact (Class I). No mitigation measures have been identified that would reduce the impacts associated with this preclusion of existing land uses. Refer to Section D.6.8.1, Agriculture, for detailed information on impacts to agricultural lands.

### D.4.8.2 SCE Palo Verde Alternative

#### Environmental Setting

The SCE Palo Verde Alternative extends approximately 14.7 miles across land under the jurisdiction of the BLM, the Arizona State Land Department, and portions of unincorporated Maricopa County (see Figure Ap.1-1). This alternative would travel southeast from MP 5 (at Harquahala Junction) to its termination at the PVNGS Switchyard. The alternative would be constructed within a 1,000-foot-wide corridor located east of and parallel to the existing DPV1 500 kV transmission line.

The SCE Palo Verde Alternative would travel southeast of Saddle Mountain, and would generally be characterized by open space and recreation. Existing agriculture would be located no less than two miles east and west of the alternative. The City of Buckeye, located approximately seven miles east of PVNGS, would be the nearest city to the SCE Palo Verde Alternative. Industrial uses (i.e., PVNGS) are located at the alternative's termination point. Refer to Section D.5.8.2, Wilderness and Recreation, and Section D.6.8.2, Agriculture, for more information on impacts to wilderness, recreation, and agriculture.

#### Construction Impacts

***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (No Impact)***

The SCE Palo Verde Alternative would be placed within an existing utility corridor. The existing corridor crosses open space and rural land in an area with few rural residences near the PVNGS. There is little to no development in the area of the existing utility corridor. Therefore, construction of the Palo Verde Alternative route would not create impacts.

#### Operational Impacts

***Impact L-2: Operation Alternative would result in permanent preclusion of land uses it traverses or adjacent land uses (Class III)***

The SCE Palo Verde Alternative would add transmission towers to an existing corridor, and as such, would not significantly change existing land uses in the area. The additional towers and lines would increase the amount of land used for the footprint of the towers, and together (additional towers and lines) would further

encroach on the natural landscape of the area. The additional towers would not permanently preclude existing land uses, as this alternative would not require additional ROW or significantly change the character or use of the areas surrounding the ROW. Placement of additional towers within this segment would require additional land area to accommodate the footprint of the towers and access roads for maintenance. Although this alternative would not preclude existing land uses, the operation of the alternative would intensify the amount of land area needed for the transmission lines. Therefore, the SCE Palo Verde Alternative would have adverse, less than significant impacts (Class III).

### D.4.8.3 Harquahala Junction Switchyard Alternative

#### Environmental Setting

The Harquahala Junction Switchyard Alternative would construct a new switching station at Harquahala Junction, approximately five miles east of the Harquahala Generating Station. The switching station would occupy a site of between six and 40 acres on land under the jurisdiction of the Arizona State Land Department in Maricopa County. The nearest city would be the City of Buckeye, located approximately 17 miles east of the alternative site.

The Harquahala Junction Switchyard Alternative would be constructed adjacent to an existing utility corridor that is occupied by the DPV1 500 kV transmission line. The alternative switching station site is characterized by open space and recreation, with agricultural uses located no less than two miles to the east and west of the alternative. No sensitive or other notable land uses were identified in the vicinity of the Harquahala Junction Switchyard Alternative.

#### Construction Impacts

***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class III)***

The Harquahala Junction Switchyard Alternative would be placed adjacent to an existing utility corridor. The area surrounding the proposed switchyard site is generally open space and agricultural lands. The closest agricultural land is approximately two miles away from the alternative site. The switchyard would be placed on a maximum 40-acre site. Although construction of the switchyard would temporarily increase activity in this rural area, this alternative would not create a construction nuisance because of a lack of sensitive land uses at the site. Therefore, the Harquahala Junction Switchyard Alternative would have an adverse, less than significant construction impact on land uses (Class III).

#### Operational Impacts

***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (Class III)***

As noted above, the Harquahala Junction Switchyard Alternative would be built on a maximum 40-acre site, which is located adjacent to an existing utility corridor. The site is rural open space with agricultural uses approximately two miles or more away from the alternative site. The switchyard would be compatible with the existing utility corridor but would increase the amount of industrial uses in the area. Therefore, the operation of the Harquahala Junction Switchyard Alternative would have adverse, less than significant land use impacts, as it would add 40 acres of industrial facilities to the site (Class III).

## D.4.8.4 Desert Southwest Transmission Project Alternative

### Environmental Setting

The Desert Southwest Transmission Project Alternative would extend approximately 118 miles from the new Keim Substation/Switching Station, located within the City of Blythe, to Devers Substation (see Figure Ap.1-10). The majority of the alternative route would be constructed within the same ROW as the Proposed Project along the following segments: Midpoint Substation to Cactus City Rest Area and Cactus City Rest Area to Devers Substation. As such, the setting and land use information for the alternative would be identical to the information presented in these two segments, with the exception of four alternative components that differ from the Proposed Project. The following is a description of the components that are unique to the Desert Southwest Transmission Project Alternative, and their adjacent land uses.

- **Keim Substation/Switching Station.** The alternative would originate at a new 22-acre Keim Substation/Switching Station located on the south side of Hobsonway. Land uses in the vicinity of the substation/switching station would include the BEP power plant approximately 2,000 feet directly north, a small sewage treatment plant approximately 0.25 miles west, and the Blythe Airport approximately one mile northwest. Agriculture also surrounds the alternative substation/switching station site, and is the predominant use in the area. Additional land uses further from the Keim Substation/Switching Station component include the U.S. Border Patrol, the Blythe Trap Shooting Club, and the Riverside County Animal Shelter no less than one mile west, and the Mesa Verde residential community located approximately two miles southwest. The Mesa Verde community would be the nearest residences to the Keim Substation/Switching Station (BLM and IID, 2005).

From the Keim Substation/Switching Station, the alternative would construct a new transmission line that parallels the existing Blythe-Knob 161 kV line for approximately 1.8 miles. The alternative would then turn west and travel approximately seven miles within a new ROW, traversing open space areas. The alternative would connect with the Midpoint Substation/Switching Station component (see description for Midpoint Substation/Switching Station below). West of the Midpoint Substation/Switching Station, the alternative would parallel the existing DPV1 line and the Proposed Project as described in Section D.4.2.5, Midpoint Substation to Cactus City Rest Area, with the exception of its route at the Alligator Rock ACEC (see description for Alligator Rock ACEC below). See Section D.4.2.5 for a description of the land uses west of Midpoint Substation/Switching Station that are traversed by and are adjacent to both the Proposed Project and the Desert Southwest Transmission Project Alternative.

- **Midpoint Substation/Switching Station.** The Midpoint Substation/Switching Station component would be constructed on between 25 to 50 acres of BLM land in unincorporated Riverside County (BLM and IID, 2005). The substation/switching station site would be adjacent to the Desert Southwest Transmission Project Alternative and the existing DPV1 ROW. The Midpoint Substation/Switching Station can be characterized as open space, with no residential or commercial development within the vicinity of the site.
- **Alligator Rock ACEC.** At the Alligator Rock ACEC, the Desert Southwest Transmission Project Alternative would exit the DPV1 ROW and travel approximately 10 miles northwest, west, and southwest along the northern boundaries of the ACEC, immediately south of and adjacent to I-10. Similar to the Proposed Project, the Desert Southwest Transmission Project Alternative would continue to traverse lands under the jurisdiction of the BLM and unincorporated Riverside County. However, the alternative would avoid traversing the 483-acre parcel of “school land” that would be crossed by the Proposed Project.

Upon re-connecting with the DPV1 ROW and the Proposed Project route at MP 160, the Desert Southwest Transmission Project Alternative would continue to Devers Substation following the same route as the Proposed Project. One exception would be the construction of a substation/switching station on Dillon Road (see description for Substation/Switching Station on Dillon Road below). See Sections D.4.2.5, Midpoint Substation to Cactus City Rest Area, and D.4.2.6, Cactus City Rest Area to Devers Substation, for a description of the land uses west of the Alligator Rock ACEC that are traversed by and are adjacent to both the Proposed Project and the Desert Southwest Transmission Project Alternative.

- **Substation/Switching Station on Dillon Road.** The substation/switching station on Dillon Road component would be constructed adjacent to the existing DPV1 ROW on unincorporated Riverside County land. This area is characterized by open space, and is bordered by parcels that are managed by the Bureau of Reclamation (BLM and IID, 2005). The substation/switching station on Dillon Road would connect the Desert Southwest Transmission Project Alternative to the Coachella Substation.

As the alternative leaves the substation/switching station and continues west, it would continue to parallel the existing DPV1 line and the Proposed Project. See Section D.4.2.6, Cactus City Rest Area to Devers Substation, for a description of the land uses west of Dillon Road that are traversed by and are adjacent to the Proposed Project and the Desert Southwest Transmission Project Alternative.

## Construction Impacts

### ***Impact L-1: Construction would temporarily disturb land uses it traverses or adjacent land uses (Class II)***

The Desert Southwest Transmission Project Alternative would cross existing agriculture, large expanses of open space, rural residential developments, and industrial land uses. The construction of the alternative transmission line would include access roads from main roads to the transmission corridor. The grading necessary to develop temporary and permanent access roads would create significant construction impacts. SCE has proposed APMs to minimize the number of roads used for construction of the Proposed Project. APM L-3 coupled with local and federal permit requirements for new access roads would serve to minimize land use impacts from road construction.

Construction of the alternative would result in increased activity near the alternative transmission line route, at the alternative substation sites, and in the surrounding areas. The increased activity along the alternative would temporarily disrupt existing residences and industrial uses. Prior to construction, SCE would need to coordinate with adjacent land uses to notify landowners of proposed construction activities. Mitigation Measure L-1a (Prepare Construction Notification Plan) had been identified to ensure adequate notification of construction activities and to provide a contact person in case residents or landowners have questions or concerns regarding the construction activities.

While there is little development along portions of the Desert Southwest Transmission Project Alternative, which includes the vicinity of the Midpoint Substation/Switching Station and the substation/switching station on Dillon Road, construction activities would increase noise and traffic levels from existing conditions. In addition, the alternative would traverse two rest stops, a desert center, and two ACECs that draw visitors for research and recreation purposes. To ensure that adequate notification is provided to visitors who would travel to the land uses along the alternative, Mitigation Measure L-1a (Prepare Construction Notification Plan) includes the requirement for posting notices in public venues.



Without implementation of the aforementioned mitigation measures, construction activities associated with the Desert Southwest Transmission Project Alternative would create significant impacts to residences and other land uses located in the vicinity of the alternative (Class II). As such, implementation of Mitigation Measure L-1a (Prepare Construction Notification Plan) would reduce impacts to less than significant.

***Mitigation Measure for Impact L-1: Construction would temporarily disturb land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.**

### Operational Impacts

***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (Class III)***

The majority of the Desert Southwest Transmission Project Alternative would be sited in or adjacent to an existing transmission line ROW. However, approximately seven miles of the alternative route from the Palo Verde Valley area to Midpoint Substation/Switching Station, and approximately 10 miles around the Alligator Rock ACEC would be constructed within a new corridor (see Environmental Setting, above). The areas that would be traversed by a new transmission corridor are characterized as open space, with some recreational uses at the Alligator Rock ACEC. The siting of a new utility corridor for 17 miles along portions of this alternative would change the character of the open space areas traversed by the ROW. However, given the remoteness and lack of development along the proposed new ROW sites, the alternative would not create a significant preclusion or disturbance of established land uses (Class III). Any significant impacts along this alternative would occur to the recreational resources traversed by the new ROW. See Section D.5.8.4, Wilderness and Recreation, for a detailed discussion of impacts to wilderness and recreation areas along the Desert Southwest Transmission Project Alternative.

## D.4.8.5 Alligator Rock–North of Desert Center Alternative

### Environmental Setting

The Alligator Rock–North of Desert Center Alternative would extend approximately 12 miles across land under the jurisdiction of the BLM and portions of unincorporated Riverside County (see Figure Ap.1-5). This alternative would exit the Proposed Project ROW at MP 149.5, crossing I-10 and State Highway 177, and would travel north of the Desert Center community. Around MP 10, the alternative would cross to the south of I-10 and would rejoin the Proposed Project. The entire alternative would be constructed within a new ROW. Unlike the Proposed Project, the Alligator Rock–North of Desert Center Alternative would avoid traversing the Alligator Rock ACEC and a 483-acre parcel of “school land.” Land uses in the vicinity of the alternative would be identical to the Proposed Project. See Section D.4.2.5, Midpoint Substation to Cactus City Rest Area, for a description of the land uses avoided by the alternative in addition to other land uses in the vicinity of both the Alligator Rock–North of Desert Center Alternative and the Proposed Project.

## Construction Impacts

### ***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

The Environmental Setting for the Alligator Rock–North of Desert Center Alternative would be the same as described in Section D.4.2.6, Midpoint Substation to Cactus City Rest Area. Land uses within the vicinity of the Alligator Rock ACEC are characterized as open space, as there is limited development within the area. The construction of the transmission line would include access roads from main roads to the transmission corridor. SCE has proposed APMs to minimize the number of roads used for construction of the Proposed Project. APM L-3 and federal and local permit requirements would minimize land use impacts from road construction.

Construction of the Alligator Rock–North of Desert Center Alternative would result in increased activity near the alternative and in the surrounding areas. While there is limited development along this alternative, construction activities would increase noise and traffic levels from existing conditions. Although the Alligator Rock–North of Desert Center Alternative would avoid traversing the Alligator Rock ACEC, it would traverse north of a desert commercial and transportation center that provides facilities to travelers. To ensure that adequate construction notification is provided to landowners, Mitigation Measure L-1a (Prepare Construction Notification Plan) has been identified.

Without implementation of the aforementioned mitigation measures, construction activities associated with the Alligator Rock–North of Desert Center Alternative would create potentially significant impacts to land uses located in the vicinity of the alternative (Class II). As such, implementation of Mitigation Measure L-1a (Prepare Construction Notification Plan) would reduce impacts to less than significant.

### ***Mitigation Measure for Impact L-26: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

#### **L-1a Prepare Construction Notification Plan.**

## Operational Impacts

### ***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (Class III)***

The Alligator Rock–North of Desert Center Alternative would be constructed within a new corridor for approximately 12 miles (see Environmental Setting, above). The areas that would be traversed by the new ROW are characterized as open space, with some commercial uses at Desert Center (see Section D.4.2.6, Midpoint Substation to Cactus City Rest Area). In addition to Desert Center, the Lake Tamarisk community is located approximately 1.25 miles north of I-10. While the construction of new towers and access roads would introduce a new industrial land use, it would not preclude established land uses within the Desert Center and Lake Tamarisk communities. The Alligator Rock–North of Desert Center Alternative would change the natural setting of the Desert Center area by introducing an industrial land use, and would become a distinctive feature in an otherwise natural landscape. However, a significant preclusion or disturbance to established land uses would not occur (Class III). No mitigation is required.

### D.4.8.6 Alligator Rock–Blythe Energy Transmission Alternative

#### Environmental Setting

The Alligator Rock–Blythe Energy Transmission Alternative would extend approximately 4.6 miles across land under the jurisdiction of the BLM and portions of unincorporated Riverside County (see Figure Ap.1-5). This alternative would exit the Proposed Project ROW at MP 151, and would travel within the northeastern boundary of the Alligator Rock ACEC. Upon exiting the ACEC, the alternative would turn southwest, re-enter the ACEC, and rejoin the Proposed Project at MP 155. The entire alternative would be constructed within a new ROW. The Alligator Rock–Blythe Energy Transmission Alternative would not avoid traversing the Alligator Rock ACEC and would create a new ROW within the ACEC. However, the alternative would avoid traversing a 483-acre parcel of “school land.” Overall, land uses in the vicinity of the alternative would be identical to the Proposed Project. See Section D.4.2.5, Midpoint Substation to Cactus City Rest Area, for a description of the land uses avoided by the alternative in addition to other land uses in the vicinity of both the Alligator Rock–Blythe Energy Transmission Alternative and the Proposed Project.

#### Construction Impacts

***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

Construction of the Alligator Rock–Blythe Energy Transmission Alternative would result in increased activity near the alternative and in the surrounding areas. Approximately 4.6 miles of the alternative route would be constructed within a new corridor (see Environmental Setting, above). While there is limited development along the alternative route, there is the residential community of Lake Tamarisk and the Desert Center located north of I-10 (see Section D.4.2.6). These resources would not be impacted by the construction noise, traffic, and visual impacts due to their distance from the alternative route (north of the route and across the I-10 freeway). Overall, the Alligator Rock–Blythe Energy Transmission Alternative would traverse approximately 2.5 miles of the Alligator Rock ACEC within a new ROW before rejoining the Proposed Project and continuing across the ACEC for another two miles. As this resource draws visitors for research and other recreational purposes, Mitigation Measure L-1a (Prepare Construction Notification Plan) includes the requirement to post construction information at public venues to ensure that adequate notification is provided to visitors who would travel to the ACEC.

Without implementation of the aforementioned mitigation measures, operation of the Alligator Rock–Blythe Energy Transmission Alternative within a new ROW would create potentially significant impacts to existing land uses (Class II). As such, implementation of Mitigation Measures L-1a (Prepare Construction Notification Plan) would reduce impacts to less than significant.

***Mitigation Measure for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.**

## Operational Impacts

### ***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (No Impact)***

The Alligator Rock–Blythe Energy Transmission Alternative would be constructed within a new corridor for approximately 4.6 miles (see Environmental Setting, above). The area that would be traversed by the new ROW is characterized as open space and recreation (see Section D.4.2.6, Midpoint Substation to Cactus City Rest Area). This alternative would not preclude or disturb an established land use, and as such, no land use impacts would occur. Because this alternative would traverse recreational resources, refer to Sections D.5.8.6, Wilderness and Recreation, and D.3.8.6, Visual Resources, for a discussion of impacts to specific recreation and visual resource areas.

## D.4.8.7 Alligator Rock–South of I-10 Frontage Alternative

### Environmental Setting

The Alligator Rock–South of I-10 Frontage Alternative would extend approximately 10 miles across land under the jurisdiction of the BLM and portions of unincorporated Riverside County (see Figure Ap.1-5). This alternative would exit the Proposed Project ROW at MP 151 and would travel within the northeastern and northwestern boundaries of the Alligator Rock ACEC, south of and parallel to I-10. Upon exiting the ACEC, the alternative would traverse private land for approximately two miles before rejoining the Proposed Project at MP 160. Unlike the Proposed Project, the Alligator Rock–South of I-10 Frontage Alternative would create a new ROW across the Alligator Rock ACEC. The alternative would also avoid traversing the 483-acre parcel of “school land” that would be crossed by the Proposed Project. Overall, land uses in the vicinity of the alternative would be identical to the Proposed Project. See Section D.4.2.5, Midpoint Substation to Cactus City Rest Area, for a description of the land uses avoided by the alternative in addition to other land uses in the vicinity of both the Alligator Rock–South of I-10 Frontage Alternative and the Proposed Project.

### Construction Impacts

#### ***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

Construction of the Alligator Rock–South of I-10 Frontage Alternative would result in increased activity near the alternative and in the surrounding areas. While there is limited development along this alternative, construction activities would increase noise and traffic levels from existing conditions. Approximately 10 miles of the alternative route would be constructed within a new corridor (see Environmental Setting, above). The areas that would be traversed by a new transmission corridor are characterized as open space and recreation. The construction of new towers and access roads would preclude use of existing lands within and adjacent to the alternative ROW. APM L-3 coupled with local and federal permit requirements for new access roads would serve to minimize land use impacts from road construction. Overall, the Alligator Rock–South of I-10 Frontage Alternative would traverse approximately five miles of the Alligator Rock ACEC within a new ROW before rejoining the Proposed Project. As this resource draws visitors for research and other recreational purposes, Mitigation Measure L-1a (Prepare Construction Notification Plan) includes the requirement to post construction information at public venues to ensure that adequate notification is provided to visitors who would travel to the ACEC.

Without implementation of the aforementioned mitigation measure, operation of portions of the Alligator Rock–South of I-10 Frontage Alternative within a new ROW would create potentially significant impacts to existing land uses (Class II). As such, implementation of Mitigation Measures L-1a (Prepare Construction Notification Plan) would reduce impacts to less than significant.

***Mitigation Measure for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

**L-1a Prepare Construction Notification Plan.**

**Operational Impacts**

***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (No Impact)***

The Alligator Rock–South of I-10 Frontage Alternative would be constructed within a new corridor for approximately 10 miles (see Environmental Setting, above). The area that would be traversed by the new ROW is characterized as open space and recreation (see Section D.4.2.6, Midpoint Substation to Cactus City Rest Area). This alternative would not preclude or disturb an established land use, and as such, no land use impacts would occur. Because this alternative would traverse recreational resources, refer to Sections D.5.8.7, Wilderness and Recreation, and D.3.8.7, Visual Resources, for a discussion of impacts to specific recreation and visual resource areas.

## D.4.9 Alternatives for West of Devers

### D.4.9.1 Devers-Valley No. 2 Alternative

#### Environmental Setting

The Devers-Valley No. 2 Alternative would extend approximately 41.3 miles across land under the jurisdiction of the BLM, the USDA Forest Service, the Morongo Band of Mission Indians, the Cities of Palm Springs and Banning, and portions of unincorporated Riverside County (see Figure D.4-5). From Devers Substation, the alternative would cross I-10, and would travel south of and immediately adjacent to the City of Beaumont, southeast of the City of Moreno Valley, northwest of the City of San Jacinto, west of the City of Hemet, and east of the City of Perris. The alternative would travel within the boundaries of wilderness and recreation resources such as the Santa Rosa and San Jacinto Mountains National Monument, the SBNF, the San Jacinto Wilderness Area, the Pacific Crest National Scenic Trail (PCT), and the Potrero ACEC. See Section D.5.9.1, Wilderness and Recreation, for a discussion of recreation areas and any applicable plans and policies along this alternative.

The Devers-Valley No. 2 Alternative is characterized by a variety of land uses. Much of the alternative is predominantly open space and recreation, with concentrations of residential, agriculture, and industrial uses. Residential development is primarily located in the unincorporated Riverside County communities of Cabazon, Juniper Flats, and Romoland, and within the southern boundaries of the Cities of Banning and Beaumont. South of Gilman Springs Road and north of the Ramona Expressway are concentrations of agricultural land uses (see Section D.6.9.1, Agriculture). Agricultural uses are also found along the southern end of the alternative, including the ranchettes and horse farms that are traversed by and are adjacent to the alternative. Commercial and industrial uses are located near Devers Substation (i.e., wind farms) and in the vicinity of Valley Substation (i.e., truck fleet distribution centers, construction

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of Inland Empire Energy Center). The alternative would also travel within 380 feet of the Lamb Canyon Sanitary Landfill, which is a 145-acre permitted solid waste facility currently operated by Riverside County (CIWMB, 2006). See Table D.4-16 for a list of sensitive and other notable land uses that were identified along the Devers-Valley No. 2 Alternative.

**Table D.4-16. Land Uses along Devers-Valley No. 2 Alternative**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
Smoketree and Diablo Road	Unincorporated Riverside County	Residential	Rural Residences (3)*
State Route 62	CA Department of Transportation	Transportation	State Scenic Highway
MP 2.2–3.8	Unincorporated Riverside County	Industrial	Wind farm
MP 3.9–4.6	City of Palm Springs	North–Open Space & Recreation South–Industrial	Wind farm
MP 5.6–5.9	City of Palm Springs	North–Agriculture South–Open Space & Recreation	Whitewater Adobe Rest Area*
MP 6.2–10.9	BLM, USDA Forest Service	Open Space & Recreation	Santa Rosa and San Jacinto Mountains National Monument*
MP 7.6	BLM, USDA Forest Service, Pacific Crest Trail Association	Open Space & Recreation	Pacific Crest National Scenic Trail*
MP 9–10.9	USDA Forest Service	Open Space & Recreation	San Bernardino National Forest* San Jacinto Wilderness Area*
MP 11–16	Unincorporated Riverside County	Agriculture	Grazing Land
MP 11.9–13	Unincorporated Riverside County	Residential	Cabazon Estates*
MP 13	Metropolitan Water District of Southern California	Industrial	Colorado River Aqueduct
MP 13–16	Unincorporated Riverside County	Agriculture	Farmland of Local Importance
MP 14.7–15.2	Morongo Band of Mission Indians	Residential, Open Space & Recreation	None noted
MP 18–19	City of Banning	Residential, Commercial, Open Space & Recreation, Agriculture	Farmland of Local Importance
Wesley Street to State Highway 243	City of Banning, Unincorporated Riverside County	Residential	Rural Residences (6)*
MP 19–20	Unincorporated Riverside County	Agriculture	Grazing Land
MP 20–23	Unincorporated Riverside County	Agriculture	Farmland of Local Importance
San Gorgonio Ave/ State Highway 243	City of Banning	East–Residential, Agriculture West–Educational Facilities, Residential, Open Space & Recreation	Banning High School*
State Highway 243 (Banning Idyllwild Panoramic Highway)	Unincorporated Riverside County	Transportation	State Scenic Highway

**Table D.4-16. Land Uses along Devers-Valley No. 2 Alternative**

Location	Jurisdiction	Land Use Categories	Specific Land Uses <sup>1,2</sup>
Highland Home Road	City of Banning	Residential	Residences (10+)*
MP 23–24.6	Riverside County, BLM	North–Residential South–Open Space & Recreation	Sun Lakes Country Club and Golf Course* Four Seasons development*
MP 23.7–24.8	BLM	Open Space & Recreation	Potrero ACEC*
MP 27.4–28.5	Unincorporated Riverside County	East–Industrial West–Open Space & Recreation	Lamb Canyon Sanitary Landfill
MP 30.2–30.9, MP 31.8–32.3	Unincorporated Riverside County	Agriculture	Prime Farmland Unique Farmland Farmland of Statewide Importance
MP 32.5	Metropolitan Water District of Southern California	Industrial	Colorado River Aqueduct
Maurice St/ Contour Ave.	Unincorporated Riverside County	Educational Facilities	Valley View Elementary School*
Juniper Flats Road	Unincorporated Riverside County	Residential	Residences (10+)*
MP 38.2–38.7	Unincorporated Riverside County	Public Facilities	Full Gospel International Fasting Prayer Mountain Camp*
MP 39–40.6	Unincorporated Riverside County	Agriculture	Prime Farmland Farmland of Local Importance
Gunther Road to Watson Road	Unincorporated Riverside County	Residential	Residences (10+)*
MP 40.1–41.2	Unincorporated Riverside County	Residential, Agriculture	Getaway Thoroughbred Farms Farmland of Local Importance
Palomar Rd.	Unincorporated Riverside County	East–Agriculture West–Residential	Country View Estates*
Antelope Rd.	Unincorporated Riverside County	East–Educational Facilities West–Residential	Romoland Elementary School*
Antelope Rd.	Unincorporated Riverside County	Industrial	Inland Empire Energy Center

1 For more information on wilderness, recreation, and agricultural land uses along the Proposed Project, please refer to Section D.5 (Wilderness and Recreation) and Section D.6 (Agriculture).

2 Location and approximate number of residences obtained from the PEA (SCE, 2005a), and identified during site visits conducted by Aspen Environmental Group on June 13-15, 2005; September 19-20, 2005; and February 8, 2006.

\* Denotes Sensitive Land Use.

The Devers-Valley No. 2 Alternative would be constructed within an existing utility corridor (see Section D.4.9.1). One option for a short segment of the alternative would traverse land that is owned by the Morongo Band of Mission Indians. As such, SCE would need to negotiate an agreement with the Morongo Tribal Council to construct the alternative through this parcel, or acquire adjacent private land to relocate the alternative tower off of the Morongo-owned parcel.

### Construction Impacts

The Devers Valley No. 2 Alternative would cross the boundaries of established recreation and wilderness areas, including the Santa Rosa and San Jacinto Mountains National Monument, the San Bernardino National Forest, and the San Jacinto Wilderness Area. Construction impacts that would occur to these recreational resources are discussed in Section D.5.9, Wilderness and Recreation.

***Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses (Class II)***

The Devers-Valley No. 2 Alternative would travel within the boundaries of existing recreational resources, in addition to crossing agriculture, residential developments, and commercial and industrial land uses. The construction of the alternative transmission line would include access roads from main roads to the transmission corridor. APM L-3 coupled with local and federal permit requirements for new access roads would serve to minimize land use impacts from road construction.

This alternative route includes several sensitive land uses such as schools, residences, and recreational resources (see Table D.4-16). The increased activity in the area would temporarily disrupt these existing land uses. Although construction impacts would be temporary, construction disturbances to sensitive land uses would be considered significant because they expose residents and students to additional noise, traffic, and visual impacts. To reduce impacts to these sensitive land uses, SCE would need to coordinate its construction schedule so that construction does not impact peak activity for community services or schools. Mitigation Measure L-1e (Coordinate construction schedule with public and community facilities) has been identified to require SCE to coordinate its schedule with community services and schools in order to reduce construction disturbances to these sensitive land uses.

In addition, SCE would need to notify landowners and residents of proposed construction activities to further reduce the construction impacts along this segment. Mitigation Measure L-1a (Prepare Construction Notification Plan) is a comprehensive mitigation measure that ensures adequate notification of construction activities and requires a contact person in case residents or landowners have questions or concerns regarding the construction activities. The contact person is especially important as a forum for the public and business owners to voice concerns during the construction process. If issues are raised, then the notification and response process allows for construction nuisances to be addressed.

While portions of the alternative traverse areas with little development, such as Laborde Canyon and the Lakeview Mountains, construction activities would increase noise and traffic levels from existing conditions. In addition, the alternative would travel within the boundaries of a national monument, national forest, wilderness area, and an ACEC, all of which draw visitors for research and recreation purposes. To ensure that adequate notification is provided to visitors that would travel to these land uses along the alternative, Mitigation Measure L-1a (Prepare Construction Notification Plan) includes the requirement to post construction information at public venues.

Without implementation of the aforementioned mitigation measures, construction activities associated with the Devers-Valley No. 2 Alternative would create potentially significant impacts to residences and other land uses located in the vicinity of the alternative (Class II). Implementation of Mitigation Measure L-1a (Prepare Construction Notification Plan) and Mitigation Measure L-1e (Coordinate construction schedule with public and community facilities) would reduce impacts to less than significant.

***Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses it traverses or adjacent land uses***

- L-1a      Prepare Construction Notification Plan.**
- L-1e      Coordinate construction schedule with public and community facilities.**



## Operational Impacts

The Devers-Valley No. 2 Alternative would cross the boundaries of established recreation and wilderness areas, including the Santa Rosa and San Jacinto Mountains National Monument, the San Bernardino National Forest, and the San Jacinto Wilderness Area. Operational impacts that would occur to these recreational resources are discussed in Section D.5.9, Wilderness and Recreation.

### ***Impact L-2: Operation would result in permanent preclusion of land uses it traverses or adjacent land uses (Class III)***

The Devers-Valley No. 2 Alternative would be placed in an existing utility corridor that already includes the Devers-Valley No. 1 500 kV transmission line. This alternative route traverses various land use types including recreational resources, agriculture, residential developments, and commercial and industrial land uses. The alternative would include the construction of new 500 kV towers within an existing 500 kV transmission ROW. While placement of new towers along the alternative route would require additional land area to accommodate the footprint of the towers and spur roads for maintenance, these areas would be sited within the existing SCE ROW. Some portions of the existing ROW are narrow in width. However, SCE does not anticipate the need for an expansion of the existing ROW in order to accommodate a new 500 kV transmission line. A permanent preclusion of existing land uses (e.g., residences, recreation areas) would not be expected as a result of the alternative route.

This alternative would significantly intensify the industrial land use within the existing corridor by placing a second transmission tower within a corridor that traverses, in some areas, dense residential areas. Some of the areas traversed by the route are higher density residential areas where the existing corridor is a prominent backdrop to the character and setting. The addition of a second 500 kV transmission line within the 41-mile corridor would significantly increase the industrial use of the corridor and become a significant land use feature in the residential, recreational, and open space areas along this alternative. The alternative would be located across or in the vicinity of a number of sensitive land uses including recreational resources (e.g., Santa Rosa and San Jacinto Mountain National Monument, SBNF, Potrero ACEC, PCT), schools (e.g., Banning High School, Valley View Elementary School, Romoland Elementary School), major residential developments (e.g., Sun Lakes Country Club and Golf Course, Four Seasons Development), State Scenic Highways (e.g., State Route 62, State Highway 243), and the Full Gospel International Fasting Payer Mountain Camp (see Table D.4-16). However, the Devers-Valley No. 2 Alternative would be located within an existing corridor, and as such would not permanently preclude existing land uses. Impacts to land uses located along the alternative route would be adverse, but less than significant (Class III).

## D.4.10 Environmental Impacts of the No Project Alternative

The No Project Alternative is defined in Section C.6. The No Project Alternative includes the assumption that existing transmission lines and power plants would continue to operate. The effects that these facilities cause on the existing environment would not change, so no new impacts would occur from continuing operation of the existing transmission lines and power plants. Also, under the No Project Alternative, the proposed DPV2 project would not be constructed, so the impacts associated with construction and operation of the project would not occur. Avoided impacts would include construction-related impacts to existing sensitive land uses such as rural and urban residential communities, schools, public visitor centers, cemeteries, and areas of important cultural and wilderness resources. Specific operational land use impacts such as an increased industrial footprint and the creation of new access roads would be avoided.

The first component of the No Project Alternative is the continuation of ongoing demand-side actions, including energy conservation and distributed generation. These actions would result in a shift in energy use to off-peak periods, and the installation of distributed generation systems for small business and retail customers of electricity. Land uses (residential, commercial) adjacent to future distributed generation systems would potentially be impacted from temporary disturbances that would occur during construction of these systems.

The second component of the No Project Alternative is the continuation of supply-side actions, resulting in potentially increased generation within California or increased transmission into California to serve anticipated growth in electricity consumption. The impacts of new power plants and new transmission lines to land uses would be similar to the Proposed Project. Depending on the location of new generation and transmission infrastructure, existing land uses would be temporarily disturbed during construction. If new facilities are sited in developed areas, these facilities would likely create a permanent preclusion of existing uses. At this time, there is no specific proposal or assumption regarding the amount of generation or the location of the generation under the No Project Alternative.

## D.4.11 Mitigation Monitoring, Compliance, and Reporting Table

Table D.4-17 presents the mitigation monitoring table for Land Use.

Table D.4-17 Mitigation Monitoring Program – Land Use

IMPACT L-1	Construction would temporarily disturb the land uses it traverses or adjacent land uses. (Class II)
MITIGATION MEASURE	<p>L-1a: <b>Prepare Construction Notification Plan.</b> Forty-five days prior to construction, SCE shall prepare and submit a Construction Notification Plan to the CPUC and the BLM for approval. The Plan shall identify the procedures to ensure that SCE will inform property and business owners of the location and duration of construction, identify approvals that are needed prior to posting or publication of construction notices, and include template copies of public notices and advertisements (i.e., formatted text). To ensure effective notification of construction activities, the plan shall address at a minimum the following components:</p> <ul style="list-style-type: none"> <li>• <b>Public notice mailer.</b> Fifteen days prior to construction, a public notice mailer shall be prepared. The notice shall identify construction activities that would restrict, block, or require a detour to access existing residential properties, retail and commercial businesses, wilderness and Recreation facilities, and public facilities (e.g., schools and memorial parks). The notice shall state the type of construction activities that will be conducted, and the location and duration of construction. SCE shall mail the notice to all residents or property owners within 300 feet of the right-of-way and to specific public agencies with facilities that could be impacted by construction. If construction delays of more than seven days occur, an additional notice shall be prepared and distributed.</li> <li>• <b>Newspaper advertisements.</b> Fifteen days prior to construction, newspaper advertisements shall be placed in local newspapers and bulletins. The advertisement shall state when and where construction will occur and provide information on the public liaison person and hotline identified below.</li> <li>• <b>Public venue notices.</b> Thirty days prior to construction, notice of construction shall be posted at public venues such as trail crossings, rest stops, desert centers, resource management offices (e.g., Bureau of Land Management field offices, San Bernardino National Forest Ranger Station), and other public venues to inform residents and visitors to the purpose and schedule of construction activities. For public trail closures, SCE shall post information on the trail detour at applicable resource management offices and post the notice within two miles north and south of the detour. For Recreation facilities, the notice shall be posted along the access routes to known Recreational destinations that would be restricted, blocked, or detoured and shall provide information on alternative Recreation areas that may be used during the closure of these facilities.</li> <li>• <b>Public liaison person and toll-free information hotline.</b> SCE shall identify and provide a public liaison person before and during construction to respond to concerns of neighboring property owners about noise, dust, and other construction disturbance. Procedures for reaching the public liaison officer via telephone or in person shall be included in notices distributed to the public. SCE shall also establish a toll-free telephone number for receiving questions or complaints during construction and shall develop procedures for responding to callers. Procedures for handling and responding to calls shall be addressed in the Construction Notification Plan.</li> </ul>
Location	Construction activity in all segments.
Monitoring / Reporting Action	CPUC/BLM monitor verifies that SCE submits Construction Notification Plan, which identifies complete notification and public inquiry process.
Effectiveness Criteria	Residents and landowners are informed of construction activities; procedures established and documented for taking and responding to construction comments and concerns.
Responsible Agency	CPUC; BLM Phoenix, Yuma, and Palm Springs Field Offices.
Timing	Forty-five days prior to construction for Construction Notification Plan.

Table D.4-17 Mitigation Monitoring Program – Land Use

MITIGATION MEASURE	<b>L-1b: Coordinate with the Central Arizona Project regarding canal crossings.</b> Prior to construction, SCE shall coordinate with the Central Arizona Water Conservation District and the BLM Phoenix Field Office, and shall obtain a license from the Central Arizona Water Conservation District for the areas where the project crosses the Central Arizona Project Canal. SCE shall submit the approved license to the CPUC and the BLM 30 days prior to the start of construction activities. The license or license attachments must identify specific locations where the crossings are permitted and any conditions of approval that have been agreed to by SCE, the Central Arizona Water Conservation District, and the BLM Phoenix Field Office.
Location	At Central Arizona Project Canal crossings within the Harquahala to Kofa NWR segment.
Monitoring / Reporting Action	CPUC/BLM monitor verifies that SCE obtains license from Central Arizona Water Conservation District and that it is submitted to the CPUC and the BLM.
Effectiveness Criteria	Approval license issued by Central Arizona Water Conservation District.
Responsible Agency	CPUC; BLM Phoenix and Yuma Field Offices; Central Arizona Water Conservation District.
Timing	Four weeks prior to construction.
MITIGATION MEASURE	<b>L-1c: Provide proof of resolution of land acquisition issues for crossing of Agua Caliente Band of Cahuilla Indians tribal lands.</b> SCE shall ascertain the legal requirements for the crossing of Agua Caliente Band of Cahuilla Indians tribal lands, and shall provide documentation of the resolution of this issue to the CPUC and the BLM thirty days prior to the start of construction. SCE shall document its coordination with the Tribe and submit specific locations where the Proposed Project will cross tribal lands, and shall include any items that have been agreed to between the SCE and the Agua Caliente Band of Cahuilla Indians.
Location	Construction activity within the Cactus City Rest Area to Devers segment.
Monitoring / Reporting Action	CPUC/BLM monitor verifies that SCE coordinates with Tribe.
Effectiveness Criteria	SCE submits documentation of its coordination with the Tribe and the resolution of land acquisition issues to CPUC and BLM.
Responsible Agency	CPUC; BLM Palm Springs Offices.
Timing	Thirty days prior to construction.
MITIGATION MEASURE	<b>L-1d: Coordinate with affected business owners.</b> Where private parking lots serving businesses would be blocked or partially blocked during construction, SCE shall either make prior arrangements with the business owner(s) to provide alternative parking within a reasonable walking distance (i.e., no more than 1,000 feet), or shall coordinate with affected business owners to arrange the construction schedule to ensure that the functions of the business(es) are not disrupted. Thirty days prior to construction, SCE shall submit documentation to the CPUC and the BLM that outlines the course of action that was taken to reduce impacts to businesses near construction areas.
Location	Construction activities or material storage near the Cabazon Premium Outlets and Morongo Casino.
Monitoring / Reporting Action	CPUC/BLM monitor verifies that arrangements are made with businesses whose parking lots are blocked or partially blocked during construction, and that documentation is submitted to the CPUC and the BLM.
Effectiveness Criteria	Affected businesses are in agreement with parking alternative.
Responsible Agency	CPUC; BLM Palm Springs Field Offices.
Timing	Thirty days prior to construction.

**Table D.4-17 Mitigation Monitoring Program – Land Use**

<b>MITIGATION MEASURE</b>	<p><b>L-1e: Coordinate construction schedule with public and community facilities.</b> SCE shall coordinate with the public and community facilities and services listed below regarding the construction schedule and duration in order to minimize impacts to these land uses. The purpose of this measure is to work with sensitive land uses that would be impacted by construction and to identify construction times/periods that would have the least impact to peak use of these public and community facilities. This coordination could result in limiting or avoiding construction during school sessions, identifying hauling routes that do not conflict with school commute routes, or working with the memorial parks to address funeral procession routes and noise sensitivities. Thirty days prior to construction, SCE shall document its coordination efforts including contact persons, information provided, and comments received, and submit this documentation to the California Public Utilities Commission and the Bureau of Land Management.</p> <ul style="list-style-type: none"> <li>• Schools near the project route: Beaumont Middle School and High School, Calvary Christian School, Chavez Elementary School, Terrace View Elementary School, public elementary school on East Canyon Vista Drive.</li> <li>• San Gorgonio Memorial Park</li> <li>• Desert Lawn Memorial Park</li> <li>• Banning Municipal Airport</li> <li>• Grandview Baptist Church</li> </ul>
<b>Location</b>	Construction activities West of Devers.
<b>Monitoring / Reporting Action</b>	CPUC/BLM monitor verifies that coordination with the public facilities and services listed in Mitigation Measure L-1e is conducted, and that documentation is submitted to the CPUC and the BLM.
<b>Effectiveness Criteria</b>	Affected facilities and services have provided input on the construction schedule/timing.
<b>Responsible Agency</b>	CPUC; BLM Palm Springs Field Offices.
<b>Timing</b>	Thirty days prior to construction.

**IMPACT L-2                      Operation would result in permanent preclusion of land uses it traverses or adjacent land uses. (Class II)**

<b>MITIGATION MEASURE</b>	<p><b>L-1b: Coordinate with the Central Arizona Project regarding canal crossings.</b> Prior to construction, SCE shall coordinate with the Central Arizona Water Conservation District and the BLM Phoenix Field Office, and shall obtain a license from the Central Arizona Water Conservation District for the areas where the project crosses the Central Arizona Project Canal. SCE shall submit the approved license to the CPUC and the BLM 30 days prior to the start of construction activities. The license or license attachments must identify specific locations where the crossings are permitted and any conditions of approval that have been agreed to by SCE, the Central Arizona Water Conservation District, and the BLM Phoenix Field Office.</p>
<b>Location</b>	At Central Arizona Project Canal crossings within the Harquahala to Kofa NWR segment.
<b>Monitoring / Reporting Action</b>	CPUC/BLM monitor verifies that SCE obtains license from Central Arizona Water Conservation District and that it is submitted to the CPUC and the BLM.
<b>Effectiveness Criteria</b>	Approval license issued by Central Arizona Water Conservation District.
<b>Responsible Agency</b>	CPUC; BLM Phoenix and Yuma Field Offices; Central Arizona Water Conservation District.
<b>Timing</b>	Four weeks prior to construction.

Note: For Impacts L-1 and L-2 identified along the Arizona portion of the route, the ACC will make a decision as to whether or not to apply these measures to the Proposed Project. If the mitigation measures are not applied, then impacts would remain at a Class II level for the Proposed Project and alternatives. As noted in Sections D.4.8 and D.4.9, even with the implementation of mitigation, some of the alternative routes would result in Class I land use impacts.

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