

Section 3.9

3.9 LAND USE AND PLANNING

This section describes existing conditions and the potential land use and planning impacts associated with the construction and operation of the Proposed Project and alternatives.

3.9.1 Existing Conditions

The Proposed Project is located in northwestern Riverside County and southwestern San Bernardino County. Elements of the Proposed Project are located in the incorporated Cities of Beaumont, Banning, Calimesa, Redlands, and Yucaipa as well as unincorporated areas of Riverside and San Bernardino Counties.

Land uses within the vicinity of the Proposed Project are identified in the following figures:

- Figure 3.9-1 - Riverside County General Plan and the City of Banning General Plan Legend
- Figure 3.9-2 - Riverside County General Plan (Sheet 1 of 4)
- Figure 3.9-3 - Riverside County General Plan and the City of Banning General Plan (Sheet 2 of 4)
- Figure 3.9-4 - Riverside County General Plan (Sheet 3 of 4)
- Figure 3.9-5 - Riverside County General Plan and the City of Banning General Plan (Sheet 4 of 4)

3.9.1.1 El Casco Substation

The Preferred Site for the El Casco Substation is located south of San Timoteo Canyon Road in an unincorporated portion of Riverside County. The site is located within the boundaries of the Norton Younglove Reserve. The Norton Younglove Reserve is a 640 acre regional park located within the San Timoteo Creek area. The Reserve is bounded by Interstate 10 and State Route 60 and is presently managed by the Riverside County Regional Parks and Open Space District.

3.9.1.2 Banning Substation

The Banning Substation is located in a commercial/industrial area in the City of Banning just south of Interstate 10. The City of Banning zoning code classifies the Banning Substation and surrounding area for industrial development. The substation is also located within Zone C as identified by the Riverside County Airport Land Use Plan for the Banning Municipal Airport. Additionally, as the site is located within 20,000 feet of the runway for the Banning Municipal Airport, FAA aircraft obstruction regulations are applicable to the site. Applicable

FAA regulations as they relate to the Proposed Project are discussed in the Proposed Project Impacts section below.

3.9.1.3 Zanja Substation

The Zanja Substation is located within the northwestern portion of the City of Yucaipa. The primary land uses within the vicinity of the substation include rural residential land uses and the City of Yucaipa zoning code classifies the existing substation, as well as the surrounding properties, for rural living residential land uses. This zoning classification generally allows for development of large lot residential homes (1 acre minimum).

3.9.1.4 Southerly 115 kV Subtransmission Line Route

The southerly 115 kV subtransmission line route begins in Riverside County within the boundaries of the Norton Younglove Reserve at the site of the El Casco Substation and follows the route of an existing 115 kV line towards the City of Beaumont. The 115 kV line route runs along the southern extent of the City of Beaumont and the City of Banning with portions of the route in unincorporated Riverside County. Table 3.9-1 summarizes the land uses within the vicinity of the southerly 115 kV subtransmission line route by approximate mile-marker and city or county designation.

The southerly 115 kV subtransmission line route passes through a registered agricultural preserve under the Williamson Act between mile-markers 10.2 to 12.3. Near the line's terminus at the Banning Substation, the subtransmission line route passes through the Banning Municipal Airport Influence Policy Area. The southerly 115 kV subtransmission line route would pass through Zone C, as identified in Riverside County's Airport Land Use Plan. Additionally, the southerly 115 kV subtransmission line route is located within 20,000 feet of the runway for the airport. The existing 115 kV lines within the vicinity of the Banning Airport are 80 feet above grade.

3.9.1.5 Mill Creek Communications Site

The existing Mill Creek Communications Site is located on the top of a foothill of the San Bernardino Mountains to the north of the City of Yucaipa. The property is an SCE in-holding within the San Bernardino National Forest. The County of San Bernardino's General Plan designates the site as a resource conservation area within the Mountain Subregion of the County of San Bernardino.

3.9.1.6 Fiber Optic System

- The proposed fiber optic system route begins in San Bernardino County within the City of Redlands. The route would pass through the following land uses: commercial, medium, low, and very low density residential, commercial/industrial, agricultural, and public/institutional. It would also run

adjacent to a park and golf course. The route would continue through commercial/industrial and agricultural areas (City of Redlands, 2006).

- The proposed fiber optic system would continue through the City of Yucaipa, and pass through the following land uses: rural living, single residential, institutional, commercial, multiple residential, planned development, and industrial/commercial (City of Yucaipa, 2006).
- The proposed fiber optic system would travel through the following land uses within the City of Banning: low, very low, and medium density residential, public/quasi public housing, industrial, and mixed use (City of Banning, 2006).
- The proposed fiber optic system would travel through the following land uses within the City of Calimesa: agricultural, low density residential, and industrial. The system would travel through the City of Beaumont in the following land uses: open space recreation, low and medium density residential, light industrial, high industrial, business park, and commercial retail (Riverside County, 2003).

3.9.2 Significance Criteria

Impacts to land use and planning are considered potentially significant if the project would:

- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan

3.9.2.1 Federal Aviation Administration

Federal Aviation Administration (FAA) regulations address potential aircraft obstruction for structures taller than 200 feet or within 20,000 feet of an airport. Specifically, Federal Regulation Title 14 Part 77 establishes standards and notification requirements for objects that have the potential to affect navigable airspace. These standards are intended to 1) evaluate the effect of the construction or alteration of structures on airport operating procedures; 2) determine if there is a potential hazard to air navigation; and 3) identify measures to enhance safety. Specifically, the FAA requires notification through the filing of FAA form 7460, Notice of Proposed Construction or Alteration, if any of the following criteria are met with regards to a proposed action (Title 14 Part 77.13):

- Any construction or alteration of more than 200 feet in height
- Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:
 - 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport with at least one runway more than 3,200 feet in actual length, excluding heliports
 - 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified with its longest runway no more than 3,200 feet in actual length, excluding heliports
 - 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport
- Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the standards presented above
- When requested by the FAA
- Any construction or alteration located on a public use airport or heliport regardless of height or location

3.9.2.2 Local Land Use Regulations

3.9.2.2.1 County of Riverside. The County of Riverside has adopted a two-phase planning process for addressing land uses within unincorporated portions of the County. The Riverside County General Plan includes a Land Use Element, which provides the general land use designations for the County. Guidance for land use in unincorporated Riverside County between the San Bernardino and San Jacinto Mountains is contained in the Pass Area Plan. The Pass Area Plan was developed in cooperation with the Riverside County Integrated Project (RCIP). The RCIP is a comprehensive, three-part, integrated program developed to determine future conservation, transportation and housing and economic needs in Riverside County. The RCIP and by reference the Pass Area Plan were developed in coordination with the Riverside County Multi-Species Habitat Conservation Plan (MSHCP). The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on the conservation of species and their associated habitats in western Riverside County.

The Pass Area Plan incorporates a number of Special Planning Areas (SPAs), such as the Oak Valley Specific Plan, and policy areas, such as the Banning Municipal Airport Influence Policy Area. The Banning Municipal Airport, located in the City of Banning, adjacent to Interstate 10, serves the City of Banning and territory in unincorporated Riverside County. The Riverside County Airport Land Use Commission Comprehensive Land Use Plan provides the specific land use compatibility guidelines for Municipal Airports in Riverside

County. The Riverside County General Plan and Pass Area Plan incorporate the Banning Municipal Airport Influence Policy Area. The Banning Substation is located within the Banning Municipal Airport Influence Area. Specifically, the substation is located within Zone C, the extended approach and departure zone. Land uses restrictions for development occurring within Zone C include limitations on residential densities and prohibition of noise sensitive uses (i.e., children's schools, day care centers, libraries, etc.). Additionally, structures or buildings, which are proposed to have a height that exceeds 70 feet within Zone C, require a detailed evaluation by the Airport Land Use Commission.

3.9.2.2.2 City of Banning. The City of Banning Comprehensive General Plan was adopted in January 2006 for the purpose of guiding long-range growth and development within the City. The City's Comprehensive General Plan contains various state mandated elements, including the Land Use Element. The Land Use Element of the General Plan designates the distribution and extent of different land uses within the jurisdictional boundaries of the City of Banning. The Land Use Element identifies twenty-six land use designations throughout the City. These designations are used to determine the amount of development that is allowed in a specific area as well as the intensity of development.

3.9.2.2.3 City of Beaumont. The City of Beaumont is in the process of updating its General Plan. The proposed General Plan Update represents a complete update of the existing Beaumont General Plan and associated elements, which were last updated in 1993. The updated General Plan will encompass the existing City of Beaumont limits and the sphere of influence adopted for the City by the Riverside County Local Agency Formation Commission.

3.9.2.2.4 City of Yucaipa. The Yucaipa General Plan is the long-range guide for growth and development for the City of Yucaipa. The purpose of the City's General Plan is to identify the goals for the future physical, social and economic development occurring within the City and to describe and identify policies and actions adopted to attain those goals. As required by state law, Yucaipa's General Plan contains a Land Use Element, which is intended to guide development occurring within city limits.

3.9.2.2.5 City of Calimesa. The City of Calimesa General Plan was adopted in 1994. The General Plan for the City is made up of several Profile Reports, which discuss existing conditions within the City. The profile Reports are used by the Planning Commission and the City Council and give insight to the constraints and opportunities that are addressed in the General Plan (City of Calimesa 1994).

3.9.2.2.6 County of San Bernardino. Growth and development occurring within the unincorporated areas of San Bernardino County are guided by the County's General Plan. Originally adopted in July of 1989 and revised in May of 1998, the County is presently in the process of updating the General Plan. The current adopted General Plan for the County of San Bernardino divides the County into three main regions: the Valley, Mountains, and the

Desert. For planning purposes, these three regions are divided into eight sub-regions: West Valley, East Valley, Mountain, Victor Valley, Barstow, Baker, Morongo Basin, and Lower Colorado River. Each sub-region is divided into community-size planning areas or specific plan areas. These community-size planning/specific plan areas include:

- Areas within the spheres of influence of each of the incorporated cities/towns in the County
- Areas for which Community Plans were previously adopted or are being prepared/proposed
- Areas for which Specific Plans were previously adopted or are being prepared/proposed
- Areas determined to need or require special comprehensive planning studies

The Mill Creek Communications Site is located within the Mountain Region. The Mountain Region consists of portions of the San Gabriel and San Bernardino Mountain ranges. Of the 870 square miles within this region, approximately 715 square miles are public lands managed by state and federal agencies, principally the United States Forest Service.

3.9.2.2.7 City of Redlands. The current City of Redlands General Plan was adopted in August of 1995, and amended on December 12, 1997. The General Plan is implemented by the decisions of the Planning Commission and City Council and by the zoning and subdivision ordinances, specific plans, redevelopment plans and the City's capital-improvement program (City of Redlands 1997).

3.9.3 Proposed Project Impacts

3.9.3.1 Construction Impacts

3.9.3.1.1 El Casco Substation. The Preferred Site for the El Casco Substation is located within the boundaries of the Norton Younglove Reserve, which is operated by the County of Riverside. The site is designated for open space and conservation, and the area within the park is used for passive recreational purposes, such as hiking, mountain biking, and equestrian use. An agreement to use the land for the substation site would be entered into by SCE and the Riverside County Regional Park and Open Space District (Park District) and subject to the approval of the Riverside County Board of Supervisors.

Construction of the El Casco Substation would potentially have an impact to the open space designation of the area, as approximately 28 acres would be utilized by SCE for the construction of the substation. Therefore, construction of the substation results in a potential conflict with an applicable land use plan. However, the use of the 28 acres for a substation use represents a loss of only four percent of the 640 acres currently utilized for recreational

activities. Recreational users would continue to enjoy use of the area, and recreational activities would not be impeded by the construction of the substation. The agreement for the use of the site would include a provision that would require SCE to purchase replacement parkland at a ratio to be agreed upon by SCE and the Park District, as well as make certain recreational improvements around the substation site. In addition, the agency with jurisdiction over and ownership of the Preferred Site (Park District) has indicated its willingness to override the nonconformity with its General Plan in exchange for replacement parkland to allow a substation at this site. Therefore, although the use of the site for substation use is not consistent with its designation as open space, this impact is less than significant.

The construction of El Casco Substation on the Preferred Site would not physically divide an established community because the site is located with the Norton Younglove Reserve and is not bounded by any development.

Portions of Western Riverside County, including the Preferred Site, are located within a habitat conservation plan. Section 3.8, Biological Resources, assesses the applicable portions of the MSHCP with regard to the development of the El Casco Substation at the Preferred Site.

In summary, impacts to land use and planning due to the construction of the El Casco Substation would be less than significant.

3.9.3.1.2 Banning Substation. Modifications at the existing Banning Substation are required for the Proposed Project. All construction activities would occur within the perimeter of the substation. In addition, the area surrounding the Banning Substation just to the south of Interstate 10 is used for industrial operations. As such, the modifications at Banning Substation would not physically divide an established community.

The existing Banning Substation is located within the Airport Land Use Plan for the Banning Municipal Airport. Specifically, the existing substation location is located within Zone C, the extended approach and departure zone. The operation of the substation is an allowable use according to the County's Airport Land Use Plan for the Banning Municipal Airport. The equipment that would be installed at the site would not exceed a maximum height of 70 feet as allowed for in Zone C. Therefore, the installation of equipment at the Banning Substation would not conflict with height restrictions associated with the Airport Land Use Plan. Should the need to install infrastructure or equipment at the site exceed 70 feet above grade, detailed evaluation of the proposed equipment would be required by the County's Airport Land Use Commission. Construction activities occurring at the Banning Substation would not conflict with the Airport Land Use Plan for the Banning Municipal Airport.

Because the Banning Substation is located approximately 4,000 feet from the western end of the Banning Municipal Airport's runway, FAA aircraft obstruction regulations are also

applicable to construction activities occurring at this location. Under Federal Regulation Title 14 Part 77, if equipment installed at the substation would exceed a maximum height of 40 feet (based on a horizontal to vertical ratio of 100 to 1 at a distance of 4,000 feet) a Notice of Proposed Construction or Alteration must be filed with the FAA. Compliance with FAA Part 77 regulations would ensure that the project would not result in change to air traffic patterns or cause a safety risk. The new equipment that would be installed at Banning Substation does not exceed a height of 40 feet. Therefore, the submission of a Notice of Proposed Construction or Alteration pursuant to FAA Part 77 regulations is not required.

As discussed above, construction activities occurring at the Banning Substation would not cause a conflict with an applicable land use plan.

The existing Banning Substation is not located within a habitat conservation plan or natural community conservation plan. Consequently, construction activities occurring at the Banning Substation would not conflict with a habitat conservation plan or natural community conservation plan.

In summary, impacts to land use and planning due to the construction at Banning Substation would be less than significant.

3.9.3.1.3 Zanja Substation. Modifications at the existing Zanja Substation are required for the Proposed Project. All construction activities would occur within the perimeter of the substation. Because this site is already constructed and used for substation use, construction activities occurring at the Zanja Substation would not physically divide an established community. In addition, construction activities occurring at the Zanja Substation would not conflict with applicable land use plans. Finally, Zanja Substation is not located within a habitat conservation plan or natural community conservation plan. Consequently, construction activities occurring at the Zanja Substation would not conflict with a habitat conservation plan or natural community conservation plan.

In summary, impacts to land use and planning due to the construction at Zanja Substation are expected to be less than significant.

3.9.4.1.4 Southerly 115 kV Subtransmission Line Route. The proposed southerly 115 kV line route follows an existing SCE right-of-way throughout its entire length. The construction of the new 115 kV lines and rebuilds of the existing 115 kV lines within the existing utility right-of-way would not physically divide an existing community as the easement is currently used for electrical facilities, including 115 kV subtransmission lines and support structures.

Table 3.9-1 identifies the land use designations along the proposed southerly 115 kV subtransmission line route by approximate mile-marker numbers. Because the proposed 115 kV line is consistent with the existing use of the right-of-way for electrical facilities, this element of the project would not cause a conflict with the applicable land use designations.

TABLE 3.9-1
PROPOSED SOUTHERLY 115 KV SUBTRANSMISSION LINE ROUTE
LAND USE DESIGNATIONS

Mile Markers	Land Use Designation	Jurisdiction
0.0-1.1	Conservation Habitat	Riverside County General Plan
1.1-1.9	Open Space Recreation	Riverside County General Plan
1.9-3.1	Freeway	Riverside County General Plan
3.1-3.7	Rural Mountainous	Riverside County General Plan
3.7-4.2	Low Density Residential	City of Beaumont General Plan
4.2-5.4	Rural Residential	Riverside County General Plan
5.4-5.6	Low Density Residential	City of Beaumont General Plan
5.6-6.0	Agriculture	Riverside County General Plan
6.0-6.3	Business Park	City of Beaumont General Plan
6.3-6.5	Rural Residential	Riverside County General Plan
6.5-6.6	Rural Mountainous	Riverside County General Plan
6.6-6.8	Very Low Density Residential	City of Beaumont General Plan
6.8-6.9	Rural Residential	Riverside County General Plan
6.9-8.0	Estate Residential	Riverside County General Plan
8.0-9.2	Low Density Residential	City of Beaumont General Plan
9.2-10.2	City of Banning Specific Plan Area	City of Banning General Plan
10.2-12.0	Agriculture	Riverside County General Plan
12.0-13.8	Very Low Density Residential	City of Banning General Plan
13.8-13.9	Industrial	City of Banning General Plan

A portion of the proposed southerly 115 kV subtransmission line route is located within the Banning Municipal Airport Land Use Plan. Specifically, the portion of the line from approximately the 13.0 mile-marker to the terminus of the line at the existing Banning Substation is located within the airport's influence area boundary. From the 13.0 mile-marker to the 13.5 mile-marker, the 115 kV line would be routed through Zone E, Other Airport Environs. Generally, there are no restrictions for land uses located with Zone E, other than consulting the Airport Land Use Commission for projects and structures in excess of 100 feet. The steel poles associated with the 115 kV line would not exceed a height of 100 feet. Therefore, the proposed 115 kV lines are consistent with the requirements for Zone E.

From approximately the 13.5 mile-marker to approximately the 13.7 mile-marker, the 115 kV line would be routed through Zone D, Primary Traffic Patterns and Runway Buffer Area. Prohibited land uses located within Zone D include highly noise sensitive outdoor nonresidential land uses (i.e., outdoor amphitheaters and drive-in theaters). Additionally,

structures or buildings proposed in excess of 70 feet are required to be reviewed by the Airport Land Use Commission. The new steel poles associated with the 115 kV line would range in height from 65 to 85 feet above grade. Any steel poles exceeding the maximum permitted height of 85 feet in Zone D would be submitted for review by the Airport Land Use Commission.

From approximately the 13.7 mile-marker to the terminus at the Banning Substation, the 115 kV line would be routed through Zone C, Extended Approach/Departure Area. As noted earlier, land use restrictions within Zone C generally affect noise sensitive land uses (i.e., children's schools, day care facilities, libraries). Additionally, structures or buildings in excess of 70 feet are required to be reviewed by the Airport Land Use Commission. The new steel poles associated with the 115 kV line would range in height from 60 to 85 feet above grade. Any steel poles exceeding the maximum permitted height of 70 feet in Zone C would be submitted for review by the Airport Land Use Commission.

As noted earlier, the proposed southerly 115 kV subtransmission line route would be located within 20,000 feet of the Banning Municipal Airport's Runway. Specifically, the western end of the runway is located within 4,000 feet of the 115 kV line route. As the airport's runway is longer than 3,200 feet, if steel poles are to be used that exceed a maximum height of 40 feet (based on a horizontal to vertical ratio of 100 to 1 at a distance of 4,000 feet) a Notice of Proposed Construction or Alteration must be filed with the FAA. SCE proposes to construct new steel poles that would range in height from 60 to 85 feet above grade. Therefore, a Notice of Proposed Construction or Alteration would be filed for any steel poles within the vicinity of the Banning Airport exceeding the FAA maximum permitted height of 40 feet. Compliance with FAA Part 77 regulations and any additional provisions required by the FAA in association with the new steel poles would ensure that the project would not result in changes to air traffic patterns or cause a safety risk.

As discussed above, construction of the 115 kV line would comply with any applicable provisions of the Banning Municipal Airport Land Use Plan and FAA regulations. As such, this element of the project would not cause a conflict with applicable land use plans.

Portions of Western Riverside County, including segments of the 115 kV subtransmission line, are located within a habitat conservation plan. Section 3.8, Biological Resources, assesses the applicable portions of the MSHCP with regard to the construction of the southerly 115 kV subtransmission line route.

In summary, impacts to land use and planning due to the construction of the southerly 115 kV subtransmission line route would be less than significant.

3.9.3.1.5 Mill Creek Communications Site. The Mill Creek Communications Site is located within San Bernardino National Forest. The construction of a communications tower at the Mill Creek Communications Site would not physically divide an established

community as the facility already exists and this area is surrounded by the National Forest. In addition, this construction would not conflict with any applicable land use plan, policy, or regulation.

The existing Mill Creek Communications is located within a resource conservation area. However, all construction activities would occur within the existing property boundaries of the communications site. Thus, construction activities occurring at this location would not conflict with a habitat conservation plan or natural community conservation plan.

In summary, impacts to land use and planning due to the construction of a communications tower at the Mill Creek Communications Site would be less than significant.

3.9.3.1.6 Fiber Optic System. Construction of five new fiber optic circuits would be required to provide the necessary communication paths for control and protection of the 220 kV and 115 kV lines, as well as the various substations in the area. The line work for the new fiber optic circuits would occur within existing SCE right-of-way and on existing distribution poles. Accordingly, the proposed fiber optic work would not conflict with local land use plans, habitat conservation plans, or natural community conservation plans. In addition, the proposed fiber optic work would not physically divide an established community.

In summary, impacts to land use and planning due to the construction of the fiber optic system would be less than significant.

3.9.3.2 Operational Impacts

The operational impacts associated with all elements of the Proposed Project have been assessed as a part of the potential construction land use impacts discussed above. In summary, impacts to land use and planning due to the operation of the Proposed Project would be less than significant.

3.9.3.3 Applicant Proposed Mitigation Measures

Because impacts to land use and planning would be less than significant, no mitigation measures are required.

3.9.4 Alternatives

3.9.4.1 Northerly 115 kV Subtransmission Line Route Alternative

The northerly 115 kV subtransmission line route alternative would pass through the Cities of Calimesa, Beaumont, and Banning, as well as portions of unincorporated Riverside County. Land use development occurring within these jurisdictions is regulated according to each respective agency's adopted General Plan. Brief discussions regarding the adopted

General Plan for each of the agencies in which the northerly 115 kV subtransmission line route would be located were provided above.

Table 3.9-2 identifies the land use designations along the northerly 115 kV subtransmission line route by approximate mile-marker numbers.

**TABLE 3.9-2
NORTHERLY 115 KV SUBTRANSMISSION LINE ROUTE
LAND USE DESIGNATIONS**

Mile Markers	Land Use Designation	Jurisdiction
0.0-1.2	Medium Density Residential and Conservation	City of Calimesa – City of Calimesa General Plan
1.2-2.5	Public Facility (Easement)	City of Calimesa General Plan, County of Riverside General Plan
2.5-2.9	Medium Density, Neighborhood	City of Calimesa
2.9-3.1	High Density Commercial	City of Calimesa General Plan City of Beaumont General Plan
3.1-5.5	Open Space, SCE transmission easement	City of Beaumont General Plan
5.5-5.9	Medium Density Residential	County of Riverside General Plan
5.9-7.7	Open Space, SCE transmission easement	City of Beaumont General Plan
7.7-8.8	Low Density Residential	City of Banning General Plan
8.8-9.2	Very Low Density Residential	City of Banning General Plan
9.2-9.6	Very Low Density Residential and Indian Lands	City of Banning General Plan
9.6-10.0	Low Density Residential and Indian Lands	City of Banning General Plan
10.0-10.3	Low Density Residential	City of Banning General Plan
10.3-11.1	Very Low Density Residential and Low Density Residential	City of Banning General Plan
11.1-11.4	Public/Quasi-Public	City of Banning General Plan
11.4-12.7	Very Low Density Residential and Low Density Residential	City of Banning General Plan
12.7-12.9	High Density Residential	City of Banning General Plan
12.9-13.0	Public/Quasi-Public	City of Banning General Plan
13.0-13.2	High Density Residential and Low Density Residential	City of Banning General Plan
13.2-13.4	Downtown Commercial and Mixed Use	City of Banning General Plan
13.4-13.6	Industrial	City of Banning General Plan

Most of the northerly 115 kV subtransmission line route follows SCE's existing subtransmission rights-of-way and line routes. The General Plans for the City of Calimesa and the City of Beaumont include extensive open-space easements along the subtransmission line routes in addition to the recognized utility easements. However, an existing utility easement is not presently located between mile-marker 0 and mile-marker 1.2. This land is zoned as Medium Density Residential and Conservation Open Space on the City of Calimesa Land Use Maps. At mile-marker 1.2, the subtransmission line route joins up with the established utility easement, which is indicated on the zoning map for the City of Calimesa.

After crossing Interstate 10, the northerly 115 kV subtransmission line route runs through the northern portion of the City of Beaumont. The land use designation for the right-of-way identifies a recreational green belt through which the proposed line would cross. The existing utility easement passes through the Noble Creek Regional Park operated by the City of Beaumont. Past this designated green belt, land use is restricted to low density and very low density residential.

The proposed utility line would pass within 350 feet of the Chavez Elementary School and within 1,300 feet of the Beaumont High School. Both schools are located on Cherry Avenue north of the northerly 115 kV subtransmission line route alternative.

The construction of the northerly 115 kV subtransmission line route would require the acquisition of a utility easement from mile-marker 0.0 to mile-marker 1.2 and from mile-marker 9.2 to mile-marker 10.0. The area between mile-markers 0.0 and 1.2 is currently designated by the City of Calimesa as Conservation Open Space and Medium Density Residential. The area from mile-marker 9.2 to mile-marker 10.0 is currently designated by the City of Banning for low density residential uses.

Between mile-markers 9.2 and 9.7, the 115 kV line route would run in a north to south direction, paralleling Mountain Avenue. As the line would likely be located within the right-of-way for Mountain Avenue, the reduced development potential for the adjacent low density residential land uses would be limited. Between mile-markers 9.7 to 10.0, the 115 kV line route would run in an east/west direction. The easement area for the line would abut the adjacent Morongo Indian Reservation. SCE would be required to obtain an easement with the private land owners for this portion of the 115 kV lines. However, the easement area would be placed on private land in an area that is designated for very low residential land uses. The reduced development potential in this location would be very limited. Overall, the acquisition of an easement in this location would not divide an established community or conflict with land use plans.

The construction of the northerly 115 kV subtransmission line would slightly reduce the residential development potential from mile-marker 0.0 to mile-marker 1.2 and from mile-marker 9.2 to mile-marker 10.0. Therefore, construction of the northerly 115 kV subtransmission line route would potentially conflict with the applicable land use

designations in certain areas and could potentially physically divide an established community. However, these areas constitute only a minor portion of the overall route, which is primarily within existing transmission easements. In addition, the areas that will be acquired have low potential for residential development.

Between mile-markers 1.2 and 9.2 and between mile-markers 10.0 to the terminus of the route at the Banning Substation, the northerly 115 kV subtransmission line route would be along an established SCE easement. Because a new utility corridor is not being established, construction and operation of the 115 kV subtransmission line within these areas would not divide an established community or conflict with adopted land use designations.

Portions of Western Riverside County, including segments of the 115 kV subtransmission line, are located within a habitat conservation plan. Section 3.8, Biological Resources, assesses the applicable portions of the MSHCP with regard to the development of the 115 kV line along the northerly route.

In summary, impacts to land use and planning due to the construction and operation of the northerly 115 kV subtransmission line route alternative would be less than significant.

3.9.4.2 Site 38 (Alternate Site)

Site 38 is located in the City of Calimesa in a privately owned undeveloped area currently used for livestock grazing. The Zoning Ordinance and Zoning Map are the primary implementation tools of the Land Use Element in the City of Calimesa General Plan. According to the Zoning Map, Site 38 is located mainly on land designated for open space and conservation under the Oak Valley Specific Plan. The intent of this designation is to preserve the rural character of the area through low-density development. Therefore, the construction of a substation at Site 38 would conflict with the intent of the Oak Valley Specific Plan.

The alternative location for the El Casco Substation at Site 38 is presently vacant and undeveloped. The area surrounding Site 38 is also vacant and undeveloped. Therefore, the development of Site 38 and the construction of the new substation at this location would not displace residents or physically divide an established community. Site 38 is located within a habitat conservation plan. Section 3.8, Biological Resources, assesses the applicable portions of the MSHCP with regard to the development of Site 38.

In summary, impacts to land use and planning due to the construction and operation of the substation at the Site 38 site alternative would be significant.