D.11 Socioeconomics

This section addresses the environmental setting and impacts related to socioeconomics for the Proposed Project and alternatives. This analysis evaluates the potential for short- and long-term project-induced population, housing, and/or employment impacts for areas adjacent to the Proposed Project corridor located entirely within SDG&E's existing 35-mile (ROW) between Miguel and Mission Substations. Sections D.11.1 and D.11.2 describe the environmental and regulatory socioeconomic setting for the project, respectively. Section D.11.3 includes analysis and discussion of socioeconomics impacts resulting from the project, while Sections D.11.4 and D.11.5 present impact analysis for the alternatives. Section D.11.6 provides information on mitigation monitoring and reporting.

D.11.1 Environmental Setting for the Proposed Project

This section presents comprehensive baseline population, housing, and employment data. As illustrated in Figures B-1 and B-2 within Section B, Project Description, the study area for the project includes the County of San Diego, with portions of the project ROW located within the Cities of San Diego and Santee, unincorporated areas of San Diego County, and MCAS Miramar property. Regional, local, and site-specific socioeconomic information is presented in Sections D.11.1.1 through D.11.1.3. Current demographic data are provided from the Year 2000 U.S. Census. Estimates of population, housing, and employment are prepared annually through a joint effort of the City of San Diego and the San Diego Association of Governments (SANDAG) for jurisdictions, subregional areas, and major statistical areas. The local socioeconomic characteristics were obtained from SANDAG and the California Department of Finance. This forecast was accepted by the SANDAG Board of Directors in October 2002 for distribution, review, and use in planning and other studies.

D.11.1.1 Demographic Characteristics

As indicated in Table D.11-1, the U.S. Census year 2000 population of San Diego County was 2,813,833 residents. During the period between 2000 and 2030, the population of San Diego County is estimated to increase by approximately 38 percent, resulting in a 2030 population of approximately 3,889,604 residents. In comparison, the year 2000 population of the City of San Diego was 1,223,400 residents, which accounts for 43.5 percent of the total San Diego County population. Year 2030 population projections for the City of San Diego expect the population to increase to 1,613,355 residents, which is an increase of 32 percent. The year 2000 population of the City of Santee was 52,975 residents, which only accounts for 1.9 percent of the total San Diego County population. Year 2030 population projections for the City of Santee expect the population to increase to 69,221 residents, which is an increase of 31 percent. Unincorporated portions of San Diego County in 2000 contained 442,919 residents, which accounts for 15.7 percent of the total San Diego County population. As indicated in Table D.11-1, the highest percentage increase in population is projected for the unincorporated section of San Diego County, which is expected to experience a 62 percent growth rate resulting in a year 2030 population of 718,862 residents.

Table D.11-1. Population Characteristics

Location	2000	2010	2020	2030	2000-2030 Change
San Diego County	2,813,833	3,235,675	3,598,871	3,889,604	1,075,771 (38%)
City of San Diego	1,223,400	1,387,658	1,507,242	1,613,355	389,955 (32%)
City of Santee	52,975	58,584	67,703	69,221	16,246 (31%)
Unincorporated San Diego County	442,919	508,236	608,416	718,862	275,943 (62%)

Source: Sources: U.S. Census, SANDAG, October 2002
http://www.sandag.cog.ca.us/resources/demographics_and_other_data/demographics/forecasts/pdfs/JURIS_pop_du_emp.pdf

D.11.1.2 Housing Characteristics

As indicated in Table D.11-2, the 2000 U.S. Census showed that there were 1,040,149 housing units within San Diego County. Of the total number of housing units within San Diego County, 4.4 percent were vacant. During the period between 2000 and 2030, the number of housing units within San Diego County is estimated to increase by approximately 33 percent, resulting in 1,379,644 housing units by the year 2030. In comparison, the City of San Diego contained 469,756 housing units in 2000, which accounts for 45.2 percent of the total San Diego County housing units. Year 2030 projections for the City of San Diego expect the number of housing units to total 602,529, which is an increase of 28 percent. The City of Santee contained 18,810 housing units in 2000, which only accounts for 1.8 percent of the total San Diego County housing. Year 2030 projections for the City of Santee expect the number of housing units to increase to 23,272 by the year 2030, which is an increase of 24 percent. Unincorporated areas contained 152,947 housing units in year 2000, which accounts for 14.7 percent of the total housing units contained in San Diego County. As indicated below, the unincorporated section of San Diego County is expected to receive the largest share of the County's new housing units projected for the year 2030, resulting in a year 2030 total of 241,017 housing units.

Table D.11-2. Housing Characteristics*

Location	2000	2010	2020	2030	2000-2030 Change
San Diego County Vacancy Rate	1,040,149 45,472 (4.4%)	1,161,259	1,276,943	1,379,644	339,495 (33%)
City of San Diego Vacancy Rate	469,756 19,260 (4.1%)	517,775	558,679	602,529	132,840 (28%)
City of Santee Vacancy Rate	18,810 376 (2.0%)	20,191	22,969	23,272	4,439 (24%)
Unincorporated San Diego County Vacancy Rate	152,947 9,024 (5.9%)	170,968	203,336	241,017	88,070 (58%)

*Totals include both occupied and unoccupied housing units
Source: Sources: U.S. Census, SANDAG, October 2002
http://www.sandag.cog.ca.us/resources/demographics_and_other_data/demographics/forecasts/pdfs/JURIS_pop_du_emp.pdf

D.11.1.3 Employment Characteristics

To examine labor force characteristics, it is assumed that most workers would commute one to two hours to the Proposed Project area. Counties within this one- to two-hour commute range include San Diego County, Orange County, and Imperial County. The majority of the labor force that would be involved in construction of the Proposed Project are listed in the California Employment Development Department's (EDD) labor force statistics as "Construction," and many of the workers fall into the "Specialty Trade Construction" workforce under "Construction." Table D.11-3 provides the total number of workers within the study area for the year 2000, including those identified as employed within the "Construction" category.

As shown in Table D.11-3, the largest percentage increase in employment is projected for the City of Santee (74 percent), unincorporated San Diego County (56 percent), and nearby Orange County (52 percent).

Table D.11-3. Employment Characteristics*

Location	2000	2010	2020	2030	2000–2030 Change
San Diego County	1,384,673	1,590,206	1,777,652	1,883,395	498,722 (36%)
Construction Trades	82,281 (6.0%)				
Unemployment Rate	81,695 (5.9%)				
Orange County	1,411,901	1,798,088	1,980,067	2,147,779	735,878 (52%)
Construction Trades	81,822 (5.8%)				
Unemployment Rate	70,595 (5.0%)				
Imperial County	69,596	82,543	89,986	98,196	29,000 (42%)
Construction Trades	3,201 (4.6%)				
Unemployment Rate	8,769 (12.6%)				
City of San Diego	777,679	897,660	947,836	984,872	207,193 (27%)
Construction Trades	26,795 (3.4%)				
Unemployment Rate	34,995 (4.5%)				
City of Santee	16,088	18,026	27,924	27,924	11,836 (74%)
Construction Trades	2,437 (15.1%)				
Unemployment Rate	981 (6.1%)				
Unincorporated San Diego County	140,244	157,899	193,615	218,835	78,591 (56%)
Construction Trades	Unavailable				
Unemployment Rate	Unavailable				

*includes both civilian and military employment
Source: U.S. Census, 2000. http://factfinder.census.gov/servlet/BasicFactsServlet; SCAG 2003; SANDAG, October 2002
http://www.sandag.cog.ca.us/resources/demographics_and_other_data/demographics/forecasts/pdfs/JURIS_pop_du_emp.pdf

D.11.2 Applicable Regulations, Plans, and Standards

The following section presents the State, regional, and local environmental justice regulations, plans, and standards that pertain to the Proposed Project and alternatives. There are no federal regulations, plans, or standards related to socioeconomics that are directly applicable to the Proposed Project.

D.11.2.1 State

Under CEQA, California Code of Regulation 14, Section 15131 states the following:

- Economic or social effects of a project shall not be treated as significant effects on the environment.
- Economic or social factors of a project may be used to determine the significance of physical changes caused by the project.
- Economic, social, and particularly housing factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a project are feasible to reduce and or avoid the significant effects on the environment.

D.11.2.2 Regional and Local

The Land Use Distribution Element of the SANDAG Regional Growth Management Strategy addresses the concept of "jobs/housing balance" as a method to promote a better balance between employment and residential land uses, with the objective of reducing traffic congestion, air pollution and energy usage. The jobs/housing balance concept is a goal based on the premise that a reduction in employee commute distances will contribute to the consequent reductions of air pollutants. This goal can be achieved when a sufficient supply of workforce is available locally to balance the demands of local employment.

The 1999 Regional Housing Needs Statement (RHNS) prepared by SANDAG identifies San Diego's share of regional housing needs from 1999 to 2004. The RHNS identified the need for a total of 95,023 housing units, with 40 percent allocated to very low- and low-income households. To meet the needs of the lower income households in the County, the Housing Element includes provisions that authorize density bonuses for affordable housing. Such density bonuses provide housing that is affordable to low- and moderate-income households.

D.11.3 Environmental Impacts and Mitigation Measures

D.11.3.1 Definition and Use of Significance Criteria

Significant impacts to socioeconomics would occur if any of the following would result:

- The Proposed Project would induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- The Proposed Project would induce substantial population growth or the need for additional housing in an area through the required labor force; or
- The Proposed Project would displace substantial numbers of existing housing or persons necessitating the construction of replacement housing elsewhere.

D.11.3.2 Project Protocols

The Project Protocols presented in Table B.6 are proposed by SDG&E to reduce impacts of the Proposed Project. However, these Project Protocols do not include any measures to reduce potential socioeconomic impacts associated with the construction and operation of the Miguel-Mission 230 kV #2 Project.

D.11.3.3 Proposed Miguel-Mission 230 kV #2 Project

Impact S-1: Project-Related Population Growth

Construction activities resulting from Project implementation would be considered short-term and temporary. As shown in Table D.11-3, counties within a one- to two-hour commute range consist of a considerable construction workforce (195,836 persons in Construction Trades). The Proposed Project would require a total of 100 construction personnel (refer to Section B.4.4, Construction Employment). It is assumed that these construction personnel would come from within the two-hour commute area and would not generate a permanent increase to population levels. No construction impacts to existing or future population growth levels would occur as a result of the Proposed Project.

Operation of the modified substations and proposed new transmission lines would not require any additional workers for operations or maintenance. As such, no new regional growth is expected as a direct or indirect result of the project. The Proposed Project is designed to increase system reliability and ensure adequate electrical service to the study area. As the Proposed Project would be accommodating existing power demands in the San Diego area rather than facilitating future expansion, it is not expected that the Proposed Project itself would increase regional population. Therefore, there would be no population growth related impacts associated with the Proposed Project.

Impact S-2: Induced Demand for Labor

Construction employment for the Proposed Project would include skilled or semi-skilled positions including line workers, welders, heavy equipment operators, surveyors, engineers, utility equipment workers, truck drivers, warehouse workers, clerical workers, and laborers. SDG&E would use contractors for a majority of the transmission line construction and could have as many as 100 or more people directly involved in construction throughout the 24-month construction period. It is anticipated that a large percentage of workers would come from the immediate San Diego area, although contractors could use personnel that live outside of the San Diego area.

As shown in Table D.11-3, Counties within a one- to two-hour commute range (including San Diego County, Orange County, and Imperial County) contain a strong labor force with a sizable construction labor force. Given the number of specialty construction workers within the commute area, a total number of 100 workers needed for the Proposed Project would comprise a minimal percentage of the total construction workforce. As such, it is anticipated there is an adequate available labor force within daily commuting distance to supply the workforce for the project. Impacts would be adverse but less than significant and no mitigation measures are required (Class III).

Impact S-3: Induced Demand for Housing

Because few, if any, construction workers are expected to permanently relocate to the area as a result of construction activities associated with the Proposed Project, no new housing would be needed for the Proposed Project, and no new competition for existing housing is likely to occur. Temporary accommodations

could be needed during construction, but with numerous hotels and motels in the area, impacts are expected to be less than significant and mitigation measures are not required (Class III).

Impact S-4: Displacement of People or Existing Housing

The Proposed Project area encircles the main urban areas of San Diego, following an existing 35-mile SDG&E ROW that passes through rough foothills, mesas, steep valleys, and ravines. A wide range of land uses are near or adjacent to the Proposed Project route, including commercial and industrial uses, residential developments, county and regional parks, a wildlife refuge, and golf courses. While residential developments occur along the route, all project developments would occur within the existing ROW and would not require the removal or relocation of any residential units or business uses. Therefore, the Proposed Project would not result in any displacement impacts.

Impact S-5: Consistency with Applicable Plans and Policies

The project would be consistent with both the Land Use Distribution Element of SANDAG's Regional Growth Management Strategy addressing the concept of "jobs/housing balance" and the 1999 Regional Housing Needs Statement (RHNS) identifying the need for very low- and low-income households. Because few, if any, workers are expected to relocate to the area, no new housing would be needed for the Proposed Project, no housing would be displaced, and no new competition for existing housing would likely occur. Because no permanent increase in employment would occur in the SANDAG area, no change to existing jobs/housing ratios would occur. Temporary accommodations would be used during construction, therefore, no permanent change to existing housing conditions would occur. Impacts would be adverse but less than significant (Class III) and mitigation measures are not required.

D.11.3.4 Future 230 kV Circuit within Miguel-Mission ROW

Few, if any, workers would be expected to relocate to the area temporarily for future 230 kV transmission line construction. As such, no new regional growth is expected as a direct or indirect result of construction activities. It is anticipated there is an adequate available labor force within daily commuting distance to supply the workforce for a future 230 kV project. While residential developments occur along the route, all project developments would occur within the existing ROW and would not require the removal or relocation of any residential units or business uses. Therefore, construction of a future 230 kV transmission line would not result in any displacement impacts.

Operation of the future 230 kV transmission line would not require any additional workers for operations or maintenance. As such, no new regional growth is expected as a direct or indirect result of the project. While the future 230 kV transmission line is designed to increase system reliability and ensure adequate electrical service to the study area, it would accommodate existing power demands in the San Diego area rather than facilitating future expansion, and would not directly increase regional population or increase the demand for housing. Therefore, there would be no population growth related impacts associated with the operation of a future 230 kV transmission line.

D.11.4 Project Alternatives

D.11.4.1 Jamacha Valley 138 kV/69 kV Underground Alternative

Environmental Setting

The Jamacha Valley 138 kV/69 kV Underground Alternative would be located in Jamacha Valley, but the socioeconomic effects of the project with this alternative would affect the entire study area as described in Section D.11.1, including the Cities of San Diego and Santee, MCAS Miramar, and the County of San Diego. Tables D.11-1 through D.11-3 provide population, housing, and labor statistics for the study area.

Under this route alternative, the existing 138 kV and 69 kV circuits would transition from an alignment of wood and steel poles onto a new cable pole immediately south of Willow Glen Drive, transitioning underground and continuing for approximately 3.5 miles along the length of Willow Glen Drive to the intersection of Willow Glen Drive and Dehesa Road. The underground 138 kV and 69 kV circuits would then connect to a new cable pole to be installed west-northwest of Singing Hills Memorial Park and transition back to an overhead configuration and reconnect with a 138 kV/69 kV wood and steel pole alignment within the existing ROW. The 138 kV and 69 kV circuits would be installed on the west side of the existing ROW. Similar to the Proposed Project, the new 230 kV circuit would then be installed on the west side of the vacant 138 kV/69 kV towers after they have been modified.

Environmental Impacts and Mitigation Measures

This alternative would require additional construction activities due to trenching for the underground portions of the proposed route along Willow Glen Drive. Therefore, due to the increased level of effort to install the underground portions of this alternative compared to the Proposed Project, this alternative could require between 100 and 150 construction crew members. While additional crew members would be necessary for construction of the route, no new personnel would be necessary to operate or maintain the facilities upon completion of construction activities.

As with the Proposed Project, no population growth would occur (Impact S-1), no new housing would be needed for this alternative (Impact S-3), no housing would be displaced (Impact S-4), and no new competition for existing housing would be likely to occur (Impact S-5). Need for temporary accommodations could occur during construction (Impact S-3), but any impacts would be adverse but less than significant (Class III). While the project would create a demand for labor, with the project requiring between 100 to 150 construction workers, any demands on the local labor force would be adverse but less than significant (Class III).

Comparison to Proposed Project

The Jamacha Valley 138 kV/69 kV Underground Alternative would utilize more temporary construction labor than the Proposed Project. However, there would be a negligible difference between the impacts of the alternative and Proposed Project on population levels and housing availability within the commute distance.

Comparison to Proposed Project with Future Circuit

The Jamacha Valley 138 kV/69 kV Underground Alternative with the future 230 kV circuit would utilize more temporary construction labor than the Proposed Project with the future 230 kV circuit due to the required underground trenching. However, there would be a negligible difference between the impacts of the Alternative with the future 230 kV circuit and the Proposed Project with future 230 kV circuit on population levels and housing availability within the commute distance.

D.11.4.2 Jamacha Valley Overhead A Alternative

Environmental Setting

The Jamacha Valley Overhead A Alternative would be located in Jamacha Valley, but the socioeconomic effects of the project with this alternative would affect the entire study area as described in Section D.11.1, including the Cities of San Diego and Santee, MCAS Miramar, and the County of San Diego. Tables D.11-1 through D.11-3 provide population, housing, and labor statistics for the study area.

Under this alternative, the 138 kV and 69 kV circuits would be located on new steel mono-poles on the east side of the ROW, from a point near the Herrick Center (Steele Canyon Road and Jamul Drive) to the intersection of the Miguel-Mission ROW and Hillsdale Road. The new alignment of poles would be located 12 feet from the eastern edge of the ROW. The 69 kV circuit would be located on the west side of the new alignment of steel mono-poles, and the 138 kV circuit would be positioned on the east side. Access roads would need to be constructed (or extended) for this alternative in order to access the construction sites along the eastern boundary of the ROW.

Environmental Impacts and Mitigation Measures

This alternative would require additional construction activities due to the construction or extension of access roads to the east side of the ROW. With the increased construction effort to build access roads, this alternative could require between 100 and 150 construction crew members. While additional crew members would be necessary for construction of the route, no new personnel would be necessary to operate or maintain the facilities upon completion of construction activities.

As with the Proposed Project, no population growth would occur (Impact S-1), no new housing would be needed for this alternative (Impact S-3), no housing would be displaced (Impact S-4), and no new competition for existing housing would be likely to occur (Impact S-5). Need for temporary accommodations could occur during construction (Impact S-3), but any impacts would be adverse but less than significant (Class III). While the project would create a demand for labor, with the project requiring between 100 to 150 construction workers, any demands on the local labor force would be adverse but less than significant (Class III).

Comparison to Proposed Project

The Jamacha Valley Overhead A Alternative would utilize more temporary construction labor than the Proposed Project due to the need to construct access roads in order to access the construction sites along the eastern boundary of the ROW. However, there would be a negligible difference between the impacts of the alternative and Proposed Project on population levels and housing availability within the commute distance.

Comparison to Proposed Project with Future Circuit

The Jamacha Valley Overhead A Alternative with the future 230 kV circuit would utilize more temporary construction labor than the Proposed Project with the future 230 kV circuit due to the required construction of access roads to access the east side of the ROW. However, there would be a negligible difference between the impacts of the Alternative with the future 230 kV circuit and the Proposed Project with the future 230 kV circuit on population levels and housing availability within the commute distance.

D.11.4.3 Jamacha Valley Overhead B Alternative

Environmental Setting

The Jamacha Valley Overhead B Alternative would be located along the Miguel-Mission ROW, but the socioeconomic effects of the project with this alternative would affect the entire study area as described in Section D.11.1, including the Cities of San Diego and Santee, MCAS Miramar, and the County of San Diego. Tables D.11-1 through D.11-3 provide population, housing, and labor statistics for the study area.

This alternative would involve the installation of approximately 19 steel mono-poles to accommodate the relocated 138 kV/69 kV circuits from the Herrick Center through Jamacha Valley, terminating near the intersection of Dehesa Road and Willow Glen Drive. Upon relocation of the 138 kV/69 kV to this second alignment of steel mono-poles, the existing 138 kV/69 kV lattice tower structures would be removed. All new 138 kV/69 kV steel mono-pole structures would be located approximately 12 feet from the western edge of the Miguel-Mission ROW.

Environmental Impacts and Mitigation Measures

This alternative would require a construction workforce similar to that of the Proposed Project. Because this alternative requires a similar level of construction activity to complete, no additional crew members would be necessary for construction of the route, and no new personnel would be necessary to operate or maintain the route.

As with Proposed Project, no population growth would occur (Impact S-1), no new housing would be needed for this alternative (Impact S-3), no housing would be displaced (Impact S-4), and no new competition for existing housing would be likely to occur (Impact S-5). Need for temporary accommodations could occur during construction (Impact S-3), but any impacts would be less than significant (Class III). While the project would create a demand for labor, with the project requiring approximately 100 workers, any demands on the local labor force would be less than significant (Class III).

Comparison to Proposed Project

The Jamacha Valley Overhead B Alternative would require a temporary construction labor force similar to that of the Proposed Project. Therefore, there would be no substantial difference between the impacts of the alternative and the Proposed Project on the socioeconomic environment of the project area.

Comparison to Proposed Project with Future Circuit

The installation of a new 230 kV circuit on steel mono-poles centered in the Miguel-Mission ROW with steel mono-poles for 138 kV/69 kV circuits in Jamacha Valley with a future 230 kV circuit would require a temporary construction labor force similar to that of the Proposed Project with a future 230 kV circuit. Therefore, there would be no substantial difference between the impacts of the Jamacha Valley Overhead B Alternative with future circuit and the Proposed Project on the socioeconomic environment of the project area.

D.11.4.4 City of Santee 138 kV/69 kV Underground Alternative

Environmental Setting

The City of Santee 138 kV/69 kV Underground Alternative would be located in the City of Santee, but the socioeconomic effects of the project with this alternative would affect the entire study area as described in Section D.11.1, including the Cities of San Diego and Santee, MCAS Miramar, and the County of San Diego. Tables D.11-1 through D.11-3 provide population, housing, and labor statistics for the study area.

This alternative would included relocation of the existing 69 kV circuit underground for approximately 0.6 miles outside the Miguel-Mission ROW along a water tank access road and 0.75 miles along the length of Princess Joann Road, and relocation of one 138 kV circuits underground along Princess Joann Road to Magnolia Avenue.

Environmental Impacts and Mitigation Measures

This alternative would require additional construction due to trenching for the underground portions of the proposed route outside the Miguel-Mission ROW along a water tank access road and 0.75 miles along the length of Princess Joann Road, and relocation of one 138 kV circuits underground along Princess Joann Road to Magnolia Avenue. Therefore, due to the increased level of effort to install the underground portions of this alternative compared to the Proposed Project, this alternative could require between 100 and 150 crew members. While additional crew members would be necessary for construction of the route, no new personnel would be necessary to operate or maintain the facilities upon completion of construction activities.

As with the Proposed Project, no population growth would occur (Impact S-1), no new housing would be needed for this alternative (Impact S-3), no housing would be displaced (Impact S-4), and no new competition for existing housing would be likely to occur (Impact S-5). Need for temporary accommodations could occur during construction (Impact S-3), but any impacts would be considered adverse but less than significant (Class III). While the project would create a demand for labor, with the project requiring between 100 to 150 workers, any demands on the local labor force would be adverse but less than significant (Class III).

Comparison to Proposed Project

The City of Santee 138 kV/69 kV Underground Alternative would utilize more temporary construction labor than the Proposed Project. However, there would be a negligible difference between the impacts of the alternative and the Proposed Project on population levels and housing availability within the commute shed.

Comparison to Proposed Project with Future Circuit

The City of Santee 138 kV/69 kV Underground Alternative with a future 230 kV circuit would utilize more temporary construction labor than the Proposed Project with a future 230 kV circuit due to the required underground trenching. However, there would be a negligible difference between the impacts of the Alternative with the future circuit and the Proposed Project with the future 230 kV circuit on population levels and housing availability within the commute distance.

D.11.4.5 City of Santee 230 kV Overhead Northern ROW Boundary Alternative

Environmental Setting

The City of Santee 230 kV Overhead Northern ROW Boundary Alternative would be located in the City of Santee, but the socioeconomic effects of the project with this alternative would affect the entire study area as described in Section D.11.1, including the Cities of San Diego and Santee, MCAS Miramar, and the County of San Diego. Tables D.11-1 through D.11-3 provide population, housing, and labor statistics for the study area.

This alternative would require that the proposed 230 kV circuit transition to the northern side of the ROW near the water tanks due east of the eastern end of Princess Joann Road and transition back to the southern side at a point approximately 800 feet northwest of the western end of Princess Joann Road. Two additional 230 kV steel mono-poles would be added to allow crossover of the circuits at the two endpoints.

Environmental Impacts and Mitigation Measures

This alternative would require a construction workforce similar to that of the Proposed Project for this alternative segment. Because this alternative requires a similar level of construction activity to complete, no additional crew members would be necessary for construction of the route, and no new personnel would be necessary to operate or maintain the route.

As with the Proposed Project, no population growth would occur (Impact S-1), no new housing would be needed for this alternative (Impact S-3), no housing would be displaced (Impact S-4), and no new competition for existing housing would be likely to occur (Impact S-5). Need for temporary accommodations could occur during construction (Impact S-3), but any impacts would be considered adverse but less than significant (Class III). While the project would create a demand for labor, with the project requiring between 100 to 150 workers, any demands on the local labor force would be adverse but less than significant (Class III).

Comparison to Proposed Project

The City of Santee 230 kV Overhead Northern ROW Boundary Alternative would require a temporary construction labor force similar to that of the Proposed Project. Construction duration would be slightly longer due to the addition of two additional poles. Regardless, there would be no substantial difference between the impacts of the alternative and the Proposed Project on the socioeconomic environment of the project area.

Comparison to Proposed Project with Future Circuit

Even with the addition of two additional 230 kV steel mono-poles, the City of Santee 230 kV Overhead Northern ROW Boundary Alternative would require a temporary construction labor force similar to that of the Proposed Project with the future 230 kV circuit. Therefore, there would be no substantial difference between the impacts of the City of Santee 230 kV Overhead Northern ROW Boundary Alternative with the future circuit and the Proposed Project on the socioeconomic environment of the project area.

D.11.5 Environmental Impacts of the No Project Alternative

Under the No Project Alternative, there is a possibility that new power plants would be planned and constructed to compensate for existing transmission system limitations and anticipated loads. Although new power plants may be necessary in the San Diego area, their location and schedule for development cannot be predicted. These projects would require construction, potentially adding to the area's work-force for short periods of time. Population growth in the area is expected to continue with or without the Proposed Project.

D.11.6 Mitigation Monitoring, Compliance, and Reporting

Neither the Proposed Project nor any alternatives would result in socioeconomic impacts requiring mitigation. No mitigation monitoring table is required.

D.11.7 References

U.S. Census (U.S. Bureau of Census). 2003. http://factfinder.census.gov/servlet/BasicFactsServlet

SCAG (Southern California Association of Governments). May 2001. Regional Housing Needs Assessment 2001-2006.

SANDAG (San Diego Association of Governments). October 2002. http://www.sandag.cog.ca.us/resources/demographics_and_other_data/demographics/forecasts/pdfs/JURIS_pop_du_emp.pdf