D.4 Land Use – Contents

D.4 Land Use

The Land Use section addresses impacts to residential and commercial development, public facilities and utilities, and sensitive land uses. The Proposed Project would extend for 150 miles and traverse numerous government jurisdictions and land use types. Land use discussions often address impacts to wilderness, recreation, and agricultural land uses. However, in order to better evaluate these topics, this EIR/EIS contains separate sections for the analysis of wilderness and recreation (Section D.5) as well as agriculture (Section D.6). Section D.4, Land Use, in combination with Sections D.5, Wilderness and Recreation, and 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, or near the boundaries of various federal, State, and local jurisdictions, including the U.S. Bureau of Land Management (BLM), U.S. Forest Service, National Park Service (NPS), Department of Defense (DOD), California State Parks, California Department of Fish and Game (CDFG), California Department of Transportation (Caltrans), San Diego and Imperial Counties, Vista and Imperial Irrigation Districts, Ramona Municipal Water District, and the Cities of Poway and San Diego. Land use management plans adopted by these jurisdictions identify the type and density of development and other uses that would occur along the proposed route.

In addition to collecting field data, representatives from affected jurisdictions were contacted in order to gather information regarding the impacts of the Proposed Project on local and regional land uses and sensitive land uses. 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.). For purposes of this environmental impact assessment, residences, educational institutions, and certain public facilities (e.g., religious facilities, health care facilities) are considered to be sensitive land uses. While recreational facilities are also typically considered sensitive land uses, these facilities will not be addressed within the land use analysis, as all discussion and analysis of recreational uses has been addressed in Section D.5, Wilderness and Recreation.

Land uses analyzed in this EIR/EIS include those that are located within 1,000 feet of the Proposed Project; that would be affected by construction and operation activities; or within one mile if they have national, regional, or local importance. Land uses on tribal lands were identified where their location was known. Specifically, access to tribal land is restricted, so identification of specific land uses on such lands (e.g., residential, educational) could only occur where such uses were visible from public roadways or known due to research/publicly available information. Table D.4-1 describes the general categories of these identified land uses and provides specific examples of land uses within each category.

D.4.2 Environmental Setting for the Proposed Project

The environmental setting for the Proposed Project and alternatives considers jurisdictions, land use categories, and specific land uses within each link along the proposed route. It does not consider general plan and other such land use designations (e.g., CNF land use zones, ABDSP management zones), as these are considered within Sections D.16, Policy Consistency, and D.17, Plan Amendments.

Table D.4-1. Land Use Classifications

Classification or Land Use Type	Examples of Land Uses
Agriculture	Farm; Field (irrigated or non-irrigated cropland); Dairy; Grazing; Orchard; Nursery
Commercial and Office	Hotel/Motel/Resort; Wholesale Trade; Regional/Community Shopping Centers; Neighborhood Shopping Centers
Industrial	Heavy Industry; Industrial Parks; Light Industry; Warehousing and Public Storage; Extractive Industry
Parks and Recreation/Open Space	Golf Courses; Parks-Active; Open Space Parks, Reserves, Wilderness Areas, National Forest; Beaches; Landscaped Open Space; Camps; Residential Recreation; Vacant Land/Miscellaneous Open Space
Public Facilities and Utilities	Jails/Prisons; Commercial Airports; Military Airports; Freeways; Communication and Utilities; Junkyard/Landfill; Public Parking Lots; Railroad/Road Rights-of-Way; Religious Facilities; Libraries; Post Offices; Fire/Police Stations; Major Health Care Facilities; Military Use; Universities and Colleges; Senior High Schools; Junior High/Middle Schools; Elementary Schools; Irrigation Canals
Residential	Rural Residential; Single Family Residential; Multi-Family Residential; Mobile Home Parks
Tribal	All Uses on Reservation Lands (e.g., Rural Residential, Casinos, Miscellaneous Open Space)
Water	Bays, Lagoons; Lakes, Reservoirs, Large Ponds
Sensitive Land Uses*	Elementary/Middle/Junior High/Senior High Schools; 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

* In addition to their primary classifications, a number of land uses are further distinguished as sensitive uses, which are defined as land uses that are susceptible to disturbances resulting from either construction or operation of a project.

\+ While parks and recreation/open space uses are considered sensitive land uses, these uses will not be addressed within this analysis, as all discussion and analysis of parks and recreation/open space uses has been addressed in Section D.5, Wilderness and Recreation.

Source: SANDAG, 2004. SCAG, 2003.

D.4.2.1 Imperial Valley Link

The Imperial Valley Link extends approximately 60.9 miles across land that is primarily under the jurisdiction of BLM within San Diego and Imperial Counties. The proposed route would originate at SDG&E's existing Imperial Valley Substation, located approximately five miles southwest of the center of the City of El Centro. The Imperial Valley Substation would need to be upgraded to accommodate the Proposed Project. From the substation, the proposed route would follow the existing 500 kV Southwest Powerlink transmission line northwest for approximately four miles, then turn north and traverse BLM land adjacent to agricultural lands. From Milepost (MP) 20, which is approximately 4.5 miles north of United States Naval Air Facility (NAF) El Centro and 2.3 miles east of NAF El Centro Desert Range, to MP 41, near the intersection of State Route (SR) 86 and State Route (SR) 78, the route would parallel an existing 161 kV Imperial Irrigation District (IID) transmission line. At this point, the proposed transmission line would head west, paralleling SR78 for about 9.6 miles, then turn and head south along another existing IID 92 kV transmission line for about 2.8 miles. The route would then parallel Old Kane Springs Road to the west for approximately 10.8 miles, at which point the route would enter Anza-Borrego Desert State Park (ABDSP).

The proposed route would traverse or adjoin DOD land along the eastern portion of this segment as well as parcels of State Lands under the jurisdiction of CDFG along the portion paralleling SR78 and IID's 92 kV transmission line. The Juan Bautista de Anza National Historic Trail is located adjacent to and within portions of the existing ROW, as discussed in Section D.5, Wilderness and Recreation, of this report. The City of El Centro, located approximately 4.5 miles east of the proposed route, is the nearest city.

Jurisdictions within or near the Imperial Valley Link include BLM, DOD, NPS, California Department of Corrections, Caltrans, the County of Imperial, and County of San Diego. Land uses within or adjacent to the Imperial Valley Link include predominantly agriculture, which is mainly concentrated along the route west of the City of El Centro, and open space. Other uses include a national historic trail, military facilities, public roadways, railroad ROW, a State prison, a border checkpoint, and rural residential (including those associated with agriculture) (see Section D.5, Wilderness and Recreation, for discussion regarding the historic trail). Land use classifications traversed by or adjacent to the Imperial Valley Link include agriculture, parks and recreation/open space, public facilities and utilities, and residential. Sheets 1-6 of the Land Use Appendix (Ap. LU) at the end of this section show land uses in this Link. Table D.4-2 identifies specific land uses within or adjacent to this transmission link, showing sensitive land uses in bold.

Table D.4-2. Imperial Valley Link Land Uses

Location	Jurisdiction(s)	Land Use Classifications+	Specific Land Uses*
MP 0–4	BLM, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, Imperial Valley Substation
MP 4–8	BLM, Caltrans, California Department of Corrections, Union Pacific Corporation, County of Imperial	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Forage Crops, Open Space, I-8, County Route S80, Centinela State Prison, AT&SF Railroad, IID Substation, **Rural Residential**
MP 8–12	BLM, DOD, County of Imperial	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential, Water	Apiary, Forage Crops, Open Space, Aqueduct Pump Station, NAF El Centro Desert Range, West Side Main Canal, **Rural Residential**
MP 12–16	BLM, DOD, County of Imperial	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Dairy, Forage Crops, Open Space, NAF El Centro Desert Range, **Rural Residential**
MP 16–20	BLM, County of Imperial	Agriculture, Parks and Recreation/Open Space, Water	Forage Crops, Open Space, **Rural Residential**, Reservoir
MP 20–24	BLM, DOD, County of Imperial	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities	Forage Crops, Open Space, NAF El Centro Desert Range
MP 24–28	BLM, DOD, County of Imperial	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities	Forage Crops, Open Space, NAF El Centro Desert Range
MP 28–36	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
MP 36–40	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, San Sebastian Area of Critical Environmental Concern, SR78
MP 40–44	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, Border Checkpoint, SR78
MP 44–48	BLM, NPS, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Juan Bautista de Anza National Historic Trail, Open Space, SR78, IID Substation
MP 48–55	BLM, County of Imperial	Agriculture, Parks and Recreation/Open Space	Open Space
MP 55–56	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
MP 56–57	BLM, County of Imperial, County of San Diego	Parks and Recreation/Open Space	Open Space
MP 57–58	County of San Diego	Parks and Recreation/Open Space	Open Space

Table D.4-2. Imperial Valley Link Land Uses

Location	Jurisdiction(s)	Land Use Classifications+	Specific Land Uses*
MP 58–59	County of San Diego	Parks and Recreation/Open Space	Open Space
MP 59–60.9	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, **Rural Residential**

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).
\+ Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Scattered throughout the BLM-administered portion of the Imperial Valley Link are areas designated for off-road vehicle use. In mapping existing land uses within and near the proposed route, numerous areas were occupied, albeit temporarily, by off-road recreational vehicles and associated temporary uses. For purposes of this analysis, all uses within areas containing permanent residential structures were determined to be residential uses, although it is likely that some of the residential uses/properties in those areas (e.g., Old Kane Springs Road) are occupied only on a temporary basis.

Table D.4-3 presents the approximate number of residences within 1,000 feet of the Proposed Project ROW. Sensitive receptors along the project route in this Link are mapped in the Land Use Appendix (Ap. LU) at the end of this section (Figures Ap.LU-1 through -6).

Table D.4-3. Sensitive Receptors in Imperial Valley Link – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
El Centro Area	5–16	7
Ocotillo Wells	59–62	35

D.4.2.2 Anza-Borrego Link

The Anza-Borrego Link extends approximately 22.6 miles through the ABDSP. The proposed route through ABDSP would follow Old Kane Springs Road for 7.3 miles and then join SR78 for approximately 10 miles, traveling through the Tamarisk Grove Campground and San Diego County Route 3, turning northwest to follow Grapevine Canyon Road for approximately 5.6 miles.

The proposed route would follow or parallel existing right-of-way (ROW) within ABDSP, but SDG&E would need to acquire at least an additional 50 feet of ROW to accommodate the Proposed Project. Portions of the proposed route would deviate from the existing ROW in order to reduce potential impacts to existing resources (e.g., Tamarisk Grove Campground, a cultural resources site). Approximately 8 miles of new access roads would be constructed, amounting to approximately 19.4 acres of land disturbance.

Jurisdictions traversed by or adjacent to the Anza-Borrego Link include BLM, Caltrans, State Parks, and the County of San Diego. Land uses include ABDSP, San Felipe Hills Wilderness Study Area, and public roadways. Land use classifications include parks and recreation/open space and public facilities and utilities. Table D.4-4 identifies specific land uses traversed by or adjacent to the Anza-Borrego Link. Figures Ap.LU-7 to -10 (at the end of this section) map these land uses with the Proposed Project. Refer to Section D.5, Wilderness and Recreation, for discussion of parks and recreation uses.

Table D.4-4. Anza-Borrego Link Land Uses

Location	Jurisdiction	Land Use Classification	Specific Land Uses
MP 60.9–67	State Parks, County of San Diego	Parks and Recreation/Open Space	Anza-Borrego Desert State Park, Open Space

Table D.4-4. Anza-Borrego Link Land Uses

Location	Jurisdiction	Land Use Classification	Specific Land Uses
MP 67–74	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Anza-Borrego Desert State Park, Vallecitos Mountain Wilderness, Narrows Substation, SR78
MP 74–75	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Anza-Borrego Desert State Park, Pinyon Ridge Wilderness Area, Tamarisk Grove Campground, SR78, County Route S3, Rural Residential (Park Ranger Residence)
MP 75–76	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Anza-Borrego Desert State Park, Pinyon Ridge Wilderness Area, SR78
MP 76–83	State Parks, County of San Diego	Parks and Recreation/Open Space	Anza-Borrego Desert State Park, Grapevine Mountain Wilderness
MP 83–83.5	BLM, State Parks, County of San Diego	Parks and Recreation/Open Space	Anza-Borrego Desert State Park, Grapevine Mountain Wilderness , Open Space, San Felipe Hills Wilderness Study Area

D.4.2.3 Central Link

The Central Link extends approximately 27.3 miles from the western boundary of ABDSP to Santa Ysabel in San Diego County. This portion of the Proposed Project would include 7.4 miles of 500 kV transmission line and 19.9 miles of 230 kV transmission line. The 500 kV line would continue northwest from ABDSP within Grapevine Canyon for about four miles then head west and to the south of San Diego County Route S22 for approximately 2.5 miles, at which point the 500 kV line would cross San Diego County Route S2, turn south for one mile, and terminate at the proposed Central East Substation. The 230 kV line would originate at the Central East Substation and head north, staying west and south of San Diego County Route S2 for about seven miles, and then it would turn south for two miles and parallel SR79 along its east side. At the intersection of SR79 and SR76, the 230 kV line would cross SR79 and head south, paralleling SR79 along its west side for about 8.5 miles at a distance of between one-half and three miles west of the highway. The 230 kV line would parallel a portion of Mesa Grande Road, heading southeast and then turning south to cross SR78 at its intersection with SR79, approximately 0.75 miles west of Santa Ysabel, at which point the line would traverse south-southwest for 2.5 miles along the east side of SR78.

Jurisdictions within or adjacent to the proposed route through the Central Link include the Bureau of Indian Affairs, Santa Ysabel Band of Diegueño Mission Indians, BLM, Vista Irrigation District (VID), the County of San Diego, and SDG&E. Land uses in the area include apiaries, field crops, San Felipe Hills Wilderness Study Area, Pacific Crest Trail, public roadways, rural residential, and the Santa Ysabel Reservation. Land use classifications include agriculture, parks and recreation/open space, public facilities and utilities, residential, and tribal. Table D.4-5 identifies specific land uses traversed by or adjacent to this segment and Figures Ap.LU-10 through -13 (at the end of this section) show them on maps of the proposed route. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for discussion of parks and recreation and agricultural land uses within the Central Link.

Table D.4-5. Central Link Land Uses

Location	Jurisdiction	Land Use Classification+	Specific Land Uses*
MP 83.5–87	BLM, County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, San Felipe Hills Wilderness Study Area, **Rural Residential**
MP 87–88	BLM, County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Vineyard, Forage Crops, Open Space, San Felipe Hills Wilderness Study Area, County Route S22, **Rural Residential**
MP 88–89	BLM, County of San Diego	Parks and Recreation/Open Space	Open space, San Felipe Hills Wilderness Study Area
MP 89–90	Vista Irrigation District, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, Pacific Crest Trail, County Route S2, **Rural Residential**
MP 90–N67B	County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, County Route S2
MP N67B–92	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, **Rural Residential**
MP 92–93	County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, County Route S2
MP 93–94	County of San Diego	Parks and Recreation/Open Space	Open Space
MP 94–95	County of San Diego	Parks and Recreation/Open Space	Open Space
MP 95–99	County of San Diego	Parks and Recreation/Open Space	Open Space
MP 99–100	BIA, Santa Ysabel Band of Diegueño Mission Indians, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential, Tribal	Open Space, SR76, SR79, Lake Henshaw Maintenance Station, **Rural Residential,** Santa Ysabel Reservation
MP 100–101	BIA, Santa Ysabel Band of Diegueño Mission Indians, Caltrans, County of San Diego	Agriculture, Parks and Recreation/ Open Space, Public Facilities and Utilities, Residential, Tribal	Forage Crops, Open Space, SR79, SR76, **Rural Residential,** Santa Ysabel Reservation
MP 101–102	BIA, Santa Ysabel Band of Diegueño Mission Indians, County of San Diego	Parks and Recreation/Open Space, Residential, Tribal	Open Space, **Rural Residential,** Santa Ysabel Reservation
MP 102–103	County of San Diego	Parks and Recreation/Open Space	Open Space
MP 103–104	County of San Diego	Agriculture, Parks and Recreation/ Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**
MP 104–105	County of San Diego	Agriculture, Parks and Recreation/ Open Space	Open Space
MP 105–106	County of San Diego	Agriculture, Parks and Recreation/ Open Space	Apiary, Grazing Operations, Open Space
MP 106–108	County of San Diego	Agriculture, Parks and Recreation/ Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**
MP 108–109	County of San Diego	Agriculture, Parks and Recreation/ Open Space, Public Facilities and Utilities	Grazing Operations, Open Space, SR78
MP 109–110	County of San Diego	Agriculture, Residential	Grazing Operations, **Rural Residential**
MP 110–110.8	County of San Diego	Agriculture	Grazing Operations

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).

+Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Refer to Section D.6, Agriculture, for discussion of agricultural resources. Table D.4-6 presents the approximate number and location of residences within 1,000 feet of the Proposed Project ROW in the Central Link. Sensitive receptors along the project route in this Link are mapped in Figures Ap.LU-10 through -13 (at the end of this section).

Table D.4-6. Sensitive Receptors in Central Link – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Grapevine Canyon (west of ABDSP)	84–88	9
Central South Substation Area	91-92	3
Santa Ysabel	100–110.8	46

D.4.2.4 Inland Valley Link

The Inland Valley Link extends 25.5 miles southwest from the Central Link terminus approximately 2.5 miles southwest of Santa Ysabel to the existing Sycamore Canyon Substation, which is located on the northeast portion of Marine Corps Air Station (MCAS) Miramar. With the exception of a one-mile segment, the first portion of the Inland Valley Link would parallel an existing 69 kV transmission line that connects the Santa Ysabel and Creelman Substations. Both the existing 69 kV line and the proposed 230 kV line would be placed underground between its entrance into Mount Gower County Preserve to San Vicente Road just west of Wildcat Canyon Road, at which point it would cross San Vicente Road to the north and follow an existing 69 kV transmission line to Sycamore Canyon Substation.

Jurisdictions traversed by or adjacent to the proposed route through the Inland Valley Link include BLM, DOD, U.S. Forest Service, CDFG, Caltrans, the County of San Diego, and City of San Diego. Land uses include a commercial center, storage facilities, Cleveland National Forest (this land is located within an undesignated portion of the 2005 Final Land Management Plan for Cleveland National Forest and shown in Figure Ap.LU-13), a golf club, open space preserves, parks, schools, military facilities, public roadways, rural residential, and single-family residential. Land use classifications include agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential. Table D.4-7 identifies specific land uses traversed by or adjacent to this segment. Land uses in this Link are also mapped on Figures Ap.LU-13 to -16 (at the end of this section). Refer to Section D.5, Wilderness and Recreation, for discussion of Forest land use, open space preserves, parks, and other such recreational land uses, and Section D.6, Agriculture, for discussion of agricultural uses.

Table D.4-7. Inland Link Land Uses

Location	Jurisdiction	Land Use Classification+	Specific Land Uses*
MP 110.8–112	U.S, Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential	Cleveland National Forest, Open Space, Rural Residential
MP 112–113	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential	Cleveland National Forest*, Open Space, Rural Residential
MP 113–114	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, Rural Residential
MP 114–116	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Open Space, Field Crops, Rural Residential
MP 116–117	BLM, County of San Diego	Agriculture, Parks and Recreation/Open Space	Forage Crops, Vineyards, Equestrian Center, Mount Gower County Open Space Preserve, Open Space
MP 117–118	BLM, County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Forage Crops, Mount Gower County Open Space Preserve, Open Space, Rural Residential

Table D.4-7. Inland Link Land Uses

Location	Jurisdiction	Land Use Classification+	Specific Land Uses*
MP 118–119	BLM, County of San Diego	Parks and Recreation/Open Space, Residential	Equestrian Center; Open Space; Single-Family, Rural Residential
MP 119–120	County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space; San Vicente Golf Club; Barnett Elementary School; Single-Family, Rural Residential
MP 120–121	County of San Diego	Commercial and Office, Industrial, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	The Country Village (neighborhood shopping center); Ramcor MFG, Inc./AJ Storage; Open Space; San Vicente Golf Club; San Diego Country Estates Pump Station; Single-Family, Rural Residential
MP 121–122	Ramona Municipal Water District, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Barnett Ranch Preserve, Open Space; San Vicente Wastewater Treatment Plant; Single-Family, Rural Residential
MP 122–123	BLM, County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Forage Crops; Barnett Ranch Preserve, Open Space; Rural Residential
MP 123–124	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Forage Crops, Wholesale Nursery, Barnett Ranch Preserve, Open Space, Rural Residential
MP 124–125	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Forage Crops, Open Space, Rural Residential
MP 125–126	County of San Diego	Agriculture, Parks and Recreation/Open Space	Grazing Operations, Open Space
MP 126–127	BLM, County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Forage Crops, Open Space, Rural Residential
MP 127–128	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Forage Crops, Open Space, Rural Residential
MP 128–129	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Orchard, Open Space, Rural Residential
MP 129–130	County of San Diego	Parks and Recreation/Open Space	Open Space
MP 130–131	Caltrans, County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, Rural Residential
MP 131–132	Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Sycamore Canyon County Open Space Preserve, Open Space, SR67, Rural Residential
MP 132–133	City of San Diego, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Goodan Ranch County Park, Open Space, Sycamore Canyon County Open Space Preserve, SR67, Rural Residential
MP 133–134	City of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Goodan Ranch County Park, Open Space, Sycamore Canyon County Open Space Preserve, San Diego Aqueduct
MP 134–135	DOD, City of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, MCAS Miramar

Table D.4-7. Inland Link Land Uses

Location	Jurisdiction	Land Use Classification+	Specific Land Uses*
MP 135–136	DOD, City of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, MCAS Miramar, Sycamore Canyon Substation, **Single-Family Residential**
MP 136–136.3	DOD, City of San Diego	Industrial, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Industrial Storage, Open Space, MCAS Miramar, **Single-Family Residential**

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).
+Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-8 presents the approximate number of residences within 1,000 feet of the Proposed Project ROW in the Inland Valley Link. Sensitive receptors along the project route in this Link are shown in Figures Ap.LU-13 through -16.

Table D.4-8. Sensitive Receptors in Inland Valley Link – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Mt. Gower Preserve Area	114–117	18
San Diego Country Estates	117–122	539
Barnett Ranch to Sycamore Canyon	122–136	25

D.4.2.5 Coastal Link

The Coastal Link is a single-circuit 230 kV transmission line that travels 13.6 miles from the Sycamore Canyon Substation to the existing Peñasquitos Substation in the City of San Diego neighborhood of Torrey Hills. The Coastal Link would traverse 5.9 miles northwest within existing SDG&E ROW from the Sycamore Canyon Substation to the Chicarita Substation. The next 4.3 miles from Chicarita Substation would be placed underground; the first 1.9 miles would be located within a 50-year-old vacant utility ROW dedicated to SDG&E, and the next 2.4 miles would be constructed within Park Village Drive and the Los Peñasquitos Canyon Preserve. At this point, the line would transition to overhead at the western end of Park Village Drive and travel 3.3 miles within existing SDG&E ROW into the Peñasquitos Substation. To accommodate the Proposed Project, the Sycamore Canyon and Peñasquitos Substations would need to be upgraded. In addition, the Proposed Project would also include the installation of new, higher capacity conductors on the existing towers of a 69 kV transmission line that runs between the Sycamore Canyon and Elliot Substations (construction of some new towers would be necessary when existing towers would not be able to support the weight of the new conductors).

Jurisdictions traversed by or adjacent to the proposed route through the Coastal Link include DOD, Caltrans, the County of San Diego, City of Poway, and City of San Diego. Land uses include open space preserves, parks, military facilities, public roadways, religious facilities, schools, and single-family residential. Land use classifications include commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential. Table D.4-9 identifies specific land uses traversed by or adjacent to this segment. Land Uses in this Link are shown on maps in Ap.LU-16 through -19 (at the end of this section). Refer to Section D.5, Wilderness and Recreation, for a discussion of Coastal Link recreation resources.

Table D.4-10 presents the approximate number of residential buildings within 1,000 feet of the Proposed Project ROW. Sensitive receptors along the project route in this Link are mapped in Figures Ap.LU-16 through -19.

Table D.4-9. Coastal Link Land Uses

Location	Jurisdiction	Land Use Classification+	Specific Land Uses*
MP 136.3–138	DOD, City of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, MCAS Miramar, **Single-Family Residential**
MP 138–139	City of Poway, City of San Diego	Parks and Recreation/Open Space, Residential	Open Space, **Single-Family Residential**
MP 139–140	City of Poway, City of San Diego	Parks and Recreation/Open Space, Residential	Cypress Canyon Park, Open Space, **Single-Family Residential**
MP 140–141	City of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, **Dingeman Elementary School, Thurgood Marshall Middle School, Single-Family Residential**
MP 141–142	Caltrans, City of San Diego	Commercial and Office, Industrial, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Commercial Center, Spring Canyon Park, Los Peñasquitos Canyon Preserve, Open Space, Chicarita Substation, I-5, **Ellen Browning Scripps Elementary School, Single-Family Residential**
MP 142–143	Caltrans, City of San Diego	Commercial and Office, Parks and Recreation/ Open Space, Public Facilities and Utilities, Residential	Open Space; I-15; **KinderCare Learning Center; St. Timothy's Episcopal Church; Multi-, Single-Family Residential**
MP 143–144	Caltrans, City of San Diego	Public Facilities and Utilities, Parks and Recreation/Open Space, Residential	Open Space, Views West Park, SR56, **Single-Family Residential**
MP 144–145	Caltrans, City of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Los Peñasquitos Canyon Preserve, Open Space, SR56, **Single-Family Residential**
MP 145–146	City of San Diego	Parks and Recreation/Open Space, Residential	Los Peñasquitos Canyon Preserve, Peñasquitos Creek Park, Open Space, **Single-Family Residential**
MP 146–147	City of San Diego	Parks and Recreation/Open Space, Residential	Los Peñasquitos Canyon Preserve, Open Space, **Single-Family Residential**
MP 147–148	City of San Diego	Parks and Recreation/Open Space	Los Peñasquitos Canyon Preserve, Open Space
MP 148–149	City of San Diego	Parks and Recreation/Open Space, Residential	Los Peñasquitos Canyon Preserve, Open Space, **Single-Family Residential**
MP 149–149.9	City of San Diego	Commercial and Office, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Los Peñasquitos Canyon Preserve, Open Space, Torrey Hills Neighborhood Park, **Sage Canyon Elementary School, Single-Family Residential**
Sycamore Canyon – Elliot Reconductoring			
MP 0-8.6	DOD, Caltrans, City of San Diego	Parks and Recreation, Public Facilities and Utilities, Residential	Admiral Baker Golf Course, Mission Trails Regional Park, Roadrunner Park* San Diego River, Tierrasanta Community Park, **De Portola Middle School, Farb Middle School,** MCAS Miramar, SR52, **Single-Family Residential**

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).

D.4.2.6 Other System Upgrades

Table D.4-10. Sensitive Receptors in Coastal Link – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Sycamore Canyon to Chicarita Substation	136–142	1852
Chicarita through Preserve (Underground)	142–146.5	1874
Peñasquitos Canyon	146.5–150	377

In addition to the links noted above, the Proposed Project would require upgrades to other portions of SDG&E's electric system that are physically separate from the proposed route described above. The Proposed Project would also include: (1) modification of the San Luis Rey Substation in Oceanside with the addition of a third 230/69 kV transformer and a 230 kV, 69 kV MVAR shunt capacitor; and (2) modification of the South Bay Substation in Chula Vista with the addition of a 69 kV, 50 MVAR shunt capacitor.

Jurisdictions associated with these two system upgrades include the Cities of Chula Vista and Oceanside. Land uses classifications include commercial and office, industrial, parks and recreation/open space, and residential. Refer to Section D.5, Wilderness and Recreation, for a discussion of recreation resources near other system upgrades.

D.4.3 Applicable Regulations, Plans, and Standards

Appendix 2 presents a Policy Screening Report, in which relevant plans and policies are evaluated for their relevance to the Proposed Project. Analysis of the Proposed Project and its consistency with plans and policies governing the region is presented in Section D.16, and discussion and analysis of proposed amendments to area plans is discussed in Section D.17.

This discussion of Applicable Regulations, Plans, and Standards addresses issues associated with residential, commercial, industrial, educational, religious, military, and similar land uses. Other resource areas with effects on land use also include Wilderness and Recreation and Agriculture, which are addressed in Section 4.5 and 4.6, respectively. Regulations, plans, and standards applicable to these resources are discussed within those sections.

Federal Regulations, Plans and Standards

California Desert Conservation Area Plan

The California Desert Conservation Area (CDCA) contains over 12 million acres of public lands within the area known as the California Desert, which includes the Mojave, the Sonoran, and a small portion of the Great Basin deserts. The 12 million acres of public lands, which are administered by the BLM, represent half of all land within the CDCA (25 million acres). The Proposed Project would include the development of a new transmission line including towers, potential alternative substation sites, and a fiber optic repeater/series capacitor within the CDCA.

The CDCA Plan (Plan) is a comprehensive, long-range plan with goals and specific actions for the management, use, development, and protection of the resources and public lands within the CDCA, and it is based on the concepts of multiple use, sustained yield, and maintenance of environmental quality. The Plan's goals and actions for each resource are established in its 12 elements. Each of the Plan elements provides both a desert-wide perspective of the planning decisions for one major resource or issue of public concern as well as more specific interpretation of multiple-use class guidelines for a given resource and its associated activities.

Marine Corps Air Station, Miramar Air Installations Compatible Use Zones (AICUZ) Update

The Air Installations Compatible Use Zones (AICUZ) Study for Marine Corps Air Station (MCAS) Miramar has been prepared subsequent to the migration of Marine Corps aviation units to Miramar. This document supersedes the previously adopted Naval Air Station (NAS) Miramar land use compatibility AICUZ guidelines published in 1992. The AICUZ update also serves as the basis for recommendation to the revised MCAS Miramar Comprehensive Land Use Plan (CLUP). The current guidelines for land use planning purposes are presented in the 1992 SANDAG CLUP for NAS Miramar, which identifies potential operational impacts of the base, such as noise and accident potential zones, to ensure compatible land use planning with base operations.

State Regulations, Plans and Standards

Anza-Borrego Desert State Park Final General Plan and EIR

The Proposed Project alignment would pass through Anza-Borrego Desert State Park (ABDSP), including the Vallecito Mountains Wilderness Area, Pinyon Ridge Wilderness Area, and Grapevine Mountain Wilderness Area. The ABDSP General Plan establishes the overall long-range purpose and vision for the future of ABDSP. It delineates six management zones that provide for a variety of uses and a set of goals and guidelines for general park management as well as specific project management and implementation. These goals and guidelines are designed to rectify identified issues, while providing for continued resource protection, preservation, rehabilitation, recreational opportunities, and facility development and interpretation at ABDSP. The goals and guidelines provide direction for future park managers and set the parameters for subsequent management and development plans.

Local Regulations, Plans and Standards

Imperial County General Plan

The Imperial County covers an area of 4,597 square miles within the southeastern portion of the State of California. Approximately 50 percent of Imperial County lands are undeveloped and under federal ownership and jurisdiction. Currently, 20 percent of the nearly 3 million acres of Imperial County is irrigated for agricultural purposes, most notably the central area known as Imperial Valley. The Imperial County General Plan consists of nine Elements that serve as the primary policy statement by the Board of Supervisors for implementing development policies and land uses in Imperial County.

San Diego County General Plan

The current County of San Diego General Plan was last updated in 1979, with substantial amendments made since. The plan has as its overall goal to accommodate population growth and influence its distribution to protect and use scarce resources wisely; preserve the natural environment; provide adequate public facilities and services efficiently and equitable; assist the private sector in the provision of adequate, affordable housing; and promote the economic and social welfare of the region.

In 1998, the county embarked on a multi-year project to update the San Diego General Plan. This is an ongoing process that is not complete. When the process is complete, the Board of Supervisors will adopt a new plan, replacing the existing plan. Until that time, the current plan remains in force.

SANDAG Regional Comprehensive Plan

The San Diego Association of Governments (SANDAG) engages in regional cooperative comprehensive planning. Geographically, it covers San Diego County and its incorporated municipalities. The Regional Comprehensive Plan is based on local general and regional plans. The current Regional Comprehensive Plan integrates land uses, transportation systems, infrastructure needs, and public investment strategies within a regional framework, in cooperation with member agencies and the public.

North Mountain Subregional Community Plan

The North Mountain Subregion is characterized by open expanses of land and scattered rural residential development. Between the western boundary of ABDSP and the community of Santa Ysabel, the Proposed Project alignment would pass through an area included in the North Mountain Subregional Community Plan within the San Diego County General Plan (adopted January 3, 1979; amended April 17, 2002). This Subregional Plan discusses San Diego County's goals and policies for this area. Land uses are currently designated for General Agriculture, Public/Semi-Public, and Multiple Rural uses.

City of San Diego General Plan

The City of San Diego includes much of the urbanized area within the county. The City of San Diego's General Plan was adopted in April 1979, and has been amended numerous times since. A comprehensive update of the General Plan is underway. As of this writing, adoption of the new plan is anticipated to occur in summer 2007. The plan provides for the managed development of the city, with a special emphasis on sub-plans adopted for specific communities within the city.

City of Poway Comprehensive Plan

The City of Poway is located in the northeastern portion of San Diego County. The Proposed Project alignment through the Coastal Link would pass through a portion of the City of Poway. The City of Poway Comprehensive Plan: Volume One – The General Plan (adopted in October 1983; amended June 1995, September 1997, and May 10, 2005) discusses the long-range physical planning of the city and provides general guidelines for decision making in regard to long-range social, economic, and environmental goals.

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D.4.4 Significance Criteria and Approach to Impact Assessment

D.4.4.1 Significance Criteria

NEPA provides no specific thresholds of significance for the assessment of project impacts on land use. The following land use significance criteria were derived from previous environmental impact assessments and from Appendix G of the CEQA Guidelines (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.[1]
- The Proposed Project would divide an established community or disrupt an existing or recently approved land use.

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

D.4.4.2 Applicant Proposed Measures

Applicant Proposed Measures (APMs) were identified by SDG&E in its Proponent's Environmental Assessment submitted to the CPUC. Table D.4-11 lists the APMs that are relevant to land use. Impact analysis assumes that all APMs would be implemented as defined in the table. Additional mitigation measures are recommended in this section when it is determined that APMs do not fully mitigate an impact.

Table D.4-11. Applicant Proposed Measures – Land Use

APM No.	Description
APM LU-1	SDG&E will provide advance notice to residents, property owners, and tenants within 300 feet of construction activities and will appoint a public affairs officer to address public concerns or questions.
APM LU-2	New transmission structures will be placed more than 330 feet from an existing residence to the extent feasible.
APM LU-3	Farmers will be compensated for loss of crops along ROW. Construction activities in croplands will be scheduled to minimize or avoid planting, growing, and harvesting seasons to the extent feasible.
APM LU-4	To facilitate access to properties obstructed by construction activities, SDG&E will notify property owners and tenants in advance of construction activities. SDG&E will provide alternative access if feasible.
APM LU-5	To remedy encroachment and safety conflicts with irrigation canals and flood management structures during construction, SDG&E will coordinate construction activities with appropriate water management representatives.

[1] This conflict criterion is not considered in the Land Use section. Rather, Appendix 2 presents a Policy Screening Report, in which plans and policies are evaluated for their relevance to the Proposed Project and alternatives. Analysis of consistency with plans and policies is presented in Section D.16. Discussion and analysis of proposed amendments to plans is provided in Section D.17. Therefore, discussion of this significance criterion has been addressed fully in those parts of the EIR/EIS.

Table D.4-11. Applicant Proposed Measures – Land Use

APM No.	Description
APM LU-6	The limits of construction activities within the ROW will typically be predetermined, with activity restricted to and confined within those limits. The ROW boundary and limits of construction activity will be flagged in environmentally sensitive areas to alert construction personnel that disturbance to those areas should be minimized or avoided.
APM LU-7	To the extent feasible, facilities for the Proposed Project would be installed along the edges or borders of private property, open space parks, and recreation areas. When it is not feasible to locate the Proposed Project facilities along property borders, SDG&E will consult with affected property owners to identify facility locations that create the least potential impact to property and are mutually acceptable to property owners to the extent feasible.
APM-LU 8	SDG&E will continue its current coordination efforts with the Counties of Imperial and San Diego General Plan Updates and the City of San Diego General Plan Update to include the Proposed Project in their respective General Plans.
APM LU-9	SDG&E will obtain all necessary and/or appropriate ministerial land use permits.
APM LU-10	SDG&E will match structure locations with existing transmission facilities where feasible and appropriate.

D.4.4.3 Impacts Identified

Table D.4-12 lists the land use impacts identified for the Proposed Project, along with the level of significance for each impact. Detailed discussions of each impact and the specific locations where each is identified are presented in the following sections. It should be noted that the discussion of land use does not include wilderness and recreation or agriculture. Refer to Sections D.5, Wilderness and Recreation, and Section D.6, Agriculture, respectively, for discussion of impacts identified for these land use issue areas. Impacts are classified as No Impact, Class I (significant, cannot be mitigated to a level that is less than significant), Class II (significant, but can be mitigated to a level that is less than significant), Class III (adverse, but less than significant), and Class IV (beneficial).

Table D.4-12. Impacts Identified – Proposed Project – Land Use

Impact No.	Description	Impact Significance
Proposed Project		
L-1	Construction would temporarily disturb land uses at or near the alignment	No Impact; Class II, III
L-2	Presence of a project component would divide an established community or disrupt land uses at or near the alignment	No Impact; Class I or II
Proposed Project – Future Transmission System Expansion		
L-1	Construction would temporarily disturb land uses at or near the alignment	Class II, III
L-2	Presence of a project component would divide an established community or disrupt land uses at or near the alignment	No Impact; Class I or II
Proposed Project – Connected Actions		
L-1	Construction of the project would temporarily disrupt land uses near the alignment	No Impact, Class II or III
L-2	Presence of a project component would divide an established community or disrupt land uses at or near the alignment	No Impact

Environmental Impacts and Mitigation Measures for the Proposed Project

This section presents a discussion of land use impacts and mitigation measures for the Proposed Project. The discussion is divided to correspond to the five links, one primarily in Imperial County and four in San Diego County. Each section addresses both construction and operational impacts. Note that wilderness and recreation and agricultural resources are addressed in Sections D.5, Wilderness and Recreation, and D.6, respectively. In addition, visual resource and socioeconomic concerns typically associated with land use have been addressed in Sections D.3, Visual Resources, and D.14, Socioeconomics, Services, and Utilities, respectively. Additionally, construction-related noise and dust have been addressed in Sections D.8, Noise, and D.11, Air Quality, respectively. None of these issues have been addressed as part of the analysis that follows.

D.4.5 Imperial Valley Link Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (No Impact; Class II, III)

Within the Imperial Valley Link, the Proposed Project would predominantly traverse or adjoin agricultural land and open space west of El Centro. Other uses impacted along the proposed route include a national historic trail, border checkpoint, irrigation canals, military facilities, public roadways, railroad ROW, a State prison, and rural residential (including those associated with agriculture). Refer to Section D.5, Wilderness and Recreation, for information on impacts to the Juan Bautista de Anza National Historic Trail, Section D.6, Agriculture, for information on impacts to agricultural resources, and Section D.9, Transportation and Traffic, for information on impacts to public roadways and railroad ROW.

Sensitive land uses in the area that would be temporarily disrupted by construction activities include rural residential uses. Other uses that would be temporarily impacted by construction of the Proposed Project include Imperial Irrigation District (IID) canals and NAF El Centro Desert Range.

Sensitive Land Uses

Residential Land Uses. Rural residential uses are traversed by or adjacent to the Proposed Project in the Imperial Valley Link, and many of those residential uses are associated with agriculture and/or recreation (i.e., off-highway vehicle use). Refer to Section D.5, Wilderness and Recreation, for a discussion of impacts to wilderness and recreation resources and Section D.6, Agriculture, for a discussion of impacts to agricultural uses.

For those residences greater than 1,000 feet from the proposed route, construction-related impacts would be considered adverse but not significant due to their distance from the Proposed Project (Class III). Following is a summary of residential uses (including those associated with agriculture and recreation) that are within about 1,000 feet of the proposed route:

- **MP 5 to MP 16** (See Figures Ap.LU-1 and -2)**.** A total of 7 residences, generally associated with agricultural operations, are located along the El Centro portion of the Proposed Project route.

- **MP 59 to MP 62** (See Figure Ap.LU-7)**.** At the western end of the Imperial Valley Link in the Ocotillo Wells area, the proposed route would pass through an area with about 36 residences along Old Kane Springs Road within 1,000 feet of the proposed transmission line.

Construction of the Proposed Project would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads and moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents kept informed.

Incorporation of APMs LU-1 and LU-4 through LU-6 would help minimize land use impacts relating to construction activities along the Imperial Valley Link by (1) coordinating construction activities with water management representatives to avoid encroachments and safety conflicts with irrigation canals and flood management structures; (2) adhering to limits of construction that would be determined prior to the start of construction activities; (3) coordinating with land uses within 300 feet of proposed construction activities; (4) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities; and (5) notifying properties potentially obstructed by construction activities and providing alternative access where feasible. However, even with incorporation of these APMs, impacts would be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts to residential uses would not be significant. With incorporation of APMs LU-1 and LU-4 through LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Imperial Valley Link would be less than significant (Class II). Please note the full text of the mitigation measures appears in Appendix 12.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a **Prepare Construction Notification Plan.** Forty-five days prior to construction, SDG&E shall prepare and submit a Construction Notification Plan to the CPUC and the BLM for approval. The Plan shall identify the procedures SDG&E will use to 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 text of proposed public notices and advertisements. The plan shall address at a minimum the following components:

- **Public notice mailer.** A public notice mailer shall be prepared and mailed no less than 15 days prior to construction. The notice shall identify construction activities that would restrict, block, remove parking, 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. SDG&E shall mail the notice to all residents or property owners within 1,000 feet of the right-of-way, any property owners or tenants that could be impacted by construction activities and 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, notices shall be placed in local newspapers and bulletins, including Spanish language newspapers and bulletins. The notice shall state when and where construction will occur

and provide information on the public liaison person and hotline identified below. If construction is delayed for more than seven days, an additional round of newspaper notices 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, Anza-Borrego Desert State Park offices and campgrounds, Cleveland National Forest Ranger Stations), and other public venues to inform residents and visitors to the purpose and schedule of construction activities. For public trail closures, SDG&E shall post information on the trail detour at applicable resource management offices and post the notice on the trail within two miles 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.** SDG&E 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. SDG&E 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.

Other Uses

IID Canals. The proposed route would cross the Fillaree Canal between MP 17 and MP 18, at the northern end of the main portion of the canal before it turns to join the Westside Main Canal. The proposed route would follow the terminal portion of the Fillaree Canal east before crossing over it again to head north through open space. Issues and measures related to the crossing of IID canals are discussed in Sections D.6, Agriculture, and D.12, Water Resources. To minimize potential land use and other conflicts with operation of the canals, SDG&E must coordinate with IID and obtain a license prior to construction of the Proposed Project. Mitigation Measure L-1b has been identified to reduce construction impacts to IID operations to a less than significant level (Class II).

NAF El Centro Desert Range. The Proposed Project would border military property between MP 11 and MP 14. Military land in this area, however, is not currently occupied with any military uses and is vacant land. Thus, construction activities near this portion of military land would not be disruptive to military uses. As such, no construction-related impacts to NAF El Centro Desert Range would occur (No Impact), and no mitigation would be required.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1b **Coordinate with the Imperial Irrigation District regarding canal crossings.** At least 60 days prior to construction, SDG&E shall coordinate with the IID and the BLM El Centro Field Office, and shall obtain a license from the IID for the areas where the project crosses the IID canals. SDG&E 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 SDG&E, the IID, and the BLM El Centro Field Office.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for division of community; Class I or Class II for Pending/Future Development)

Division of Established Communities

The Proposed Project would traverse or adjoin land used for agricultural, parks and recreational/open space, public facilities, and residential purposes within the Imperial Valley Link. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for a discussion of operational impacts to the parks and recreation/open space and agricultural resources, respectively. Refer to Section D.9, Transportation and Traffic, for information on impacts to public roadways and railroad ROW. Sensitive land uses in the area include rural residential uses. Other uses that could be impacted by presence of the Proposed Project include Imperial Irrigation District [IID] canals and NAF El Centro Desert Range.

The proposed route would not physically divide these established uses but would traverse between and border them. The transmission facilities would not constitute a physical division of an established community. The proposed route would circumvent land uses and not bisect them. In addition, the Proposed Project would not establish a permanent barrier or obstacle between uses such that a perceived physical division would occur. While towers and lines would be present, travel or connections within the community would not be impeded so as to create a divide. As such, no land use impacts relating to the division of an established community would occur within the Imperial Valley Link (No Impact), and no mitigation would be required.

Sensitive Land Uses and Other Uses

Residential Land Uses. Rural residential uses along the proposed route were identified under Impact L-1 above. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of existing residential properties or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The transmission line would be located near about seven residential properties, but it would not remove any residences along the proposed route or cause any use to change. In light of the aforementioned reasons, no land use–related impacts would occur (No Impact), and no mitigation would be required.

IID Canals. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not permanently remove any canals or canal structures along the proposed route or cause any use to change. Thus, operational impacts to IID canals as a result of the Proposed Project would not occur (No Impact), and no mitigation would be required.

NAF El Centro Desert Range. The Imperial Valley Link could indirectly affect military activities in those areas along the proposed route that are adjacent to property used by the United States Naval Air Facility El Centro Desert Range. The Proposed Project, however, would be located outside of areas of concern regarding height restrictions and would not traverse military land at any point. Therefore, the Proposed Project would not interfere with military activities, and it would not require access to military lands within the Imperial Valley Link. (Refer to Section D.9, Transportation and Traffic, for a discussion of the relationship between the Proposed Project and use of air space.) Thus, operational land use

impacts to military use along the Imperial Valley Link would not occur (No Impact), and no mitigation would be required.

Pending and Future Development. If a transmission route is approved by CPUC and BLM decision-makers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the route would pass.

When Proposed Project was defined, an effort was made to avoid properties where the alignment would affect existing or newly planned land developments. However, development is occurring rapidly in southern California, and there are new development projects entering local development approval processes continually. In order for the final engineering of the transmission line to accommodate land use changes that may have occurred after the route was originally defined, Mitigation Measure L-1b is recommended. This measure requires SDG&E to coordinate with landowners to revise the route, where feasible, to minimize land use conflicts between the transmission line and existing/planned development. To reduce impacts to planned new land uses identified subsequent to project approval by CPUC and BLM, it may be feasible to make minor adjustments to alignment location or tower design that would accommodate the proposed development without compromising the transmission line or creating new impacts to adjacent land uses that would be more adverse than the approved alignment. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b **Revise project elements to minimize land use conflicts.** At least 90 days prior to completing final transmission line design for the approved route, SDG&E shall notify landowners of parcels through which the alignment would pass regarding the specific location of the ROW, individual towers, staging areas, access roads, or other facilities associated with the project that would occur on the subject property. The notified parties shall be provided at least 30 days in which to identify conflicts with any planned development on the subject property and to work with SDG&E to identify potential reroutes of the alignment that would be mutually acceptable to SDG&E and the landowner. Property owners whose land may be divided into potentially uneconomic parcels shall be afforded this same opportunity, even if development plans have not been established. SDG&E shall endeavor to accommodate these reroutes only to the extent that they are reasonable and feasible, do not create a substantial increase in cost, and do not create adverse impacts to resources or to other properties that would be greater in magnitude than impacts that would occur from construction and operation of the alignment as originally planned.

SDG&E shall provide a written report to the CPUC and BLM providing evidence of the notice provided to landowners and copies of any responses to the notice within 30 days of the notice closing data for responses. SDG&E shall also identify in the documentation submitted to CPUC and BLM whether reroutes recommended by the landowner or SDG&E

can be accommodated. Where they cannot be accommodated, the reasons shall be provided. SDG&E shall provide information sufficient for the CPUC and BLM to determine that the reroute creates no more adverse impact than the originally planned alignment location. SDG&E shall include environmental information consistent with that required for a Variance (as defined in Section I, Mitigation Monitoring). Where a reroute is proposed, the CPUC and BLM will review and agree to accept or reject individual reroutes. CPUC and BLM also may recommend compromise reroutes for any of the parcels for which responses were provided to SDG&E in a timely fashion.

Modifications to Imperial Valley Substation

Modifications to the Imperial Valley Substation to accommodate the Proposed Project would occur within the existing substation property. Structures installed would be similar in type and size to the existing facility structures. The land surrounding the substation is unoccupied open space, and the nearest residences are more than a mile from the substation. No other sensitive uses are located near the Imperial Valley Substation, and no other uses would be impacted by construction of substation improvements or operation of the substation. Once modifications to the substation are complete, access around it would be fully restored, and no uses would be permanently altered by the substation. Thus, no impacts relating to modifications to the Imperial Valley Substation would occur (No Impact), and no mitigation would be required.

D.4.6 Anza-Borrego Link Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II)

As shown in Table D.4-4, the Anza-Borrego Link would pass through ABDSP and its associated recreational facilities. Although ABDSP is also considered a sensitive land use, this section does not provide analysis of the construction impacts on ABDSP. Refer to Section D.5, Wilderness and Recreation, for an analysis of construction-related impacts to ABDSP. There are two residences for Park staff that are within 1,000 feet of the Proposed Project ROW. Construction of the Proposed Project would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads and the movement of building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1 and LU-4 through LU-6 would help minimize land use impacts relating to construction activities along the Anza-Borrego Link by (1) coordinating construction activities with water management representatives to avoid encroachments and safety conflicts with irrigation canals and flood management structures; (2) adhering to limits of construction that would be determined prior to the start of construction activities; (3) coordinating with land uses within 300 feet of proposed construction activities; (4) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities; and (5) notifying properties potentially obstructed by construction activities and providing alternative access where feasible. However, even with incorporation of these APMs, impacts would be significant, and Mitigation Measure L-1a

would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1 and LU-4 through LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Anza-Borrego Link would be less than significant (Class II). Other mitigation related to effects on ABDSP is presented in Section D.5, Wilderness and Recreation.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The Anza-Borrego Link would traverse through ABDSP and near two residences. Section D.5, Wilderness and Recreation, contains an analysis of operational impacts to the Park. These impacts are not discussed here. In addition to ABDSP, the only other sensitive land uses in the area include rural residential uses. No other land uses would be impacted by operation of the Proposed Project.

There are no communities within this link; therefore, no land use impacts relating to the division of an established community would occur within the Anza-Borrego Link (No Impact), and no mitigation would be required.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The transmission line would not remove any residences along the proposed route or cause any residential use to change. As such, no land use–related impacts would occur (No Impact), and no mitigation would be required.

D.4.7 Central Link Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

Within the Central Link, the Proposed Project would traverse or adjoin land used for agriculture, parks and recreation/open space, public facilities and utilities, residential, and tribal purposes. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural land uses, respectively. Sensitive land uses in the area that could be temporarily disrupted by construction of the Proposed Project include rural residences, including those on tribal land.

Sensitive Land Uses

Residential Land Uses. Rural residential uses exist along the Central Link, and many of those residential uses are associated with agriculture (i.e., grazing). Refer to Section D.6, Agriculture, for a discussion of impacts to agricultural uses. For those residences greater than 1,000 feet from the proposed route,

construction-related impacts would be considered adverse but not significant due to their distance from the Proposed Project (Class III). Following is a summary of residential uses (including those associated with agriculture and recreation) that are within about 1,000 feet of the proposed route:

- **MP 83 to MP 88** (See Figure Ap.LU-10 for Grapevine Canyon, west of ABDSP): There are four structures that appear to be residences within 1,000 feet of the proposed ROW in this segment of the project. They are located between 200 and 800 feet from the corridor.
- **MP 100 to MP 110** (See Figures Ap.LU-11 to -13 for Santa Ynez Valley): Between the Proposed Project's crossing of SR76 and its intersection with SR79, there are four structures appearing to be residences within 1,000 feet of the ROW.

Construction of the Proposed Project would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads and the movement of building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Central Link by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties within 300 feet of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, (4) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (5) notifying owners and tenants of properties potentially obstructed by construction activities and providing alternative access where feasible. However, even with incorporation of these APMs, impacts would be significant, and Mitigation Measure L-1a would be implemented to ensure that construction-related activities would not significantly impact sensitive residential uses. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Central Link would be less than significant (Class II). The full text of the mitigation measures appears in Appendix 12.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for division of community; Class I or Class II for Pending/Future Development)

The Proposed Project would traverse or adjoin land used predominantly for agriculture, residential uses, public facilities and utilities, parks and recreation, and tribal purposes within the Central Link. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/ recreation and Section D.6, Agriculture, for a discussion of operational impacts to agricultural

resources. Sensitive land uses in the area include rural residential uses. No other uses would be impacted by presence of the Proposed Project.

The proposed route would not establish a permanent barrier or obstacle between these uses such that a perceived physical division would occur. While towers and lines would be present, movement between and around these facilities would be possible, and they would not block or impede travel or connections within the community. As such, no land use impacts relating to the division of an established community would occur within the Central Link (No Impact), and no mitigation would be required.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not remove any residences along the proposed route or cause any residential use to change. For these reasons, no land use–related operational impacts would occur (No Impact), and no mitigation would be required.

Pending and Future Development

If a transmission route is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the route would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

Proposed Central East Substation

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

The Proposed Central East Substation would be constructed on vacant land owned by SDG&E that is located between two hills in a sparsely developed area. The land surrounding the substation site is unoccupied open space, with very few residences in the substation vicinity. Sensitive land uses near the Central East Substation that could be temporarily disturbed by construction of the Proposed Project include rural residences. No other land uses would be impacted by construction of the Proposed Project.

Sensitive Land Uses

Residential Land Uses. Rural residential uses exist near the Proposed Central East Substation. Between MP 91 and MP 92, two to three residences are located between 550 feet (south) and 900 feet (southwest) of the proposed substation (see Figure Ap.LU-11). For those residences greater than 1,000 feet from the proposed substation, construction-related impacts would be considered adverse but not significant due to their distance from the substation area (Class III).

Construction of the substation would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads and the movement of building materials to the substation and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Central Link by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and implementation of Mitigation Measure L-1a would be necessary to ensure that impacts to residential uses would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts associated with the proposed Central East Substation would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The Central East Substation would be constructed on unoccupied land currently owned by SDG&E and surrounded by open space and rural residential uses. No other uses would be impacted by presence of the proposed substation.

The Central East Substation would not divide an established community because it would be built in an area of limited development. Refer to Section D.3, Visual Resources, for a discussion of issues relating to the degradation of character and quality of the substation area and surroundings. As such, no land use impacts relating to the division of an established community would occur within the Central East Substation (No Impact), and no mitigation would be required.

Sensitive Land Uses

Residential Land Uses. Rural residential uses near the substation were identified under Impact L-1 above. From an operational perspective, presence of the substation would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The substation would not remove any residences or cause any use to change. In light of this, no land use–related operational impacts would occur due to the proposed Central East Substation (No Impact), and no mitigation would be required.

D.4.8 Inland Valley Link Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

Within the Inland Valley Link, land uses traversed by or adjacent to the Proposed Project would include uses for agricultural, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential purposes. Refer to Section D.5, Wilderness and Recreation, for discussion of construction-related impacts to wilderness and recreation resources, Section D.6, Agriculture, for discussion of such impacts to agriculture, and Section D.9, Transportation and Traffic, for discussion of such impacts to public roadways within the Inland Valley Link. Sensitive land uses that could be temporarily disturbed by construction activities include rural and single-family residences and schools. Other uses that could be temporarily impacted by construction of the Proposed Project include commercial and office use and industrial use.

Sensitive Land Uses

Residential Land Uses. Rural and single-family residential uses exist along the Inland Valley Link. For those residences greater than 1,000 feet from the proposed route, construction-related impacts would be considered adverse but not significant due to their distance from the proposed route (Class III).

- **MP 114 to MP 117** (East of Mt. Gower, see Figure Ap.LU-14). There are 18 residences adjacent to this three-mile segment of the Proposed Project northeast of Mt. Gower Preserve. They range from about 100 to 1,000 feet from the ROW.
- **MP 118 to MP 122** (San Diego Country Estates, see Figure Ap.LU-14). Between MP 118 and MP 121, the Proposed Project would pass through San Diego Country Estates, a large medium density, single-family residential development in the southeast portion of the community of Ramona. Over 500 homes are within 1,000 feet of the underground transmission line.
- **MP 122 to MP 136** (Barnett Ranch to Mussey Grade, see Figures Ap.LU-14 to -16). Between MP 122 and MP 123, there are 14 structures that appear to have residential uses. These structures range from 400 to 1,000 feet from the ROW, and include properties along San Vicente Road, Ramona Road, and Southern Oak Road.
- **MP 126 to MP 131** (Mussey Grade to Highway 67, see Figures Ap.LU-15 to -16). Eight homes at the eastern end of Southern Oak Road and Bristlewood Drive would be within 1,000 feet of the ROW, as well as a few homes along both Kimball Valley Road and Mussey Grade Road. A few additional residences are located along Foster Truck Trail, near the alignment and east of SR67.

Construction of the Inland Valley Link would temporarily disturb the surrounding areas as a result of heavy construction equipment on temporary and permanent access roads, trenching activities associated with the undergrounding of a portion of the proposed transmission line and the movement of building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Inland Valley Link by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant. Thus, Mitigation Measure L-1a would be implemented to ensure that impacts to residential uses due to construction activities would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Inland Valley Link would be less than significant (Class II).

Schools. Barnett Elementary School is located approximately 900 feet from the proposed transmission line within Gunn Stage Road at MP 118 (see Figure Ap.LU-14). As was true for residences, construction of the Proposed Project would temporarily disturb schools as a result of heavy construction equipment, trenching activities associated with the undergrounding of a portion of the proposed transmission line, and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users kept informed. Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts to schools would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Inland Valley Link would be less than significant (Class II).

Other Uses

Commercial/Office and Industrial Uses. Construction of the Inland Valley Link would temporarily disturb the area of The Country Village shopping center, Ramcor MFG, and AJ Storage between MP 120 and MP 121 as a result of heavy construction equipment on roads, trenching activities associated with the undergrounding of a portion of the proposed transmission line, and the movement of building materials to and from construction staging areas. Figure Ap.LU-14 shows land uses in this area. Miti-

gation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities by ensuring that by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that construction-related impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to commercial/office and industrial uses near MP 120 and MP 121 would be less than significant (Class II). The full text of the mitigation measures appears in Appendix 12.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Military Land Uses. Approximately two miles of the Inland Valley Link would be on MCAS Miramar (from MP 134.3 to MP 136.4, see Figure Ap.LU-16). Because of the ongoing air and ground operations on Miramar, base officials have requested that SDG&E consult with them prior to construction to ensure that there are no conflicts between construction equipment and base operations. Mitigation Measure L-1c is required in order to ensure that this land use conflict would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1c **Coordinate with MCAS Miramar**. At least 90 days before construction, SDG&E shall provide all required project engineering details to MCAS Miramar for review and approval. Information provided shall include access roads to be used, expanded, or added. SDG&E shall provide the CPUC and BLM with evidence of its coordination with MCAS Miramar at least 60 days prior to the start of construction.

When any towers are to be removed on MCAS Miramar, all portions of the towers/poles shall be removed. Cutting poles and leaving buried portions is not acceptable on MCAS Miramar lands.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The Proposed Project would predominantly traverse or adjoin land used for agriculture, commercial and office, industrial, public facilities and utilities, parks and recreation, and residential purposes within the Inland Valley Link. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational

impacts to wilderness and recreation, Section D.6, Agriculture, for a discussion of operational impacts to agricultural resources, and Section D.9, Transportation and Traffic, for discussion of operational impacts to public roadways. Sensitive land uses in the area include rural residential uses and schools. Other uses potentially impacted by presence of the Proposed Project along the Inland Valley Link include commercial and office use and industrial use.

The proposed route through the Inland Valley Link would not constitute a physical division to an established community. It would not establish a physical barrier or obstacle between uses such that a physical division would occur. While structures would be present, movement between and around these facilities would be possible and would not block or impede travel or connections within the community. As such, no land use impacts relating to the division of an established community would occur within the Inland Valley Link (No Impact), and no mitigation would be required.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not remove any residences along the proposed route or cause any residential use to change. The transmission line would be located near several rural and single-family residential properties throughout the Inland Valley Link, and, this would not prevent access or use of the property. In light of the aforementioned reasons, no land use–related operational impacts would occur (No Impact), and no mitigation would be required.

Schools. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of property or structures at Barnett Elementary School. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not remove any school facilities or cause the nature or condition of the school use to change. Therefore, no land use–related operational impacts to Barnett Elementary School would occur (No Impact), and no mitigation would be required. (Issues relating to the presence of power lines near schools typically concern the issue of EMF. This issue is addressed in Section D.10, Public Health and Safety.)

Other Uses

Commercial, Office, and Industrial Uses. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not permanently remove any uses along the proposed route or cause any use to change. Thus, operational impacts to commercial and office, and industrial uses as a result of the Proposed Project would not occur (No Impact), and no mitigation would be required.

Pending and Future Development

If a transmission route is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions

will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.9 Coastal Link Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

Within the Coastal Link, including the Sycamore Canyon to Elliot Substation reconductoring, land uses traversed by or adjacent to the proposed route include commercial and office use, industrial uses, military facilities, public roadways, a religious facility, schools, open space preserves, parks, and single- and multi-family residential. Refer to Section D.5, Wilderness and Recreation, for discussion of construction-related impacts to wilderness/recreation resources (open space preserves, parks) and Section D.9, Transportation and Traffic, for discussion of operational impacts to public roadways within the Coastal Link. Sensitive land uses that could be temporarily impacted by construction activities include single-family residences, schools, and a religious facility. Other uses that could be impacted by construction of the Proposed Project include commercial and office use, industrial use, and military facilities.

Sensitive Land Uses

Residential Land Uses. Single- and multi-family residential uses exist along the Coastal Link and near the proposed reconductoring activities. This link is an urbanized area occupied by many higher density residential developments than elsewhere on the alignment. For those residences greater than 1,000 feet from the proposed route, construction-related impacts would be considered adverse but not significant due to their distance from the proposed route (Class III). A large number of residences along the proposed route through the Coastal Link would be impacted by construction of the Proposed Project:

- **MP 131 (at SR67) to MP 136.5 (Sycamore Canyon Substation).** Figure Ap.LU-16 provides a map of sensitive land uses along this segment. There are 68 residential structures located within 1,000 feet of the existing overhead transmission corridor between SR67 and the Sycamore Canyon Substation.
- **MP 136.5 to MP 142.3 (Chicarita Substation).** Figures Ap.LU-16 and -17 are maps of sensitive land uses along this segment. Over 2,000 residential structures are located within 1,000 feet of the existing overhead transmission corridor, as it passes through the Scripps Ranch area between the Sycamore Canyon Substation and Chicarita Substation.
- **MP 142.3 (Chicarita Substation) to MP 146.5 (end of Park Village Road).** Figure Ap.LU-17 provides a map of sensitive land uses along this segment. This underground segment would pass within 1,000 feet of nearly 1900 residential structures.

- **MP 146.5 to MP 149.9 (Peñasquitos Substation).** Figures Ap.LU-17 and -18 are maps of sensitive land uses along this segment. Over 370 homes are located within 1,000 feet of the existing overhead transmission corridor in the 3 miles east of the Peñasquitos Substation.

Construction of the Coastal Link would temporarily disturb the surrounding areas as a result of heavy construction equipment, trenching activities associated with the undergrounding of a portion of the proposed transmission line, and the movement of building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the impacts. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Coastal Link by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to residential uses traversed by and adjacent to the Coastal Link would be less than significant (Class II). The full text of the mitigation measures appears in Appendix 12.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Schools. Four schools are traversed by or adjacent to the proposed route (Figures Ap.LU-16 and -17) and two schools are located near proposed reconductoring activities (Figure Ap.LU-19).

- Thurgood Marshall Middle School (on Cypress Canyon Road, approximately 1,000 feet south of the proposed route along and near Scripps Poway Parkway) and Dingeman Elementary School (on Scripps Creek Drive, approximately 970 feet south of the proposed route along and near Scripps Poway Parkway) are located between MP 140 and MP 141. Ellen Browning Scripps Elementary School is located within 680 feet of the proposed route to the south on Spring Canyon Drive between MP 141 and MP 142.
- KinderCare Learning Center is located on Paseo Montril between MP 142 and MP 143, approximately 550 feet southwest of the proposed route along and near to Rancho Peñasquitos Boulevard.
- De Portola Middle School and Farb Middle School are located along the proposed reconductoring route.

As was true for residences, construction of the Proposed Project would temporarily disturb schools as a result of heavy construction equipment and the movement of building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the distur-

bance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Coastal Link by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to schools traversed by or adjacent to the Coastal Link would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Religious Facility. St. Timothy's Episcopal Church is located on Azuaga Street, approximately 575 feet east of the Chicarita Substation between MP 142 and MP 143 (Figure Ap.LU-17). Construction of the Proposed Project would temporarily disturb the church neighborhood as a result of heavy construction equipment, trenching activities associated with undergrounding a portion of the proposed transmission line, and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Coastal Link by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to the religious facility located adjacent to the Coastal Link would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Other Uses

Commercial/Office and Industrial Uses. Construction of the Coastal Link would temporarily disturb the commercial/industrial areas near the intersection of Scripps Poway Parkway and Spring Canyon Drive between MP 141 and MP 142, and the intersection of Rancho Peñasquitos Boulevard and Paseo Montril between MP 142 and MP 143, as a result of heavy construction equipment on roads, and the movement of building materials to and from construction staging areas. Figure Ap.LU-17 shows land uses in this area. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area users kept informed. Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Coastal Link by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to commercial/office and industrial uses near MP 141, MP 142, and MP 143 would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Military Facilities. The initial portion of the Coastal Link (at the Sycamore Canyon Substation) would be located on and near to MCAS Miramar, as would Sycamore Canyon to Elliot reconductoring activities (Figures Ap.LU-16 and -19). Construction of the Proposed Project would temporarily disturb the area around MCAS Miramar as a result of heavy construction equipment, moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users are not kept informed.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Coastal Link. However, even with incorporation of these APMs, impacts would still be significant, and additional requirements are needed to ensure that construction disturbance would be less than significant (Class II). Thus, Mitigation Measure L-1a would be implemented. In addition, because of the ongoing air and ground operations on Miramar, base officials have requested that SDG&E consult with them prior to construction to ensure that there are no conflicts between construction equipment and base operations. Implementation of Mitigation Measure L-1c would ensure that coordination with MCAS Miramar would occur during construction activities. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measures L-1a and L-1c, construction-related land use impacts to MCAS Miramar along the Coastal Link would be less than significant.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

L-1c Coordinate with MCAS Miramar.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The Proposed Project would predominantly traverse or adjoin land used for military facilities, public roadways, religious facilities, schools, open space preserves, parks, and single-family residential within the Coastal Link, including reconductoring activities. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness and recreation and Section D.9, Transportation and Traffic, for discussion of operational impacts to public roadways within the Coastal Link. Sensitive land uses include residential, schools, and a religious facility. Commercial and office, industrial, and military uses could be impacted by presence of the Proposed Project along the Coastal Link.

The proposed route through the Coastal Link would not constitute a physical division to an established community because it would be constructed within the existing ROW. It would not establish a physical barrier or obstacle between uses such that a physical division would occur. While structures would be present, movement between and around these facilities would be possible and would not block or impede travel or connections within the community. As such, no land use impacts relating to the division of an established community would occur within the Coastal Link (No Impact), and no mitigation would be required.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not remove any residences or cause any residential use to change. In light of these reasons, no land use–related operational impacts would occur (No Impact), and no mitigation would be required.

Schools. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of school properties or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not remove any school facilities or cause the nature or condition of any school use to change. In light of these reasons, no land use–related operational impacts to schools would occur (No Impact), and no mitigation would be required. (Issues relating to the presence of power lines near schools typically concern EMF. This issue is addressed in Section D.10, Public Health and Safety.)

Religious Facility. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of the church property or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not remove any church facilities or cause the nature or condition of the religious use to change. In light of these reasons, no land use–related operational impacts to the church would occur (No Impact), and no mitigation would be required.

Other Uses

Commercial, Office, and Industrial Uses. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not permanently remove any uses along the proposed route or cause any use to change. Thus, operational impacts to commercial, office, and industrial uses as a result of the Proposed Project would not occur (No Impact), and no mitigation would be required.

Military Facilities. The Coastal Link could indirectly affect military activities in those areas along the proposed route and reconductoring activities that are adjacent to, or located on, property used by MCAS Miramar. The Proposed Project, however, would be located outside of areas of concern regarding height restrictions, and would traverse land already occupied by high-voltage transmission lines and towers. Therefore, the Proposed Project would not interfere with military activities. (Refer to Section D.9, Transportation and Traffic, for a discussion of the relationship between the Proposed Project and use of air space.) Thus, no operational land use impacts to military use along the Coastal Link would occur (No Impact), and no mitigation would be required.

Pending and Future Development

The Coastal Link would require installation of the transmission line overhead only within existing corridors. Therefore, there would be no potential for effect on pending and future development, a and Mitigation Measure L-2b (Revise project elements to minimize land use conflicts) would not be required. Modifications to Sycamore Canyon Substation

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II)

Modifications to the Sycamore Canyon Substation to accommodate the Proposed Project would occur within the existing substation property, and structures installed would be similar in type and size to the existing facility structures. The substation is located on military land occupied by MCAS Miramar. Land immediately surrounding the substation is unoccupied open space, with a growing number of residences under construction near the substation. Nearby land uses include military facilities. No sensitive land uses exist near the substation; however, residential use is under construction, and will be considered for purposes of this impact analysis. Land uses that could be impacted by construction of the substation include residential land uses and military facilities and appear on Figure Ap.LU-19.

Sensitive Land Uses

Residential Land Uses. Single- and multi-family residential uses are currently under construction near the Sycamore Canyon Substation. This area is urbanized and occupied by many high-density residential developments. For those residences greater than 1,000 feet from the substation, construction-related impacts would be considered adverse but not significant due to their distance from the proposed route (Class III).

Construction of the Coastal Link would temporarily disturb the surrounding areas as a result of heavy construction equipment, and the movement of building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the impacts.

While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Coastal Link by ensuring that by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to residential uses traversed by and adjacent to the Coastal Link would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Other Uses

Military Facilities. The Sycamore Canyon Substation would be located on MCAS Miramar. Construction of substation improvements would temporarily disturb MCAS Miramar as a result of heavy construction equipment, moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the Coastal Link by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) notifying MCAS of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measures L-1a and L-1c would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measures L-1a and L-1c, construction-related land use impacts to MCAS Miramar due to the Sycamore Canyon Substation would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

L-1c Coordinate with MCAS Miramar.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The substation is located on military land occupied by MCAS Miramar. Land immediately surrounding the substation is unoccupied open space, but there are many homes under construction near the east and south sides of the substation outside of MCAS Miramar. Sensitive land uses under construction near the substation include residential uses. Other land uses that could be impacted by presence of the substation include military facilities.

The proposed substation improvements would not create a physical division within an established community. It would not establish physical barriers or obstacles between uses such that a physical division would occur. While structures would be added to the existing substation, movement around the perimeter of the substation would be possible and would not block or impede travel or connections within the surrounding community. As such, no land use impacts relating to the division of an established community would occur due to the Sycamore Canyon Substation (No Impact), and no mitigation would be required.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the substation would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of substation improvements is complete. Project improvements would not remove any residences or cause any residential use to change. For these reasons, no land use–related operational impacts associated with the Sycamore Canyon Substation would occur (No Impact), and no mitigation would be required.

Other Uses

Military Facilities. The Sycamore Canyon Substation currently occupies land owned by MCAS Miramar and could indirectly affect military activities; however, the substation is located outside of areas of concern regarding height restrictions. Improvements to the substation would occur within the existing substation boundaries and would be similar in type and size to existing facility improvements. Therefore, presence of the Proposed Project would not interfere with military activities. (Refer to Section D.9, Transportation and Traffic, for a discussion of the relationship between the Proposed Project and use of air space.) Thus, no operational land use impacts to military use near the Sycamore Canyon Substation would occur (No Impact), and no mitigation would be required.

Modifications to Peñasquitos Substation

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II)

Modifications to the Peñasquitos Substation to accommodate the Proposed Project would occur within the existing substation property, and structures installed would be similar in type and size to the existing facility structures. Land uses near the Peñasquitos Substation include parks and recreation, public roadways, and residential. Refer to Section D.5, Wilderness and Recreation, for analysis of construction-

related substation impacts to recreation uses, and Section D.9, Transportation and Traffic, for discussion of construction-related substation impacts to public roadways. Sensitive land uses near the substation include residential and appear on Figure Ap.LU-18 at the end of this section.

Sensitive Land Uses

Residential Land Uses. Residential uses exist near the Peñasquitos Substation. The area surrounding the substation is an urbanized area occupied by higher density residential developments than elsewhere on the alignment. For this reason, a large number of residences would be impacted by construction of substation improvements. For those residences greater than 1,000 feet from the substation, construction-related impacts would be considered adverse but not significant due to their distance from the substation area (Class III). For those residences within 1,000 feet of the proposed route, impacts would be considered significant.

Construction of substation improvements would temporarily disturb the surrounding areas as a result of heavy construction equipment and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area residents are not kept informed.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to substation construction activities by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties to notify them of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts associated with the Peñasquitos Substation would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

Land uses near the Peñasquitos Substation include parks and recreation, public roadways, and residential. Refer to Section D.5, Wilderness and Recreation, for analysis of construction-related substation impacts to wilderness/recreation uses, and Section D.9, Transportation and Traffic, for discussion of construction-related substation impacts to public roadways. Sensitive land uses near the substation include residential.

The proposed substation improvements would not create a physical division within an established community. It would not establish a permanent barrier or obstacle between these uses such that a perceived physical division would occur. While structures would be present, movement around the substation would be possible and would not block or impede travel or connections within the community. As such, no land

use impacts relating to the division of an established community would occur within the Peñasquitos Substation (No Impact), and no mitigation would be required.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the substation would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of substation improvements is complete. The substation currently exists near single-family residences, and project improvements would not remove any residences or cause any residential use to change. In light of these reasons, no land use–related operational impacts to residential uses associated with the Peñasquitos Substation would occur (No Impact), and no mitigation would be required.

D.4.10 Other System Upgrades – Impacts and Mitigation Measures

Modifications to San Luis Rey Substation

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II)

Modifications to the San Luis Rey Substation in Oceanside to accommodate the Proposed Project would occur within the existing substation property. Structures installed would be similar in type and size to the existing facility structures. Land uses near the San Luis Rey Substation include residential and public roadways. Refer to Section D.9, Transportation and Traffic, for discussion of construction-related substation impacts to public roadways. Sensitive land uses include residential.

Sensitive Land Uses

Residential Land Uses. Residential uses near the San Luis Rey Substation would include single- and multi-family developments. Residences within 1,000 feet could be potentially impacted by construction activities. Impacts to residences more than 1,000 feet from the substation would be considered adverse but not significant (Class III) due to their distance from the substation.

Construction of substation improvements would temporarily disturb the surrounding areas as a result of heavy construction equipment and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to substation construction activities by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties to notify them of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts to residential uses would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and imple-

mentation of Mitigation Measure L-1a, construction-related land use impacts associated with the San Luis Rey Substation would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

Land uses near the San Luis Rey Substation include residential and public roadways. Refer to Section D.9, Transportation and Traffic, for discussion of construction-related substation impacts to public roadways. Sensitive land uses near the substation include residential.

The proposed substation improvements would not create a physical division within an established community. It would not establish a permanent barrier or obstacle between these uses such that a perceived physical division would occur. While structures would be present, movement around the substation would be possible and would not block or impede travel or connections within the community. As such, no land use impacts relating to the division of an established community would occur within the Peñasquitos Substation (No Impact), and no mitigation would be required.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the substation would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of substation improvements is complete. The substation currently exists near single- and multi-family residences, and project improvements would not remove any residences or cause any use to change. For these reasons, no land use–related operational impacts associated with the San Luis Rey Substation would occur (No Impact), and no mitigation would be required.

Modifications to South Bay Substation

Modifications to the South Bay Substation in Chula Vista to accommodate the Proposed Project would occur within the existing substation property. Structures installed would be similar in type and size to the existing facility structures. Nearby land uses include public facilities and utilities and parks and recreation. Refer to Section D.5, Wilderness and Recreation, for a discussion of impacts to wilderness/recreation resources near the South Bay Substation. No sensitive land uses exist near the substation, and no other uses would be impacted by construction or operations related to modification of the South Bay Substation. The proposed substation improvements would not create a physical division within an established community, and they would not establish a permanent barrier or obstacle between uses such that a perceived physical division would occur because, while structures would be present, movement around the substation would be possible and would not block or impede travel or connections within the community. Thus, no construction- or operations-related land use impacts would occur within the South Bay Substation (No Impact), and no mitigation is required.

D.4.11 Future Transmission System Expansion

The Proposed Project would facilitate the possible future construction of additional 230 kV and 500 kV transmission lines. These lines are not proposed at this time, but because the construction of the Proposed Project would include a substation and create new transmission corridors that could be used by these additional circuits, impact analysis is presented in this EIR/EIS.

D.4.11.1 Environmental Setting – 230 kV Future Transmission System Expansion

As described in Section B.2.7, the Central East Substation that would be built as a part of the Proposed Project would accommodate up to six 230 kV circuits. Only two circuits are proposed by SDG&E at this time, but construction of additional 230 kV circuits out of the Central East Substation may be required within the next 10 years. This section considers the impacts of construction and operation of these potential future transmission lines. Based on information provided by SDG&E, there are four substation endpoints and five routes that would be most likely for these future lines; each is addressed below. Figure B-12a illustrates the potential routes of each of the 230 kV transmission lines.

Central East Substation to Sycamore Canyon or Peñasquitos Substation

The future 230 kV lines from the Central East Substation to Sycamore Canyon or Peñasquitos Substation would most likely follow the proposed SRPL project route through the Central Link, Inland Valley Link and Coastal Link.

Central Link

Jurisdictions along or near the proposed route include the Bureau of Indian Affairs and the Santa Ysabel Band of Diegueño Mission Indians, BLM, Vista Irrigation District (VID), County of San Diego, and SDG&E. Uses in the area include lands used for agriculture, parks and recreation/open space, public facilities and utilities, and residential uses. Table D.4-5 identifies specific land uses in the vicinity of this segment.

Inland Valley Link

Jurisdictions traversed by or adjacent to the Inland Valley Link include BLM, U.S. Forest Service, DOD, CDFG, Caltrans, Ramona Municipal Water District, the County of San Diego, and City of San Diego. Land uses include those for agriculture, parks and recreation/open space, public facilities and utilities, and residential uses. Table D.4-6 identifies specific land uses in the vicinity of this segment.

Coastal Link

Jurisdictions along the Coastal Link route include DOD, Caltrans, the County of San Diego, City of Poway, and City of San Diego. Land uses include commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential uses. Table D.4-7 identifies specific land uses in the vicinity of this segment.

Central East Substation to Mission Substation

The future 230 kV line would most likely follow the proposed SRPL project route from the Central East Substation to Sycamore Canyon Substation. Therefore, the environmental setting for the future 230 kV line would be the same as for the proposed SRPL project from these locations. At the Sycamore

Canyon Substation, the 230 kV line would turn southwest and would most likely follow an existing 69 kV transmission line corridor that runs between Sycamore Canyon and Elliot Substations. Approximately 6.0 miles of the Grazing Land are associated with the existing 69 kV transmission line corridor between the Sycamore Canyon and Elliot Substations. Installation of a future 230 kV line between the Sycamore Canyon and Elliot Substations would occur entirely on undeveloped land at MCAS Miramar. From Elliot Substation, the route would continue southwest for an additional 4.0 miles within the existing 69 kV corridor, through Mission Trails Regional Park, and crossing I-15 to terminate at the existing Mission Substation, located at 9060 Friars Road, which is 0.9 miles north of I-8 and 0.25 miles west of I-805.

Jurisdictions traversed by or adjacent to the route would be the same as for the Proposed Project from the Central East Substation to Sycamore Canyon Substation (see Central Link, Inland Valley Link, and Coastal Link information above). From the Sycamore Canyon Substation to the Mission Substation, jurisdictions include DOD, Caltrans, the County of San Diego, City of San Diego, and SDG&E. Land uses from the Sycamore Canyon Substation to the Mission Substation include commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential uses.

Central East Substation to Los Coches Substation

The future 230 kV line would most likely follow the proposed SRPL project route from the Central East Substation to 1.0 mile south of the Creelman Substation (MP 122.2) in the Town of Ramona. Therefore, the environmental setting for the future 230 kV transmission line would be the same as for the proposed SRPL project from this location. At MP 122.2, the future expansion 230 kV line could turn south following the existing Creelman-Lakeside 69 kV corridor through unincorporated San Diego County and then 1.6 miles through largely hilly open space on the Barona Reservation east of the San Vicente Reservoir and west of the Barona Creek Golf Club, the Barona Valley Resort and Casino, and Oak Oasis Open Space Preserve. The route would then pass through or adjacent to Louis A. Stelzer County Park, cross the San Diego River and terminate at the existing Los Coches Substation 0.3 miles northwest of Lake Jennings near Lake Jennings County Park and the community of Lakeside.

Jurisdictions traversed by or adjacent to the route include the same as for the proposed SRPL project from the Central East Substation to 1.0 mile south of the Creelman Substation in the Town of Ramona (see Central Link and Inland Valley Link information above). From the Creelman Substation to the Los Coches Substation, jurisdictions include the Bureau of Indian Affairs, Barona Band of Mission Indians, and County of San Diego. Land uses from the Creelman Substation to the Los Coches Substation include parks and recreation/open space, public facilities and utilities, residential and tribal uses.

Central East Substation to Escondido Substation

Northern Route. From the proposed Central East Substation, the future 230 kV transmission line route would travel west through Vista Irrigation District land paralleling the proposed SRPL route for approximately 6.6 miles to its intersection with SR79. At SR79 the line would diverge from the proposed SRPL route and would head north parallel to SR79 for approximately 1.2 miles to the intersection of Highway S2 with SR79 at the existing Warner Substation. From there the route would parallel the existing 69 kV corridor west across open space owned by Vista Irrigation District north of Lake Henshaw and then it would turn southwest, following the northwest edge of the lake to SR76.

At SR76 the route would turn west-northwest paralleling SR76 for 13.3 miles following the existing Warners-Rincon 69 kV transmission corridor across and/or bordering parcels of the Cleveland National

Forest for approximately 4 miles and across La Jolla Reservation for 6 miles, crossing Cedar Creek, Plaisted Creek and Potrero Creek, and then into to Rincon Substation, which is just north of the Rincon Reservation at the Highway S6 intersection with SR76. The hilly route along SR76 is primarily agricultural/open space with scattered rural residences.

At Rincon Substation the route would diverge from SR76 and would follow the existing Rincon-Escondido 69 kV corridor, generally parallel to Highway S6 south, crossing Potrero Creek, San Luis Rey River and a tributary to Paradise Creek, through the Rincon Reservation for 3 miles passing through some medium density single family residential and commercial land uses. South of the Rincon Reservation, the route would turn west in the Valley Center Substation area generally paralleling Highway S6, passing on the west side of Hellhole Canyon County Open Space Preserve (approximately 0.30 miles from the ROW), and then would turn south on the east side of Highway S6 for 1.6 miles before turning southwest, crossing Highway S6, and entering the City of Escondido after approximately 0.75 miles. The new line could run adjacent to or cross Daley Ranch near Escondido. In the City of Escondido, the route would turn south and then southwest for approximately 8 miles following the existing 69 kV corridor into Escondido Substation.

Jurisdictions traversed by or adjacent to the route include the Bureau of Indian Affairs, Rincon Band of Luiseño Indians and La Jolla Band of Luiseño Indians; U.S. Forest Service; Caltrans; Vista Irrigation District; County of San Diego; and City of Escondido. Land uses include parks and recreation/open space, public facilities and utilities, residential, and tribal uses.

Southern Route. The southern route between the Central East and Escondido Substations would likely follow the Proposed Project route from the Central East Substation to the Chicarita Substation, at which point the southern route would diverge and head north, following an existing 69 kV corridor into the Escondido Substation.

Jurisdictions traversed by or adjacent to the southern route include the County of San Diego and City of Escondido. Land uses traversed by or adjacent to the southern route between Chicarita Substation and Escondido Substation include parks and recreation/open space, public facilities and utilities, and residential uses.

D.4.11.2 Environmental Impacts – 230 kV Future Transmission System Expansion

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class III; Class II)

Land uses traversed by or adjacent to the Future Expansion include agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, residential, and tribal lands. Refer to Section D.5 for a discussion of impacts to wilderness and recreation uses, Section D.6 for discussion of impacts to agricultural uses, and Section D.9 for discussion of impacts to public roadways. Sensitive land uses include residential uses and schools. Other uses that could be impacted include commercial and office, industrial, and military uses.

Sensitive Land Uses

Residential Land Uses. For those residences greater than 1,000 feet from the Future Expansion, construction-related impacts would be considered adverse but not significant (Class III) due to their

distance from the project. For residences within 1,000 feet, construction would temporarily disturb the surrounding areas as a result of heavy construction equipment on temporary and permanent access roads and moving building materials to construction sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 and D.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Implementation of Mitigation Measures L-1d, L-1e, and L-1f would help minimize potential land use impacts relating to construction activities by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties to notify them of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. However, even with incorporation of these mitigation measures, impacts would still be significant. Mitigation Measure L-1a would be implemented to ensure that impacts to residential uses would not be significant. With implementation of Mitigation Measures L-1a, L-1d, L-1e, and L-1f, construction-related land use impacts would be less than significant (Class II). The full text of the mitigation measures appears in Appendix 12.

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 **Provide advance notice and appoint public affairs officer.** SDG&E will provide advance notice to residents, property owners, and tenants within 300 feet of construction activities and will appoint a public affairs officer to address public concerns or questions. [APM LU-2]

L-1e **Notify property owners and provide access.** To facilitate access to properties obstructed by construction activities, SDG&E will notify property owners and tenants in advance of construction activities. SDG&E will provide alternative access if feasible. [APM LU-4]

L-1f **Flag ROW boundary and environmentally sensitive areas.** The limits of construction within the ROW will typically be predetermined, with activity restricted to and confined within those limits. The ROW boundary and limits of construction activity will be flagged in environmentally sensitive areas to alert construction personnel that disturbance to those areas will be minimized or avoided. [APM LU-6]

Schools. Construction of the FTSE would temporarily disturb schools as a result of heavy construction equipment and moving building materials to and from construction sites and staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 and D.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Implementation of Mitigation Measures L-1d, L-1e, and L-1f would help minimize potential land use impacts relating to construction activities by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties to notify them of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. However, even with incorporation of these mitigation measures, impacts would still be significant. Mitigation Measure L-1a would be implemented

to ensure that impacts to schools would not be significant. With implementation of Mitigation Measures L-1a, L-1d, L-1e, and L-1f construction-related land use impacts would be 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-1d **Provide advance notice and appoint public affairs officer.** [APM LU-1]

L-1e **Notify property owners and provide access.** [APM LU-4]

L-1f **Flag ROW boundary and environmentally sensitive areas.** [APM LU-6]

Other Uses

Commercial/Office and Industrial Uses. Construction would temporarily disturb commercial and office as well as industrial uses. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 and D.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Implementation of Mitigation Measures L-1d, L-1e, and L-1f would help minimize potential land use impacts relating to construction activities by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties to notify them of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. Mitigation Measure L-1a would be implemented to ensure that impacts to commercial and office as well as industrial uses would not be significant. With implementation of Mitigation Measures L-1a, L-1d, L-1e, and L-1f construction-related land use impacts to commercial/office and industrial uses near MP 120 and MP 121 would be 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-1d **Provide advance notice and appoint public affairs officer.** [APM LU-1]

L-1e **Notify property owners and provide access.** [APM LU-4]

L-1f **Flag ROW boundary and environmentally sensitive areas.** [APM LU-6]

Military Facilities. Construction of the Proposed Project would temporarily disturb a portion of MCAS Miramar as a result of heavy construction equipment and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 and D.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and MCAS Miramar is not notified of construction activities.

Implementation of Mitigation Measures L-1d, L-1e, and L-1f would help minimize potential land use impacts relating to construction activities by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties to notify them of proposed construction activities, (3) providing avenues for the public to gain more

information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. Mitigation Measure L-1a and L-1c would be implemented to ensure that impacts to military uses would not be significant. With implementation of Mitigation Measures L-1a, L-1c, L-1d, L-1e, and L-1f construction-related land use impacts would be 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 **Coordinate with MCAS Miramar.**

L-1d **Provide advance notice and appoint public affairs officer.** [APM LU-1]

L-1e **Notify property owners and provide access.** [APM LU-4]

L-1f **Flag ROW boundary and environmentally sensitive areas.** [APM LU-6]

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Sensitive Land Uses; Class I or II for Pending and Future Development)

The Future Expansion would predominantly traverse or adjoin land used for agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, residential, and tribal uses. Refer to Section D.5 for a discussion of impacts to wilderness and recreation uses, Section D.6 for discussion of impacts to agricultural uses, and Section D.9 for discussion of impacts to public roadways. Sensitive land uses include residential uses and schools. Other land uses that could be impacted by the Future Expansion include commercial and office, industrial, and military uses.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Future Expansion corridors are not well defined at this time, but it appears that they would not result in the removal of any residences or cause the nature or condition of any residential use to change. For these reasons, no land use–related operational impacts would occur (No Impact), and no mitigation would be required.

Schools. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of the school property or structures. Access to all uses would be fully restored once construction is complete. The Future Expansion would not remove any school facilities or cause the nature or condition of the school use to change. In light of this, no land use–related operational impacts to schools would occur (No Impact), and no mitigation would be required. (Issues relating to the presence of power lines near schools typically concern EMF. This issue is addressed in Section D.10.)

Other Uses

Commercial, Office, and Industrial Uses. Access to all uses would be fully restored once construction of the Future Expansion is complete. The project would not permanently remove any uses along the proposed route or cause the nature or condition of any use to change. Thus, operational impacts to commercial, office, and industrial uses would not occur (No Impact), and no mitigation would be required.

Military Facilities. The Future Expansion could indirectly affect military activities in those areas along the proposed route and reconductoring activities that are adjacent to, or located on, property used by MCAS Miramar. The Expansion Project, however, would be located outside of areas of concern regarding height restrictions and would traverse land already occupied by high-voltage transmission lines and towers. Therefore, the Expansion Project would not interfere with military activities. (Refer to Section D.9 for a discussion of the relationship between the Proposed Project and use of air space.) Thus, no operational land use impacts to military facilities would occur (No Impact), and no mitigation would be required.

Pending and Future Development

If a transmission route is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.11.3 Environmental Setting – 500 kV Future Transmission System Expansion

As described in Section B.7.2 and illustrated in Figure B-12b, the potential Future 500 kV Circuit would connect the proposed Central East Substation to the Southern California Edison (SCE) transmission system at a new substation north of Interstate 15 (I-15), about 20 miles west of SCE's Valley Substation.

Jurisdictions traversed by or adjacent to the 500 kV Future Expansion include BIA, BLM DoD, U.S. Forest Service, Caltrans, County of San Diego, County of Riverside, La Jolla Band of Luiseño Indians, Rincon Band of Luiseño Indians, and San Pasqual Band of Mission Indians. Land uses traversed by or adjacent to the 500 kV Future Expansion include agriculture, commercial and office, parks and recreation/open space, public facilities and utilities, residential, tribal, and water uses.

D.4.11.4 Environmental Impacts – 500 kV Future Transmission System Expansion

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

Land uses traversed by or adjacent to the Future Expansion include agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, residential, and tribal lands. Refer to Section D.5 for a discussion of impacts to wilderness and recreation uses, Section D.6 for discussion of impacts to agricultural uses, and Section D.9 for discussion of impacts to public roadways. Sensitive

land uses include residential uses. Other uses that could be impacted include commercial and office, industrial, and military uses.

Sensitive Land Uses

Residential Land Uses. For those residences greater than 1,000 feet from the 500 kV Future Expansion, construction-related impacts would be considered adverse but not significant (Class III) due to their distance from the project. Construction would temporarily disturb the surrounding areas as a result of heavy construction equipment on temporary and permanent access roads and moving building materials to construction sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 and D.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Implementation of Mitigation Measures L-1d, L-1e, and L-1f would help minimize potential land use impacts relating to construction activities by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties to notify them of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. Mitigation Measure L-1a would be implemented to ensure that impacts to residential uses would not be significant. With implementation of Mitigation Measures L-1a, L-1d, L-1e, and L-1f, construction-related land use impacts would be less than significant (Class II). The full text of the mitigation measures appears in Appendix 12.

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 **Provide advance notice and appoint public affairs officer.** [APM LU-1]

L-1e **Notify property owners and provide access.** [APM LU-4]

L-1f **Flag ROW boundary and environmentally sensitive areas.** [APM LU-6]

Other Uses

Commercial/Office and Industrial Uses. Construction would temporarily disturb commercial and office as well as industrial uses. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 and D.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Implementation of Mitigation Measures L-1d, L-1e, and L-1f would help minimize potential land use impacts relating to construction activities by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties to notify them of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. Mitigation Measure L-1a would be implemented to ensure that impacts to commercial and office as well as industrial uses would not be significant. With implementation of Mitigation Measures L-1a, L-1d, L-1e, and L-1f construction-related land use impacts to commercial and office and industrial uses would be 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-1d **Provide advance notice and appoint public affairs officer.** [APM LU-1]

L-1e **Notify property owners and provide access.** [APM LU-4]

L-1f **Flag ROW boundary and environmentally sensitive areas.** [APM LU-6]

Military Facilities. Construction of the Proposed Project would temporarily disturb a portion of Marine Corps Base (MCB) Camp Pendleton as a result of heavy construction equipment and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 and D.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and MCB Camp Pendleton is not notified of construction activities.

Implementation of Mitigation Measures L-1d, L-1e, and L-1f would help minimize potential land use impacts relating to construction activities by (1) adhering to limits of construction that would be determined prior to the start of construction activities, (2) coordinating with owners and tenants of properties to notify them of proposed construction activities, (3) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities, and (4) providing alternative access where feasible. Mitigation Measure L-1a and L-1g would be implemented to ensure that impacts to military uses would not be significant. With implementation of Mitigation Measures L-1a, L-1c, L-1d, L-1e, and L-1f construction-related land use impacts to MCB Camp Pendleton would be 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-1d **Provide advance notice and appoint public affairs officer.** [APM LU-1]

L-1e **Notify property owners and provide access.** [APM LU-4]

L-1f **Flag ROW boundary and environmentally sensitive areas.** [APM LU-6]

L-1g **Coordinate with MCB Camp Pendleton.** At least 90 days before construction, SDG&E shall provide all required project engineering details to MCB Camp Pendleton for review and approval. Information provided shall include access roads to be used, expanded, or added. SDG&E shall provide the CPUC and BLM with evidence of its coordination with MCB Camp Pendleton at least 60 days prior to the start of construction. When any towers are to be removed on MCB Camp Pendleton, all portions of the towers/poles shall be removed. Cutting poles and leaving buried portions is not acceptable on MCB Camp Pendleton lands

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The 500 kV Future Expansion would predominantly traverse or adjoin land used for agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, residential, and tribal uses. Refer to Section D.5 for a discussion of impacts to wilderness and recreation uses, Sec-

tion D.6 for discussion of impacts to agricultural uses, and Section D.9 for discussion of impacts to public roadways. Sensitive land uses include residential uses. Other land uses that could be impacted by the 500 kV Future Expansion include commercial and office, industrial and military uses.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the 500 kV Future Expansion is complete. The 500 kV Future Expansion would not remove any residences or cause the nature or condition of any residential use to change. For these reasons, no land use–related operational impacts would occur (No Impact), and no mitigation would be required.

Other Uses

Commercial/Office and Industrial Uses. Access to all uses would be fully restored once construction of the 500 kV Future Expansion is complete. The project would not permanently remove any uses along the proposed route or cause the nature or condition of any use to change. Thus, operational impacts to commercial and office as well as industrial uses would not occur (No Impact), and no mitigation would be required.

Military Facilities. The 500 kV Future Expansion could indirectly affect military activities in those areas along the proposed route that are adjacent to, or located on, property used by MCB Camp Pendleton. The 500 kV Future Expansion Project, however, would be located outside of areas of concern regarding height restrictions and would traverse land already occupied by high-voltage transmission lines and towers. Therefore, the 500 kV Future Expansion Project would not interfere with military activities. (Refer to Section D.9 for a discussion of the relationship between the Proposed Project and use of air space.) Thus, no operational land use impacts to military facilities would occur (No Impact), and no mitigation would be required.

Pending and Future Development

If a transmission route is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.12 Connected Actions and Indirect Effects

Section B.6 describes the other projects that have been found to be related to the Sunrise Powerlink Project. They fall into two categories:

- **Connected Actions.** The four projects found to be connected to the Sunrise Powerlink Project are the Stirling Energy Systems solar facility, two components of the IID 230 kV transmission system upgrades, the Esmeralda–San Felipe Geothermal Project, and the Jacumba Substation. Those projects are addressed in Sections D.4.12.1 through D.14.12.4.
- **Indirect Effects.** One project, the SCE La Rumorosa Wind Project, would create effects as a result of the construction and operation of the Sunrise Powerlink Project. That project is addressed in Section D.4.12.5.

D.4.12.1 Stirling Energy Systems Solar Two LLC Project

Under a Power Purchase Agreement (PPA) approved by the CPUC, SDG&E would purchase up to 900 MW of solar power produced at a proposed 8,000-acre Concentrating Solar Power (CSP) facility in the Imperial Valley (see Section B.6.1). At least 600 MW of this total would be transmitted via the SRPL. Stirling Energy Systems (SES) Solar Two, LLC would construct, own and operate the CSP facility and an associated 230 kV transmission line. The CSP site would require a new ROW from BLM, and additional individual private parcels within the site boundaries would be acquired. The transmission line would be constructed adjacent to the SWPL, and also would require a new ROW from BLM.

As described in Section B.6, the CPUC and BLM have determined that the Stirling CSP facility and associated 230 kV transmission line are so closely related to the Proposed Project as to be considered "connected actions" under the National Environmental Policy Act (NEPA). Therefore, the Stirling site and transmission line are discussed in this EIR/EIS in order to fully disclose the potential for this project to be constructed as a result of the presence of the SRPL (if it is approved and constructed). Approval of the SRPL would not result in automatic approval of the Stirling CSP facility or transmission line discussed below, and the project would require SES permit applications to CEC and BLM and compliance with CEQA and NEPA, followed by approvals from the CEC and BLM prior to construction on BLM lands.

Environmental Setting

The SES solar facility site is located on approximately 8,000 acres (12.5 square miles) of primarily BLM land bounded to the north by the Union Pacific Railroad and to the south by I-8. Currently, the majority of the land at the site is undeveloped BLM land; however, there are several undeveloped private parcels within the site, and SES plans to acquire those parcels. Two paved roads, Dunaway Road and Strobel Road, traverse a portion of the site at its easternmost end. The associated 230 kV transmission line would be located within a new ROW adjacent to the existing SWPL ROW from the CSP site to the Imperial Valley Substation near Highway 98, traversing approximately seven miles of the Yuha Basin ACEC.

Maintenance facilities and construction laydown areas would be necessary elements of site construction and facility operation, including an estimated 14 acres for assembly stations and dish storage, 14 acres for the main services complex (warehouse and offices for maintenance and administration), 8 acres for an additional maintenance facility, and 12 acres of construction laydown areas. Approximately 525 miles of permanent, gravel access roads would be constructed at the site, which corresponds to approximately

1,820 acres of disturbance. Approximately 16 towers (230 kV) would be constructed at the site, resulting in an additional approximately 600 acres of disturbance. Approximately 6,000 acres at the site would be developed with approximately 2,500 acres of total surface disturbance (Stirling, 2007c).

The Stirling CSP project would permanently change the nature of the land the facility would occupy from one of public, limited use interspersed with private parcels to an intensive utility use. No sensitive land uses occur at the CSP project site. Jurisdictions along the transmission line ROW and at the CSP site include BLM, Caltrans, and the County of Imperial. Approximately 1.5 miles of the Juan Bautista De Anza National Historic Trail would be located within the Stirling CSP site. See Section D.5.12.1 for a discussion of operational impacts to the Juan Bautista De Anza National Historic Trail. Table D.4-13 lists jurisdictions and land uses traversed by or adjacent to the 230 kV transmission line.

Table D.4-13. Stirling Energy Systems 230 kV Transmission Line Land Uses

Location	Jurisdiction	Land Use Classifications	Specific Land Uses
MP 0-1	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
MP 1-2	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
MP 2-3	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
MP 3-6	BLM, County of Imperial	Parks and Recreation/Open Space, Public Facilities & Utilities	Open Space
MP 6-7	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities & Utilities	Open Space, I-8
MP 7-8	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities & Utilities	Open Space, I-8
MP 8-9	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disrupt land uses at or near the alignment (No Impact)

The SES Solar Two, LLC Project would cross predominantly open space land and public roadways west of El Centro. Refer to Section D.9, Transportation and Traffic, for information on impacts to public roadways. No sensitive land uses occur in the area, and no other uses would be impacted by construction of the project. Thus, no construction-related land use impacts associated with the SES Solar Two, LLC Project would occur (No Impact), and no mitigation would be required.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

As noted previously, the SES Solar Two, LLC Project would cross open space and public roadways. Refer to Section D.9, Transportation and Traffic, for information on impacts to public roadways. A large housing development is currently proposed for a site immediately east of the CSP site, but no development at the site has taken place to date. Construction and operation of the SES project facility would require acquisition of the undeveloped private parcels within the site. Project construction and operations are not expected to disrupt operations at the adjacent gypsum plant. Based on aerial photographs of the site, it appears that the site has been used as an unsanctioned ORV area, although

currently off-highway vehicle activity is restricted to approved routes of travel. Refer to Section D.5 for a discussion of recreational resource impacts due to operation of the SES Solar Two, LLC Project.

The transmission ROW would parallel the north side of the first four miles of the Proposed SRPL Project ROW, which also parallels the north side of the existing SWPL ROW. The SES transmission line would continue parallel to SWPL across undeveloped desert valley and gently sloping terrain for approximately nine more miles. No sensitive land uses occur in the area, and no other uses would be impacted by the project. Thus, no operational land use impacts associated with the SES Solar Two, LLC Project would occur (No Impact), and no mitigation would be required.

D.4.12.2 IID Transmission System Upgrades

As part of Phase 2 of the Imperial Valley Study Group's development plan (see Section A.4.3), IID would construct a new 230 kV line from the Bannister Substation to a new San Felipe 500/230 kV Substation to interconnect to the proposed Imperial Valley to San Diego 500 kV line (i.e., the Sunrise Powerlink line). This San Felipe Substation could potentially provide an additional interconnection between the IID and CAISO systems, and thus another point for the delivery of renewable resources to Southern California loads. IID would construct, own and operate these upgrades.

As described in Section B.6, the CPUC and BLM have determined that these IID Transmission System Upgrades are so closely related to the Proposed Project as to be considered "connected actions" under NEPA. Therefore, IID Transmission System Upgrades are discussed in this EIR/EIS in order to fully disclose the potential for a Bannister–San Felipe 230 kV transmission line and new San Felipe 500/230 kV Substation to be constructed as a result of the presence of the SRPL (if it is approved and constructed). Approval of the SRPL would not result in automatic approval of the IID Transmission System Upgrades, and the projects would require applications by IID, compliance with CEQA and NEPA, followed by approvals from the BLM prior to construction on BLM lands.

Environmental Setting

The IID Bannister–San Felipe 230 kV line would parallel the SRPL between MP 32 and MP 58.4. Jurisdictions within or near the transmission line and substation site include BLM, National Park Service, Caltrans, the County of Imperial, and County of San Diego. Land uses within or near to the IID Transmission System Upgrades include predominantly open space (vacant land) as well as rural residential (near the San Felipe Substation), public roadways, and a national historic trail. Table D.4-2 identifies specific land uses along the 230 kV transmission corridor and in the vicinity of the substation site.

Assuming approval and construction of the Imperial Valley Link portion of the Proposed SRPL Project, the 230 kV line would parallel an existing utility corridor. The route would pass though the NAF El Centro Military Height Limitation area (20 to 200 feet); however, because the transmission towers would be approximately 120 feet tall and would be adjacent to 160-foot 500 kV lattice towers, the height limitation should not present any engineering/constructability challenges or regulatory infeasibility.

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (No Impact; Class II, III)

The IID 230 kV transmission line route would cross predominantly open space land until MP IID-25 and west from there to the San Felipe Substation, where there are scattered rural residences. Other uses that would be temporarily impacted by construction of the 230 kV transmission line and substation include public and military facilities (public roadways and NAF El Centro Desert Range).

Many of the residential uses are associated with recreation (i.e., off-highway vehicle use and/or recreation in ABDSP). Section D.5 (Wilderness and Recreation) discusses impacts to wilderness and recreation resources. Construction of the IID Transmission Upgrades would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads and moving building materials to the substation and/or sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 (Noise) and D.11 (Air Quality) respectively.

No residences would be located within 1,000 feet of the transmission route or substation construction. The closest residences would be west of MP IID-25 and in the Ocotillo Wells area along Old Kane Springs Road, approximately 0.6 miles west of the San Felipe Substation. For those residences greater than 1,000 feet from the 230 kV route or substation, construction-related impacts would be considered adverse but not significant due to their distance from the project (Class III). No mitigation would be required. However, if this connected action is proposed, implementation of measures similar to the types listed below are recommended to further reduce land use impacts or in the event that residences are built near the transmission corridor or substation site prior to the project's environmental permitting.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

The IID Upgrades would traverse or adjoin land used for parks and recreation/open space, public facilities and utilities, and residential purposes. Refer to Sections D.5, Wilderness and Recreation, for a discussion of operational impacts to the Juan Bautista de Anza National Historic Trail.

No residences are be located within 1,000 feet of the transmission route or substation, and no other uses would be impacted by the IID Upgrades. Thus, no operational impacts would occur (No Impact), and no mitigation would be required. However, in the event that residences are built near the transmission corridor or substation site prior to the project's environmental permitting, incorporation of measures similar to those listed under Impact L-1 above are recommended to further reduce land use impacts.

D.4.12.3 Esmeralda–San Felipe Geothermal Project

An EIS is currently being prepared by BLM to analyze the leasing of geothermal resources exploration, development, and utilization in the Truckhaven Geothermal Leasing Area (Truckhaven) in western

Imperial County, California (refer to Figure B-46 in Section B). Currently, BLM has non-competitive geothermal lease applications pending for portions of this land, including lease applications from Esmeralda Energy, LLC (Esmeralda); however, the land must first be assessed under NEPA before leases can be granted. Under the Proposed Action analyzed in the EIS, BLM would approve the pending non-competitive leases and offer competitive leases for all other available lands at Truckhaven.

The Esmeralda–San Felipe Geothermal Project would develop 20 MW of geothermal resources within the Truckhaven Geothermal Leasing Area; however, Esmeralda is not able to submit a project application to BLM for the Esmeralda–San Felipe Geothermal Project until their pending lease applications with BLM for Truckhaven are approved. In the absence of a formal Project application, it is assumed that roughly half of the components identified under the Reasonably Foreseeable Development (RFD) scenario in BLM's Truckhaven EIS would apply to the Esmeralda–San Felipe Geothermal Project. Additionally, the description of the environmental setting and likely impacts are partially adapted from the Draft EIS for the Truckhaven Geothermal Leasing Area (February 2007). The RFD describes the anticipated development that would occur at Truckhaven to facilitate geothermal resources exploration, development and utilization should the leases be approved by BLM and include new wells, a power plant and transmission lines, as described in Section B.6.3. Geothermal energy uses heat from the earth, extracted through geothermal wells in the form of steam or brine, which is then transported via pipeline and used to drive turbines, which drive electricity generation.

As described in Section B.6, the CPUC and BLM have determined that the Esmeralda–San Felipe Geothermal Project is so closely related to the Proposed Project as to be considered a "connected action" under NEPA. Therefore, the Esmeralda–San Felipe Geothermal Project is discussed in this EIR/EIS in order to fully disclose the potential for a new geothermal plant and associated linear to be constructed as a result of the presence of the SRPL (if it is approved and constructed). Approval of the SRPL would not result in automatic approval of the Esmeralda–San Felipe Geothermal Project, and the project would require applications by Esmeralda Energy, LLC, compliance with CEQA and NEPA, followed by approvals from the BLM prior to construction on BLM lands.

Environmental Setting

The Truckhaven Geothermal Leasing Area encompasses 63 sections or approximately 40,320 acres. Of this, approximately 22.5 sections (14,400 acres) are BLM lands on the surface and subsurface. The remainder of the Truckhaven area is composed of private lands or lands owned by the California State Lands Commission (CSLC). There are no Tribal Lands on or immediately adjacent to Truckhaven.

Imperial Irrigation District has a 50-foot-wide easement through the Truckhaven area for its 161 kV overhead transmission line. Additionally, Caltrans/Federal Highway Administration has a 400-foot ROW for SR86, which traverses the northwestern portion of Truckhaven. Adjacent to the Truckhaven Geothermal Leasing Area are the Salton Sea Airport and County Route S22.

Environmental Impacts and Mitigation Measures

BLM lands within the Truckhaven area are open space areas. No sensitive land uses would be traversed by or adjacent to the Truckhaven Geothermal Leasing Area, and no other uses would be affected by this project. As such, no impacts relating to the construction or operation of the Esmeralda–San Felipe Geothermal Project would occur (No Impact), and no mitigation would be required.

D.4.12.4 Jacumba Substation

In its testimony during the CPUC's Phase 1 hearings on the need and economics of the Proposed Project, SDG&E staff stated that a new 230/500 kV substation would be required to allow future wind generation projects to transmit generated power via the existing 500 kV Southwest Powerlink (SWPL) transmission line. The SWPL currently has limited available capacity, but if the Sunrise Powerlink Project is approved and constructed, some electricity currently carried by the SWPL will be transmitted via Sunrise, making more capacity available on the SWPL. There are a number of possible new wind generation projects near the Jacumba area (about 5 miles west of the San Diego/Imperial County line), some in San Diego County (Crestwood wind area) and some in Mexico (La Rumorosa wind area). Therefore, the impacts of this substation are evaluated as part of the Proposed Project.

This 230/500 kV substation would allow incoming transmission lines at 230 kV from wind farms in either the Crestwood or La Rumorosa areas. The power would be transformed to 500 kV in order to allow it to be transmitted via the SWPL to the Miguel Substation in San Diego. The substation is assumed to occupy about 20 acres, and while its location has not been defined by SDG&E, for the purposes of this EIR/EIS it is assumed to be located just east of the point where the Interstate 8 Alternative diverges from the SWPL. Figure B-47 illustrates the approximate location and size of the substation area. The impacts of this substation are also evaluated as a part of the wind component of the Non-Wires In-Area Renewable Generation Alternative, as defined and analyzed in Section E.5. Approval of the SRPL would not result in automatic approval of the Jacumba Substation discussed below, and the project would require applications by SDG&E, and compliance with CEQA and NEPA.

Environmental Setting

Jacumba 500/230 kV Substation. Assuming approval and construction of the Proposed SRPL Project, the Jacumba 500/230 kV Substation is likely to be built partly on the existing Southwest Powerlink utility corridor, approximately one-half mile northwest of the town of Jacumba. Jurisdictions within or near the substation site include BLM and the County of San Diego. Land uses within or near to substation include predominantly open space (vacant, private land), Forage Crops, small town (Jacumba), public roadways, and, San Diego and Arizona Eastern Railroad. Old Highway 80 passes through the town of Jacumba.

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class III)

The Jacumba Substation would be sited through predominantly open space, private land, northwest of the town of Jacumba where there are residences. Uses that would be temporarily impacted by construction of the substation include public facilities, primarily roads. Construction of the Jacumba Substation would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads and moving building materials to the substation and/or sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 (Noise) and D.11 (Air Quality) respectively.

No residences would be located within 1,000 feet of the substation construction. The closest residences would be in the town of Jacumba approximately 0.5 miles southeast of the substation and in the proposed development site, Ketchum Ranch, approximately 1 mi. to the east of the substation. For those residences greater than 1,000 feet from the substation, construction-related impacts would be considered adverse but not significant due to their distance from the project (Class III). No mitigation would be required. However, if this connected action is proposed, implementation of measures similar to the types listed below are recommended to further reduce land use impacts or in the event that residences are built near the transmission corridor or substation site prior to the project's environmental permitting.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

The Jacumba Substation would not traverse or adjoin private land used for recreation. Refer to Sections E.5, Wilderness and Recreation, for a discussion of operational impacts to the region.

No residences are located within 1,000 feet of the substation, and no other uses would be impacted. Thus, no operational impacts would occur (No Impact), and no mitigation would be required. In the event that residences are built near the transmission corridor or substation site prior to the project's environmental permitting, the Jacumba Substation would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the substation is complete. The substation would not remove any residences along the proposed route or cause any residential use to change. For these reasons, no land use–related operational impacts would occur (No Impact), and no mitigation would be required.

D.4.12.5 SCE La Rumorosa Wind Project

Environmental Setting

United States. A new 230 kV transmission line would be required to connect the Rumorosa Wind Developers II (RWD) to the existing 500 kV SWPL. The 1.7 miles of new 230 kV transmission line would be sited on private land. Surrounding land uses for this line include rural residential, Old Highway 80, the San Diego/Arizona railroad and the town of Jacumba. The new 230 kV transmission line would enter into the proposed Jacumba Substation. There are no residences within 1,000 feet of the transmission line.

Mexico. The RWD wind farm would be located approximately 1.4 miles east of the town of La Rumorosa, in the municipality of Tecate, Baja California. The wind farm would be bordered on the east by the La Rumorosa Substation. Surrounding land uses for the RWD include Highway Mexico 2, the La Rumorosa Substation, and the town of La Rumorosa, population 1615.

Approximately 20 miles of new 230 kV transmission line would be constructed in the existing Tijuana/ Mexicali ROW. Land uses within this ROW are the existing 230 kV transmission line, and Highway Mexico 2.

Approximately 7 miles of new 230 kV transmission line would be built on new ROW going north, north east of Luis Echevarria Alvarez until reaching the U.S./Mexico border. Land uses within and adjacent to the new ROW include rural residential, local roadways, Highway Mexico 2, and some agriculture use. There is also grazing land within this new ROW, especially near the town of Jácume approximately 1.1 mile east of the proposed new ROW at the U.S./Mexican border.

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the wind farm and transmission line (Class III)

United States. The 1.7 miles of transmission line would run from the Jacumba Substation (See Section E.5) to the U.S./Mexico border. Sensitive land uses within the RWD properties and surrounding areas include rural residences, as the outskirts of the town of Jacumba are approximately 1000 feet away . Other land uses that could potentially be impacted by construction activities include public roadways.

Residential Land Uses. For residences greater than 1,000 feet from the RWD transmission line facilities, including access roads, construction-related impacts would be considered adverse but not significant due to their distance from the project (Class III).

Construction of the RWD project would create noise and dust as a result of heavy construction equipment on temporary and permanent access roads, moving building materials to and from construction staging areas. This would result in temporary disturbances, including those rural residential and limited public and commercial facilities detailed above. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8 and D.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it would be significant if construction is not carefully managed and residents kept informed. Thus, Mitigation Measure L-1a is recommended to ensure that construction-related land use impacts would not be significant (Class II).

Mexico. The RWD wind farm, 20 miles of new 230 kV line on existing ROW, and the 7 miles of new 230 kV line on new ROW would run from the U.S./Mexico border, to the existing Jacumba Substation. Sensitive land uses within the RWD properties and surrounding areas include rural residences, as the town of Jácume is approximately 1 mile away, and the new transmission line would pass adjacent to the town of La Rumorosa. Other land uses that could potentially be impacted by construction activities include public roadways and the *Las Manatiales* Ranch.

Residential Land Uses. Construction-related impacts would be considered adverse but not significant due to their distance from the project (Class III) as detailed in the U.S. section.

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.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

United States and Mexico. The 1.7 miles of transmission line in the United States would run from the Jacumba Substation (See Section D.12.4) to the U.S./Mexico border. Sensitive land uses along the ROW include rural residences, as the outskirts of the town of Jacumba are approximately 1,000 feet away. The RWD wind farm, 20 miles of new 230 kV line on existing ROW, and the 7 miles of new 230 kV line on new ROW would run from the U.S./Mexico border, to the existing Jacumba Substation. Sensitive land uses within the RWD properties and surrounding areas include rural residences, as the town of Jácume is approximately 1 mile away, and the new transmission line would pass adjacent to the town of La Rumorosa.

The proposed route would not physically divide these established uses but would traverse between and border them. The transmission facilities would not constitute a physical division of an established community. The proposed route would circumvent land uses and not bisect them. In addition, the transmission line would not establish a permanent barrier or obstacle between uses such that a perceived physical division would occur. While wind towers and lines would be present, travel or connections within the community would not be impeded so as to create a divide. As such, no land use impacts relating to the division of an established community would occur within the RWD project (No Impact), and no mitigation would be required.

Residential Land Uses. From an operational perspective, presence of the RWD transmission line facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction was complete. The RWD project would not remove any residences or cause the nature or condition of any use to change. Thus, no land use-related operational impacts would occur (No Impact).

D.4.13 Overall Land Use Impacts of Proposed Project

Environmental Impacts and Mitigation Measures

Construction Impacts

Land use impacts associated with transmission lines and towers along the Proposed Project , the Future Transmission System Expansion, and Connected Actions and Indirect Effects would be less than significant with Applicant Proposed Measures (APMs) incorporated for the Proposed Project and mitigation measures implemented for the Proposed Project, the Future Transmission System Expansion, and Connected Actions and Indirect Effects. Construction activities would temporarily disturb areas in the vicinity of transmission lines from heavy equipment, truck operation, and facilities construction. With incorporation of APMs LU-1, LU-4, LU-5, and LU-6, and Mitigation Measures L-1a and L-1b for the Proposed Project, as well as mitigation measures for the Future Transmission System Expansion, and Connected Actions and Indirect Effects, construction-related land use impacts from transmission lines associated with the Proposed Project, the Future Expansion, Connected Actions, and Indirect Effects would be less than significant (Class II).

Overall land use impacts associated with modifications and construction of substations associated with the Proposed Project as well as with the Future Expansion and Connected Actions would be less than

significant. Construction activities would temporarily disturb areas in the vicinity of the substations from heavy equipment, truck operation, and facilities construction. With implementation of APMs LU-1, LU-4, and LU-6, and Mitigation Measure L-1a for the Proposed Project, as well as mitigation measures for the Future Expansion and Connected Actions, construction-related land use impacts associated with substations would be less than significant (Class II).

Operational Impacts

Once construction of the Proposed Project, the Future Expansion, and Connected Actions is complete, access to and around transmission lines and towers would be fully restored, and all uses would continue operating without disruption. No impacts to any existing surrounding land uses would occur as a result of operation of the Proposed Project, the Future Expansion, Connected Actions, and Indirect Effects (No Impact), and no mitigation would be required. However, the Proposed Project could affect planned or ongoing land development that was not evident at preliminary design stages but has occurred or is in progress when final engineering begins. Mitigation Measure L-2b would require coordination to minimize impacts in these situations.

Once modifications to substations are complete, access to and around the substations would be fully restored, and all uses would continue operating without disruption. For these reasons, no operational land use impacts associated with substations would occur (No Impact), and no mitigation would be required.

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Environmental Impacts and Mitigation Measures for Alternatives Along Proposed Project Route

Table D.4-14A summarizes the impacts that have been identified for the alternatives along the Proposed Project route.

Table D.4-14A. Impacts Identified – Alternatives – Land Use

Impact No.	Description	Impact Significance
All Section D Alternatives		
L-1	Construction would temporarily disturb land uses at or near the alignment	No Impact; Class II, III
L-2	Presence of project components would disrupt land uses at or near the alignment	No Impact, (Class III, Coastal Link only)

D.4.14 Imperial Valley Link Alternatives Impacts and Mitigation Measures

There are three alternatives analyzed in the Imperial Valley Link, the FTHL Eastern Alternative, the SDG&E West of Dunaway Alternative, and the SDG&E West Main Canal–Huff Road Modification Alternative.

D.4.14.1 FTHL Eastern Alternative

This alternative was developed by the EIR/EIS team as a way to avoid almost 2 miles within the Flat-Tailed Horned Lizard (FTHL) Management Area. Instead the 500 kV overhead route would follow section lines within agricultural lands and would be approximately 1.5 miles shorter than the proposed route.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include BLM, California Department of Corrections, Union Pacific Railroad, IID, and the County of Imperial. Land uses include forage crops, a dairy, open space, Interstate 8, San Diego and Arizona Eastern Railroad ROW, rural residential and the Westside Main Canal, and land use classifications include agriculture, parks and recreation, public facilities and utilities, residential, and water. Table D.4-14B identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, Section D.6, Agriculture, for discussion of agricultural uses, within the FTHL Eastern Alternative, and Section D.9, Transportation and Traffic, for a discussion of public roadways and railroad ROW.

Table D.4-14B. FTHL Eastern Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP FTHL 0-1	BLM, County of Imperial	Agriculture, Parks and Recreation/Open Space	Forage Crops, Open Space
MP FTHL 1-2	BLM, IID, County of Imperial	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities	Forage Crops, Open Space, Westside Main Canal
MP FTHL 2-3	Caltrans, IID, County of Imperial	Agriculture, Public Facilities and Utilities, Residential	Forage Crops, I-8, **Rural Residential**, Westside Main Canal
MP FTHL 3-4	Union Pacific Railroad, County of Imperial	Agriculture, Public Facilities and Utilities, Residential	Forage Crops, Dairy, Railroad ROW, **Rural Residential**
MP FTHL 4-4.6	County of Imperial	Agriculture, Public Facilities and Utilities, Residential	Forage Crops, **Rural Residential**, Westside Main Canal

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).
+Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-15 shows the number of sensitive receptors within 1,000 feet of the FTHL Eastern Alternative.

Table D.4-15. Sensitive Receptors in FTHL Eastern Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
On West Hardy Road, north of the Westside Main Canal, south of I-8, east of Jeffrey Road, and west of Hyde Road	FTHL 2–3	1
On Jeffrey Road, north of West Stevens Road, south of County Route S80 (Evan Hewes Highway), east of the Westside Main Canal, and west of Westmorland Road	FTHL 3–4	1
North of Evan Hewes Highway, south of the Westside Main Canal, east of Arizona Road, and west of Westmorland Road	FTHL 4–4.6	1

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

Land uses along the FTHL Eastern Alternative include agriculture (forage crops and a dairy), open space, Interstate 8, San Diego and Arizona Eastern Railroad ROW, and the Westside Main Canal. Sensitive land uses in the area include rural residential uses. Other uses that would be temporarily impacted by construction of the alternative include the Westside Main Canal, public roadways, and railroad ROW. Refer to Section D.5, Wilderness and Recreation, for discussion of construction-related impacts to open space, D.6, Agriculture, for discussion of construction-related impacts to agricultural resources, and D.9, Transportation and Traffic, for a discussion of construction-related impacts to public roadways and railroad ROW.

Sensitive Land Uses

Residential Land Uses. Rural residential uses exist along this alternative. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). Between MP FTHL 2 and MP FTHL 4.6, a total of 3 residences are located along Jeffrey Road.

Construction of the alternative would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance from construction activities. While this disturbance would be short-term and temporary at any one location, it would be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1 and LU-4 through LU-6 would help minimize land use impacts related to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts to residential land uses would not be significant. With incorporation of APMs LU-1 and LU-4 through LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the FTHL Eastern Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Other Uses

IID Canals. The alternative route would cross the Westside Main Canal between MP FTHL 1 and MP FTHL 3. Issues and measures related to the crossing of IID canals are discussed in Section D.12, Water Resources. The alternative has the potential to impact the IID canals during construction of the transmission line. Incorporation of APM LU-5 would require that SDG&E coordinate construction activities with water management representatives to avoid encroachments and safety conflicts with irrigation canals and flood management structures. However, even with incorporation of this APM, impacts to IID canals would still be significant. Thus, to minimize potential land use and other conflicts with operation of the canals, SDG&E would be specifically required to coordinate with IID and obtain a license prior to construction activities. Mitigation Measure L-1b has been identified to reduce construction-related impacts to IID operations to a less than significant level (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1b Coordinate with the Imperial Irrigation District regarding canal crossings.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Division of Communities; Class I or II for Pending/Future Development)

The FTHL Eastern Alternative route would cross agricultural, recreational, public facilities, residential, and water land uses. Refer to Sections D.5, Wilderness and Recreation, D.6, Agriculture, for a discussion of operational impacts to open space and agricultural resources, respectively, and Section D.9, Transportation and Traffic, for a discussion of operational impacts to public roadways and railroad ROW. Sensitive land uses in the area include rural residential uses. Other uses that could be impacted by the alternative include the Westside Main Canal.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The transmission line would be located near approximately 3 residential properties, but it would not remove any residences along the alternative route or cause any residential use to change. For these reasons, no operational impacts would occur to residential uses as a result of the FTHL Eastern Alternative (No Impact), and no mitigation would be required.

Other Uses

IID Canals. Access to all uses would be fully restored once construction of the alternative would be complete. The alternative would not permanently remove any canals or canal structures along the route or cause any use to change. Thus, no operational impacts would occur to IID canals as a result of the FTHL Eastern Alternative (No Impact), and no mitigation would be required.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.14.2 SDG&E West of Dunaway Alternative

This 6.1-mile alternative was suggested by SDG&E and approved by the proposed land use developer in the area. It would be an overhead 500 kV line, and would be 2.2 miles longer than the Proposed Project. This alternative would follow SWPL approximately 1.7 miles northwest from MP 4 of the Proposed Project, then turn north for approximately 2.5 miles parallel to Dunaway Road (approximately 0.25 miles west of this roadway) on BLM land. Just south of the San Diego and Arizona Eastern Railroad ROW, the route would turn east and parallel the railroad tracks for approximately 1.25 miles before turning north to cross the tracks and Evan Hewes Highway (County Route S80), at which point it would rejoin the proposed route at MP 8.9.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include BLM, State Department of Corrections, Caltrans, Union Pacific Railroad, IID, and the County of Imperial. Land uses include open space,

Interstate 8, San Diego and Arizona Eastern Railroad ROW, an IID electrical substation, and County Route S80 (Evan Hewes Highway). Land use classifications include parks and recreation/open space and public facilities and utilities. Table D.4-16 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.9, Transportation and Traffic, for a discussion of operational impacts to public roadways and railroad ROW.

Table D.4-16. SDG&E West of Dunaway Alternative Land Uses

Location	Jurisdiction	Land Use Classifications	Specific Land Uses*
MP WD 0-1	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
MP WD 1-2	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
MP WD 2-3	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, I-8
MP WD 3-4	BLM, Union Pacific Railroad, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, San Diego and Arizona Eastern Railroad, County Route S80
MP WD 4-5	BLM, Union Pacific Railroad, County of Imperial	Parks and Recreation/Open Space, Public Facilities and utilities	Open Space, San Diego and Arizona Eastern Railroad, County Route S80
MP WD 5-6.1	BLM, Caltrans, Union Pacific Railroad, IID, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, San Diego and Arizona Eastern Railroad, Centinela State Prison, County Route S80, Electrical Substation

* While recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation.

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (No Impact)

Land uses traversed by or adjacent to the SDG&E West of Dunaway Alternative include open space, Interstate 8, railroad ROW, an IID electrical substation, and County Route S80 (Evan Hewes Highway). Refer to Section D.5, Wilderness and Recreation, for discussion of construction-related impacts to open space, and D.9, Transportation and Traffic, for discussion of impacts to public roadways and railroad ROW. No sensitive receptors are located within 1,000 feet of the SDG&E West of Dunaway Alternative, and no other uses would be impacted by construction of the alternative. For the fact that no sensitive land uses or other land uses traversed by or adjacent to the alternative would be impacted, no construction-related land use impacts would occur as a result of the SDG&E West of Dunaway Alternative (No Impact), and no mitigation would be required.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Division of Community; Class I or II for Pending/Future Development)

The alternative route would traverse or adjoin land used for parks and recreation/open space and public facilities and utilities purposes. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for a discussion of operational impacts to open space and Section D.9, Transportation and Traffic, for a discussion of operational impacts to public roadways and railroad ROW. No sensitive land uses

are located in the area of the alternative, and no other uses would be impacted by the alternative. Therefore, no operational land use impacts would occur (No Impact), and no mitigation would be required.

Pending and Future Development

If a transmission route is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required. The full text of the mitigation measures appears in Appendix 12.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.14.3 SDG&E West Main Canal–Huff Road Modification Alternative

This 4.9-mile alternative would follow the IID Westside Main Canal to the east-northeast, and then turn north on Huff Road. Existing IID 92 kV transmission lines are located on the west side of Huff Road along most of this segment; however, where the IID line would turn northwest, this alternative would continue straight along Huff Road to reconnect with the Proposed Project 0.2 miles south of Wheeler Road (MP 15.9). The lengths of the alternative and the proposed routes would be essentially the same; however, this route would avoid direct effects to the Bullfrog Farms and also to the Raceway development.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include IID and the County of Imperial. Land uses along this alternative route include forage crops, rural residential (those associated with agriculture), the Westside Main Canal, and the Fillaree Canal. Land use classifications include agriculture, public facilities and utilities, and residential. Table D.4-17 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.6, Agriculture, for discussion of agricultural uses, within the SDG&E West Main Canal–Huff Road Modification Alternative.

Table D.4-17. SDG&E West Main Canal–Huff Road Modification Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP WMC 0-1	IID, County of Imperial	Agriculture, Public Facilities and Utilities	Forage Crops, Westside Main Canal
MP WMC 1-2	IID, County of Imperial	Agriculture, Public Facilities and Utilities	Forage Crops, Westside Main Canal
MP WMC 2-3	IID, County of Imperial	Agriculture, Public Facilities and Utilities, Residential	Forage Crops, **Rural Residential**, Westside Main Canal
MP WMC 3-4	IID, County of Imperial	Agriculture, Public Facilities and Utilities	Forage Crops, Westside Main Canal
MP WMC 4-4.6	IID, County of Imperial	Agriculture, Public Facilities and Utilities	Forage Crops, Fillaree Canal

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).
+Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-18 shows the number of sensitive receptors within 1,000 feet of the SDG&E West Main Canal–Huff Road Modification Alternative.

Table D.4-18. Sensitive Receptors in SDG&E West of Main – Huff Road Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
North of Boley Road, south of West Worthington Road, east of the Westside Main Canal, and west of Huff Road	WMC 2–3	1

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

Land uses traversed by or adjacent to the SDG&E West Main Canal–Huff Road Modification Alternative include forage crops, rural residential, the Westside Main Canal, and the Fillaree Canal. Refer to Section D.5, Wilderness and Recreation, for discussion of impacts to open space and D.6, Agriculture, for discussion of impacts to agricultural resources. Sensitive land uses in the area include rural residential uses. Other uses that would be temporarily impacted by construction of the alternative include IID Canals, including the Westside Main Canal and Fillaree Canal.

Sensitive Land Uses

Residential Land Uses. One residence exists within 1,000 feet of this alternative (as shown in Table D.4-18), and that residential use is associated with agriculture. Refer to Section D.6, Agriculture, for a discussion of impacts to agricultural uses. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III).

Construction of the alternative would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in

Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1 and LU-4 through LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with implementation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1 and LU-4 through LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to residential uses traversed by or adjacent to the SDG&E West Main Canal–Huff Road Modification Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Other Uses

IID Canals. The alternative route would be near the Westside Main Canal and Fillaree Canal throughout its length. Issues and measures related to the crossing of IID canals are discussed in Section D.12, Water Resources. The alternative has the potential to impact the IID canals during construction of the transmission line. Incorporation of APM LU-5 would require that SDG&E coordinate construction activities with water management representatives to avoid encroachments and safety conflicts with irrigation canals and flood management structures. However, even with incorporation of this APM, impacts to IID canals would still be significant. To minimize potential land use and other conflicts with operation of the canals, Mitigation Measure L-1b would specifically require SDG&E to coordinate with IID and obtain a license prior to construction activities. This would reduce construction impacts to IID operations to a less than significant level (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1b Coordinate with the Imperial Irrigation District regarding canal crossings.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Division of Communities; Class I or II for Pending/Future Development)

The alternative route would traverse or adjoin land used for agricultural, public facilities and utilities, and residential purposes. Sensitive land uses in the area include rural residential use. Other uses that could be impacted by presence of the alternative include the Westside Main Canal and Fillaree Canal. Refer to Section D.6, Agriculture, for a discussion of operational impacts to agricultural resources.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of the residential property or structure. Access to all uses would be fully restored once construction of the alternative was complete. The transmission line would be located near one residential property, but it would not remove any residences along the alternative

route or cause any residential use to change. For these reasons, no land use–related operational impacts would occur to residential land use as a result of the SDG&E West Main Canal–Huff Road Modification Alternative (No Impact), and no mitigation would be required.

Other Uses

IID Canals. Access to all uses would be fully restored once construction of the alternative was complete. The alternative would not permanently remove any canals or canal structures along the route or cause any use to change. Thus, no operational impacts would occur to IID canals as a result of the SDG&E West Main Canal–Huff Road Modification Alternative (No Impact), and no mitigation would be required.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.15 Anza-Borrego Link Alternatives Impacts and Mitigation Measures

Two alternatives are considered in the Anza-Borrego Link: the Partial Underground 230 kV ABDSP SR78 to S2 Alternative (also considered with an All Underground Option) and the Overhead 500 kV ABDSP within Existing ROW Alternative.

D.4.15.1 Partial Underground 230 kV ABDSP SR78 to S2 Alternative

This alternative was developed by the EIR/EIS team and would include installation of a double-circuit bundled 230 kV line (as opposed to an overhead 500 kV with the Proposed Project) that would be installed underground in SR78 through ABDSP. The proposed Central East Substation would not be constructed with this alternative and approximately 2 miles of transmission line (one mile of 500 kV and one mile of 230 kV) to and from that substation would be eliminated. Instead a new 500 kV/230 kV substation would be constructed adjacent to the existing IID San Felipe Substation to accommodate the new transmission line.

There is also an All Underground Option considered for this alternative, in which the entire length of the 230 kV transmission line between the San Felipe Substation and the connection to the Proposed Project would be installed underground in Highways SR78 and S2.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route and near the proposed substation include BLM, Caltrans, State Parks and the County of San Diego. Land uses would include open space, ABDSP, Ocotillo Wells State Vehicular Recreation Area, Tamarisk Grove Campground, SR78, gravel pit/storage (Caltrans), Ranchita/Warner Springs Sheriffs Substation/County DPW road maintenance storage facility, San Felipe Substation, Narrows Substation, County Routes S2 and S3, an historic monument, Ocotillo Wells airstrip, off-highway vehicle storage facility, bar, store, recreational facilities (RV), and rural residential. Land use classifications include commercial, parks and recreation/open space, public facilities and utilities, and residential. Table D.4-19 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses within the Partial Underground 230 kV ABDSP SR78 to S2 Alternative.

Table D.4-19. Partial Underground 230 kV ABDSP SR78 to S2 Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP SR 0-1	County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, San Felipe Substation, Rural Residential*
MP SR 1-2	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, Rural Residential
MP SR 2-3	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, Rural Residential
MP SR 3-4	State Parks, Caltrans, County of San Diego	Commercial and Office, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Public Bar, Store, ABDSP, Ocotillo Wells State Vehicular Recreation Area, Open Space, SR78, Ocotillo Wells Airstrip, Rural Residential
MP SR 4-5	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	ABDSP, Ocotillo Wells State Vehicular Recreation Area, Open Space, SR78, Rural Residential
MP SR 5-6	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	ABDSP, Ocotillo Wells State Vehicular Recreation Area, Ocotillo Wells Ranger Station, Open Space, SR78, Rural Residential
MP SR 6-7	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	ABDSP, Ocotillo Wells State Vehicular Recreation Area, Open Space, SR78, Rural Residential
MP SR 7-8	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Residential	ABDSP, Open Space, SR78, Rural Residential
MP SR 8-9	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	ABDSP, Open Space, SR78, Rural Residential
MP SR 9-10	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, SR78
MP SR 10-11	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, SR78
MP SR 11-12	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, SR78, Borrego Road Material Storage Area (Caltrans)
MP SR 12-13	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space	ABDSP, Open Space, SR78
MP SR 13-14	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, Narrows Substation, SR78

Table D.4-19. Partial Underground 230 kV ABDSP SR78 to S2 Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP SR 14-18	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, SR78
MP SR 18-19	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, Tamarisk Grove Campground, SR78, County Route S3, **Park Ranger Residence**
MP SR 19-24	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, SR78
MP SR 24-25	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, SR78
MP SR 25-26	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Historic Monument, Open Space, SR78, County Route S2
MP SR 26-27	State Parks, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, County Route S2
MP SR 27-28	State Parks, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, County Route S2
MP SR 28-29	State Parks, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, County Route S2
MP SR 29-30	State Parks, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Open Space, County Route S2
MP SR 30-34	County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, County Route S2
MP SR 34-35	County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, County Route S2, DPW-Road Maintenance Yard, Ranchita/ Warner Springs Sheriff's Substation, **Rural Residential**
MP SR 35-36	County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, County Route S2, **Rural Residential**
MP SR 36-37	County of San Diego	Commercial and Office, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Restaurant, Open Space, County Route S2, **Rural Residential**
MP SR 37-38.1	County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, County Route S2, **Rural Residential**

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).

Table D.4-20 shows the number of sensitive receptors within 1,000 feet of the Partial Underground 230 kV ABDSP SR78 to S2 Alternative.

Table D.4-20. Sensitive Receptors in Partial Underground 230 kV ABDSP SR78 to S2 Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Old Kane Springs Road, east of Split Mountain Road/Alvarado Street (Ocotillo Wells); vicinity of the San Felipe Substation	SR 0–1	30
Split Mountain Road, south of SR78 (Ocotillo Wells)	SR 1–4	35
SR78, east of ABDSP (Ocotillo Wells)	SR 4–8	35
S3, north of Tamarisk Grove Campground (ABDSP) [Park Ranger Res.]	SR 18–19	1
S2, south of S22 (Ranchita/Warner Springs)	SR 34–38.1	13

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

As shown in Table D.4-19, this alternative would traverse or adjoin commercial, parks and recreation/ open space, public facilities and utilities, and residential uses. Refer to Section D.5, Wilderness and Recreation, for an analysis of construction-related impacts to recreational uses, and Section D.9, Transportation and Traffic, for an analysis of construction-related impacts to public roadways. Sensitive land uses in the area include rural residential uses. Other uses that would be temporarily impacted by construction of the alternative include commercial establishments.

Sensitive Land Uses

Residential Land Uses. Rural residential uses exist within 1,000 feet of the alternative route and substation, and many of those residential uses are associated with recreation (i.e., off-highway vehicle use). Refer to Section D.5, Wilderness and Recreation, for a discussion of impacts to wilderness and recreation resources. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). Following is a summary of residential uses (including those associated with recreation) that are within 1,000 feet of the alternative route and substation:

- **MP SR 0 to MP SR 4.** A total of 65 residences are located along Old Kane Springs Road and Split Mountain Road in Ocotillo Wells.
- **MP SR 4 to MP SR 8.** A total of 35 residences are located along SR78, east of ABDSP, in Ocotillo Wells.
- **MP SR 18 to MP SR 19.** One park ranger residence is located on S3 north of the Tamarisk Grove Campground in ABDSP.
- **MP SR 34 to MP SR 38.1.** A total of 13 residences are located along S2 in Ranchita/Warner Springs.

Construction of this alternative would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads, moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1 and LU-4 through LU-6 would help minimize land use impacts relating to construction activities along this alternative. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1 and LU-4 through LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Partial Underground 230 kV ABDSP SR78 to S2 Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Other Uses

Commercial Uses. Construction of this alternative would temporarily disturb the commercial areas near the intersection of SR78 and Split Mountain Road between MP SR 3 and MP SR 4 due to heavy construction equipment on roads, and the movement of building materials to and from construction staging areas. As was true for residential uses, mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to commercial uses near MP SR 3 and MP SR 4 along the Partial Underground 230 kV ABDSP SR78 to S2 Alternative would be less than significant (Class II). The full text of the mitigation measures appears in Appendix 12.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Division of Communities; Class I or II for Pending/Future Development)

This alternative would pass through lands that include commercial, parks and recreation/open space, public facilities and utilities, and residential uses. Refer to Section D.5, Wilderness and Recreation, for an analysis of construction-related impacts to recreational uses, and Section D.9, Transportation and Traffic, for an analysis of construction-related impacts to public roadways. Sensitive land uses in the area include rural residential uses. Other uses that could be potentially impacted by the presence of the alternative include commercial establishments.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The transmission line and substation would be located near approximately 115 residential properties but would not remove any residences along the alternative route or cause any residential use to change. Therefore, no land use–related operational impacts to residential uses would occur as a result of the presence of the Partial Underground 230 kV ABDSP SR78 to S2 Alternative (No Impact), and no mitigation would be required.

Other Uses

Commercial Uses. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not permanently remove any uses along the route or cause any use to change.

Therefore, no operational impacts would occur to commercial uses as a result of the Partial Underground 230 kV ABDSP SR78 to S2 Alternative (No Impact), and no mitigation would be required.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

San Felipe Substation

This alternative would also require construction of a major 230/500 kV substation adjacent to the existing IID San Felipe Substation, on Old Kane Springs Road about one mile east of Split Mountain Road. The nearest residences are approximately 600 feet north and 500 feet west of the substation site. Impacts during construction and operations would be similar to those described above for the transmission line. Construction at the substation site would not disrupt land uses or divide a community. The same APMs and Mitigation Measures would apply to the substation as to the transmission line.

All Underground Option

In the All Underground Option, the entire length of the Partial Underground 230 kV SR78 to S2 Alternative would be underground. In particular, the overhead segment from MP SR 25 to MP SR 26, and from where the alternative would leave S2 near MP SR 29 to near MP SR 37.4 would be placed underground rather than on towers. These underground segments would be within SR78 rather than cross country. A transition tower structure would be required Near MP SR 37.4 to bring the line overhead once again.

Impacts during construction and operations would be similar to those described above for the underground segments of the Partial Underground 230 kV SR78 to S2 Alternative. Construction in the roadway would require traffic lane controls, but would not disrupt land uses or divide a community. Where construction would affect access to S2 or SR78, provision would be made for temporary alternative access. The same APMs and Mitigation Measures would apply to the underground option as to the overhead transmission line.

D.4.15.2 Overhead 500 kV ABDSP within Existing ROW Alternative

The alternative would follow the same route as the proposed route, except for in the Grapevine Canyon area in the Angelina Springs Cultural District where the alternative would remain within the existing SDG&E 69 kV ROW/easement and towers would not be located on State-designated Wilderness. Undergrounding of the existing 69 kV and 92 kV lines would not occur with this alternative; however, the lines would be underbuilt on Delta lattice towers.

The *East of Tamarisk Grove Campground 150-Foot Option* was suggested by SDG&E in which the alternative would follow the Proposed Project route in the 150-foot proposed alignment, and not the existing ROW, between the eastern Park boundary (MP 60.9) to Tamarisk Grove Campground (MP 74.8) near the SR78/Highway S3 intersection. Similar to the Proposed Project described in Section B.2.2, SDG&E would underbuild and underground the existing 92 kV and 69 kV lines.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include State Parks, Caltrans, and the County of San Diego. Land uses include ABDSP, open space, Tamarisk Grove Campground, SR78, Narrows Substation, and rural residential. Land use classifications include parks and recreation/open space, public facilities and utilities, and residential. Table D.4-21 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses within the Overhead 500 kV ABDSP within Existing ROW Alternative.

Table D.4-21. Overhead 500 kV ABDSP within Existing ROW Alternative Land Uses

Location	Jurisdiction	Land Use Classifications	Specific Land Uses*
MP ER 0-1	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, **Rural Residential**
MP ER 1-5	County of San Diego	Parks and Recreation/Open Space	Open Space
MP ER 5-7	State Parks, County of San Diego	Parks and Recreation/Open Space	ABDSP, Open Space
MP ER 7-8	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space	ABDSP, SR78
MP ER 8-9	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	ABDSP, Narrows Substation, SR78
MP ER 9-13	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space	ABDSP, SR78
MP ER 13-14	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space	ABDSP, Tamarisk Grove Campground, SR78, **Park Ranger Residence**
MP ER 14-17	State Parks, Caltrans, County of San Diego	Parks and Recreation/Open Space	ABDSP, SR78
MP ER 17-22.5	State Parks, County of San Diego	Parks and Recreation/Open Space	ABDSP, Open Space

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).

Table D.4-22 shows the number of sensitive receptors within 1,000 feet of the Overhead 500 kV ABDSP within Existing ROW Alternative.

Table D.4-22. Sensitive Receptors in Overhead 500 kV ABDSP within Existing ROW Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Old Kane Springs Road, west of Split Mountain Road/Alvarado Street (Ocotillo Wells)	ER 0–1	2
S3, north of Tamarisk Grove Campground (ABDSP) [Park Ranger Res.]	ER 13–14	1

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

As shown in Table D.4-21, this alternative would traverse or adjoin parks and recreation/open space, public facilities and utilities, and residential uses. Refer to Section D.5, Wilderness and Recreation, for an analysis of construction-related impacts to recreational uses, and Section D.9, Transportation and Traffic, for an analysis of construction-related impacts to public roadways. Sensitive land uses in the area include rural residential uses. No other uses would be impacted by construction of the alternative.

Sensitive Land Uses

Residential Land Uses. Rural residential uses exist within 1,000 feet of the alternative route, and many of those residential uses are associated with recreation (i.e., off-highway vehicle use). Refer to Section D.5, Wilderness and Recreation, for a discussion of impacts to wilderness and recreation resources. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). Following is a summary of residential uses (including those associated with recreation) that are within about 1,000 feet of the alternative route:

- **MP ER 0 to MP ER 1.** Two residences are located along Old Kane Springs Road, west of Alvarado Street/Split Mountain Road in Ocotillo Wells.
- **MP ER 13 to MP ER 14.** One park ranger residence is located on S3 north of the Tamarisk Grove Campground in ABDSP.

Construction of this alternative would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads, moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the construction-related disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1 and LU-4 through LU-6 would help minimize land use impacts relating to construction activities along this alternative. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that these impacts would not be significant. With incorporation of APMs LU-1 and LU-4 through LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Overhead 500 kV ABDSP within Existing ROW Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

This alternative would traverse or adjoin parks and recreation/open space, public facilities and utilities, and residential uses. Refer to Section D.5, Wilderness and Recreation, for an analysis of construction-related impacts to recreational uses, and Section D.9, Transportation and Traffic, for an analysis of construction-related impacts to public roadways. Sensitive land uses in the area include rural residential uses. No other uses would be impacted by the alternative.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The transmission line would be located near approximately 3 residential properties, but it would not remove any residences along the alternative route or cause any residential use to change. Therefore, no land use–related operational impacts to residential uses would occur as a result of the Overhead 500 kV ABDSP within Existing ROW Alternative (No Impact), and no mitigation would be required.

East of Tamarisk Grove Campground 150-Foot Option

The East of Tamarisk Grove Campground 150-Foot Option was suggested by SDG&E. In this option, the Overhead 500 kV ABDSP within Existing ROW Alternative would follow the Proposed Project route (rather than the existing ROW) from the eastern Park boundary (MP 60.9) to Tamarisk Grove Campground (MP 74.8), near the SR78/Highway S3 intersection. From that point west, it would continue as stated in the alternative. The impacts and applicable APMs and mitigation measures for the option would be the same as for the Proposed Project.

D.4.16 Central Link Alternatives Impacts and Mitigation Measures

Four Central Link Alternatives are considered in this section: the Santa Ysabel Existing ROW Alternative, the Santa Ysabel Partial Underground Alternative, the Santa Ysabel SR79 All Underground Alternative, and the Mesa Grande Alternative.

D.4.16.1 Santa Ysabel Existing ROW Alternative

This alternative would travel south for approximately 4.7 miles from MP 100 on the west side of SR79, following the west side of an existing SDG&E 69 kV transmission line. The alternative line and existing 69 kV line would traverse to the east side of SR79 approximately 1,800 feet south of School House Canyon Road, continuing south for approximately 3.2 miles behind Mission Santa Ysabel and east of the Santa Ysabel Substation before crossing SR78 and turning south through the town of Santa Ysabel for 0.5 miles before turning southwest for another 1.0 mile and rejoining the proposed route near MP 110. This alternative route would be approximately 0.5 miles shorter than the proposed route.

Environmental Setting

Jurisdictions traversed by or adjacent to the alternative route include BIA, Santa Ysabel Band of Diegueño Indians, Caltrans, VID, and the County of San Diego. Land uses include grazing operations, open space, Mission Santa Ysabel, SR76, SR79, Town of Santa Ysabel (restaurant, shops, gas station, utility substation/facility, self-storage facility), rural residential, Mesa Grande Reservation, and Santa Ysabel Reservation. Land use classifications include agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, residential, and tribal uses. Table D.4-23 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.6, Agriculture, for discussion of agricultural land uses, within the Santa Ysabel Existing ROW Alternative.

Table D.4-23. Santa Ysabel Existing ROW Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP SYR 0-1	BIA, Santa Ysabel Band of Diegueño Indians, Caltrans, County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, SR76, SR79, **Rural Residential**, Mesa Grande Reservation, Santa Ysabel Reservation
MP SYR 1-2	BIA, Santa Ysabel Band of Diegueño Indians, County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential, Tribal	Grazing Operations, Open Space, **Rural Residential**, Mesa Grande Reservation
MP SYR 2-3	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**
MP SYR 3-4	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**
MP SYR 4-5	Caltrans, County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, SR79, **Rural Residential**
MP SYR 5-6	County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, Santa Ysabel Open Space Preserve, **Mission Santa Ysabel**, **Rural Residential**
MP SYR 6-7	County of San Diego	Agriculture, Parks and Recreation/Open Space	Grazing Operations, Santa Ysabel Open Space Preserve, Open Space
MP SYR 7-8	Caltrans, County of San Diego,	Agriculture, Commercial and Office, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, SR79, Town of Santa Ysabel, **Rural Residential**
MP SYR 8-9	County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities	Grazing Operations, Open Space, Santa Ysabel Substation

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).

+Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-24 shows the number of sensitive receptors within 1,000 feet of the Santa Ysabel Existing ROW Alternative.

Table D.4-24. Sensitive Receptors in Santa Ysabel Existing ROW Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
SR79, south of SR76 and north of Mesa Grande Road (Santa Ysabel)	SYR 0–5	25
MP SR79, south of Mesa Grande Road and north/west of SR78 (Santa Ysabel)	SYR 5–8	15

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse or adjoin land used for agriculture, commercial and office, parks and recreation/open space, public facilities and utilities, residential use, and tribal purposes (including residential use). Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, and Section D.9, Transportation and Traffic, for analysis of construction-related impacts to public roadways. Sensitive land uses in the area include rural residences, including those on tribal land. Other land uses that could potentially be impacted by construction activities include commercial and office uses.

Sensitive Land Uses

Residential Land Uses. Rural residential uses exist along the alternative, and many of those residential uses are associated with agriculture (i.e., grazing). Refer to Section D.6, Agriculture, for a discussion of impacts to agricultural uses. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). Following is a summary of residential uses (including those associated with agriculture and located on tribal land) that are within about 1,000 feet of the alternative route:

- **MP SYR 0 to MP SYR 5** (Santa Ysabel): There are 25 residences located along SR79, south of SR76 and north of Mesa Grande Road.
- **MP SYR 5 to MP SYR 8** (Santa Ysabel): There are 15 residences located along SR79, south of Mesa Grande Road and north of SR78.

Construction of the alternative would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads, moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While construction-related disturbance would be short-term and temporary at any one location, it could be significant if construction activities are not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of

Mitigation Measure L-1a, construction-related land use impacts along the Santa Ysabel Existing ROW Alternative would be less than significant (Class II).

Religious Facility. Mission Santa Ysabel is located along SR78, approximately 0.25 mi. southeast of the intersection of Mesa Grande Road and SR78 between alternative MP SYR 5 and MP SYR 6. Construction of the Proposed Project would temporarily disturb the mission neighborhood as a result of heavy construction equipment, trenching activities associated with undergrounding a portion of the proposed transmission line, and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative by ensuring that (1) limits of construction determined prior to the start of construction activities would be adhered to, (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified, (3) avenues for the public to gain more information on the construction schedule and scope and to register complaints about construction activities would be provided, and (4) owners and tenants of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to the religious facility located adjacent to the Coastal Link would be less than significant (Class II). The full text of the mitigation measures appears in Appendix 12.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Other Uses

Commercial/Office and Industrial Uses. Construction of this alternative would temporarily disturb commercial uses within the Town of Santa Ysabel due to heavy construction equipment on roads and the movement of building materials to and from construction staging areas. As was true for residential uses, mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the construction-related disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to commercial/office and industrial uses along the Santa Ysabel Existing ROW Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The alternative would traverse or adjoin land used for agriculture, commercial and office, parks and recreation/open space, public facilities and utilities, residential use, and tribal purposes. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, and Section D.9, Transportation and Traffic, for analysis of construction-related impacts to public roadways. Sensitive land uses in the area include rural residential uses. In particular, between MP SYR 1 and MP SYR 2 rural residences are immediately adjacent to the east side of the existing 69 kV transmission line. The new 230 kV transmission line would be located west of these residences, on the west side of the existing 69 kV line.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would be located near approximately 40 residential properties, but it would not remove any residences or cause any residential use to change. Therefore, based on the criterion, no land use–related operational impacts would occur to residential uses as a result of the Santa Ysabel Existing ROW Alternative (No Impact), and no mitigation would be required.

Religious Facility. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of Mission Santa Ysabel's property or structures. Access to all uses would be fully restored once construction of the Proposed Project is complete. The Proposed Project would not remove any mission facilities or cause the nature or condition of the religious use to change. In light of these reasons, no land use–related operational impacts to the church would occur (No Impact), and no mitigation would be required.

Other Uses

Commercial/Office and Industrial Uses. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not permanently remove any uses along the route or cause any use to change. Thus, no operational impacts would occur to commercial/office and industrial uses as a result of the Santa Ysabel Existing ROW Alternative (No Impact), and no mitigation would be required.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a)

would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.16.2 Santa Ysabel Partial Underground Alternative

This 230 kV alternative would begin at MP 105.5 where the proposed route would join Mesa Grande Road at the base of the hills at the western side of the Santa Ysabel Valley. The alternative would transition underground at the southern side of Mesa Grande Road and would travel underground in Mesa Grande Road, SR79 and then, south of SR78, following property lines for approximately one mile to rejoin the proposed route at approximately MP 109.5 where it would transition overhead. The route would be 0.7 miles longer than the proposed route.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include Caltrans and the County of San Diego. Land uses include grazing operations, open space, Mission Santa Ysabel, SR79, the Town of Santa Ysabel (restaurant, shops, gas station, utility substation/facility, self-storage facility), and rural residential. Land use classifications include agriculture, commercial and office, industrial, parks and recreation/ open space, public facilities and utilities, and residential. Table D.4-25 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.6, Agriculture, for discussion of agricultural land uses, within the Santa Ysabel Partial Underground Alternative.

Table D.4-25. Santa Ysabel Partial Underground Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP SYPU 0-1	County of San Diego	Agriculture, Parks and Recreation/ Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**
MP SYPU 1-2	Caltrans, County of San Diego	Agriculture, Parks and Recreation/ Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, SR79, Mission Santa Ysabel, **Rural Residential**
MP SYPU 2-3	Caltrans, County of San Diego	Agriculture, Parks and Recreation/ Open Space, Public Facilities and Utilities	Grazing Operations, Open Space, SR79
MP SYPU 3-4	Caltrans, County of San Diego	Agriculture, Commercial and Office, Industrial, Parks and Recreation/ Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, Town of Santa Ysabel, SR79, Santa Ysabel Substation, **Rural Residential**
MP SYPU 4-4.9	County of San Diego	Agriculture, Parks and Recreation	Grazing Operations, Open Space

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).
+Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-26 shows the number of sensitive receptors within 1,000 feet of the Santa Ysabel Partial Underground Alternative.

Table D.4-26. Sensitive Receptors in Santa Ysabel Partial Underground Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Mesa Grande Road through the Town of Santa Ysabel (entire alternative length)	SYPU 0–4	20

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse or adjoin land used for agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential uses. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, and Section D.9, Transportation and Traffic, for construction-related impacts to public roadways. Sensitive land uses in the area include rural residences. Other land uses that could be potentially impacted by construction activities include commercial and office uses and industrial uses.

Sensitive Land Uses

Residential Land Uses. As shown in Table D.4-26, there are 20 rural residences within 1,000 feet of the alternative, and many of those residential uses are associated with agriculture (i.e., grazing). Refer to Section D.6, Agriculture, for a discussion of impacts to agricultural uses. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III).

Construction of the alternative would temporarily disturb this rural area as a result of excavation and heavy construction equipment on temporary and permanent access roads and moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Santa Ysabel Partial Underground Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Other Uses

Commercial/Office and Industrial Uses. Construction of this alternative would temporarily disturb commercial uses within the Town of Santa Ysabel due to heavy construction equipment on roads and the movement of building materials to and from construction staging areas. As was true for residential uses, mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the construction-related disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a construction-related land use impacts to commercial/office and industrial uses along the Santa Ysabel Partial Underground Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The alternative would traverse or adjoin land used for agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential uses. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/recreation and Section D.6, Agriculture, for a discussion of operational impacts to agricultural resources, and Section D.9, Transportation and Traffic, for discussion of operational impacts to public roadways. Sensitive land uses in the area include rural residential uses. Other uses that could potentially be impacted by presence of the alternative include commercial and office uses and industrial uses.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative route would be located near 20 residential properties, but it would not remove any residences or cause any residential use to change. For these reasons, no land use–related operational impacts would occur to residential uses as a result of the Santa Ysabel Partial Underground Alternative (No Impact), and no mitigation would be required.

Other Uses

Commercial/Office and Industrial Uses. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not permanently remove any uses along the route or cause any use to change. Thus, no operational impacts to commercial/office and industrial uses as a result of the Santa Ysabel Partial Underground Alternative would occur (No Impact), and no mitigation would be required.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.16.3 Santa Ysabel SR79 All Underground Alternative

This alternative would diverge from the proposed route at MP 100 and follow the existing 69 kV ROW overhead for approximately 1,800 feet south, at which point the route would be west of the Alquist-Priolo Fault Zone. The line would then transition underground and travel south within private ranching roads for approximately 4.5 miles paralleling SR79 anywhere between 400 and 1,500 feet to the west but east of the existing 69 kV ROW. The route would enter SR79 south of the Lake Elsinore Fault zone crossing, where the existing 69 kV line crosses to the east side of SR79. The underground segment would follow property lines and rejoin the proposed route at approximately MP 109.5. This alternative includes an option to remove the 69 kV line from MP 100 to the Santa Ysabel Substation through consolidation of the 69 and 230 kV corridors underground.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include BIA, Mesa Grande Band of Diegueño Mission Indians, Caltrans, and the County of San Diego. Land uses include grazing operations, open space, SR76, SR79, rural residential, Mesa Grande Reservation, and Santa Ysabel Reservation. Land use classifications include agriculture, parks and recreation/open space, public facilities and utilities, residential, and tribal uses. Table D.4-27 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.6, Agriculture, for discussion of agricultural land uses, within the Santa Ysabel SR79 All Underground Alternative.

Table D.4-27. Santa Ysabel All Underground Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP SYAU 0-1	BIA, Mesa Grande Band of Diegueño Mission Indians, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential, Tribal	Grazing Operations, Open Space, SR76, SR79, **Rural Residential**, Mesa Grande Reservation, Santa Ysabel Reservation
MP SYAU 1-2	BIA, Mesa Grande Band of Diegueño Mission Indians, County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential, Tribal	Grazing Operations, Open Space, **Rural Residential**, Mesa Grande Reservation
MP SYAU 2-3	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**
MP SYAU 3-4	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**
MP SYAU 4-5.2	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).
+Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-28 shows the number of sensitive receptors within 1,000 feet of the Santa Ysabel SR79 All Underground Alternative.

Table D.4-28. Sensitive Receptors in Santa Ysabel SR79 All Underground Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
SR76 to Mesa Grande Road (entire alternative length)	SYAU 0–5.2	21

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse or adjoin land used for agriculture, parks and recreation/open space, public facilities and utilities, residential use, and tribal purposes (including residential use). Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, and refer to Section D.9, Transportation and Traffic, for discussion of construction-related impacts to public roadways. Sensitive land uses in the area include rural residences, including those on tribal land. No other land uses would be impacted by construction activities.

Sensitive Land Uses

Residential Land Uses. As shown in Table D.4-28, there are 21 rural residential uses located within 1,000 feet of the alternative, and many of those residential uses are associated with agriculture (i.e., grazing). Refer to Section D.6, Agriculture, for a discussion of impacts to agricultural uses. For those

residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III).

Construction of the alternative would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads, excavation and moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1aconstruction-related land use impacts along the Santa Ysabel SR79 All Underground Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Division of Communities; Class I or II for Pending/Future Development)

The alternative would traverse or adjoin land used for agriculture, parks and recreation/open space, public facilities and utilities, residential uses, and tribal purposes. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/recreation, Section D.6, Agriculture, for a discussion of operational impacts to agricultural resources, and Section D.9, Transportation and Traffic, for discussion of operational impacts to public roadways. Sensitive land uses in the area include rural residences, including those on tribal land. No other existing land uses would be impacted by operation of the alternative.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b **Revise project elements to minimize land use conflicts**. Specific location for this alternative:

- **Santa Ysabel All Underground Alternative:** South of MP SYAU-8.4. Based on landowner preference, SDG&E shall relocate transition to overhead at MP SYAU-8.4 and follow existing ROW rather than continue underground in existing dirt road to MP SYAU-9.2. See Figure AP.11C-21 for map of this area.

Sensitive Land Uses

Residential Land Uses. Rural residential uses along the alternative route were identified under Impact L-1 above. There are 21 residential properties located within 1,000 feet of the alternative route. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any residences or cause any residential use to change. For these reasons, no land use–related operational impacts would occur to residential uses as a result of the Santa Ysabel SR79 All Underground Alternative (No Impact), and no mitigation would be required.

D.4.16.4 SDG&E Mesa Grande Alternative

This alternative to a one-mile portion of the proposed overhead 230 kV route was proposed by the landowner and also by SDG&E in order to reduce the visibility of the overhead line west of Mesa Grande Road. It would diverge from the proposed route at MP 102.2, and rejoin it before MP 104.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include BIA, Santa Ysabel Band of Diegueño Mission Indians and the County of San Diego. Land uses include grazing operations, open space, rural residential, and Santa Ysabel Reservation. Land use classifications include agriculture, parks and recreation/open space, residential, and tribal. Table D.4-29 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.6, Agriculture, for discussion of agricultural land uses, within the SDG&E Mesa Grande Alternative.

Table D.4-29. SDG&E Mesa Grande Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP MG 0-1	BIA, Santa Ysabel Band of Diegueño Mission Indians, County of San Diego	Agriculture, Parks and Recreation/ Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**, Santa Ysabel Reservation
MP MG 1-1.9	County of San Diego	Agriculture, Parks and Recreation/ Open Space, Residential	Grazing Operations, Open Space, **Rural Residential**

* Bold denotes a sensitive land use (while recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation).

+Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-30 shows the number of sensitive receptors within 1,000 feet of the SDG&E Mesa Grande Alternative.

Table D.4-30. Sensitive Receptors in SDG&E Mesa Grande Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
North of Mesa Grande Road, west of Green Oaks Drive (entire alternative length)	MG 1–1.9	3

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse or adjoin land used for agriculture, parks and recreation/open space, residential use, and tribal purposes (including residential use). Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively. Sensitive land uses in the area include rural residences, including those on tribal land. No other land uses would be impacted by construction activities.

Sensitive Land Uses

Residential Land Uses. Three rural residential uses are located within 1,000 feet of the alternative route. Refer to Section D.6, Agriculture, for a discussion of impacts to agricultural uses. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III).

Construction of the alternative would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads, excavation and of moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the SDG&E Mesa Grande Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Division of Communities; Class I or II for Pending/Future Development)

The alternative would traverse or adjoin land used for agriculture, parks and recreation/open space, residential uses, and tribal purposes. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/recreation and Section D.6, Agriculture, for a discussion of operational impacts to agricultural resources. Sensitive land uses in the area include rural residences, including those on tribal land. No other existing land uses would be potentially impacted by presence of the alternative.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any residences or cause any residential use to change. For these reasons, no land use–related operational impacts would occur to residential uses as a result of the SDG&E Mesa Grande Alternative (No Impact), and no mitigation would be required.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.17 Inland Valley Link Alternatives Impacts and Mitigation Measures

Four alternatives are considered within the Inland Valley Link: the CNF Existing 69 kV Route Alternative, the Oak Hollow Road Underground Alternative, the San Vicente Road Transition Station Alternative, and the Chuck Wagon Road Alternative.

D.4.17.1 CNF Existing 69 kV Route Alternative

This 0.5-mile alternative segment would start at MP 111.3 where the proposed 230 kV and existing 69 kV transmission lines would be routed west for 0.5 miles and then south for approximately 0.5 miles to avoid Cleveland National Forest (CNF). The alternative would remain in the existing 69 kV ROW heading southwest through Cleveland National Forest to rejoin the proposed route at MP 111.8. This alternative would be 0.5 miles shorter than the Proposed Project and the existing 69 kV transmission line would not need to be relocated out of the existing ROW.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include U.S. Forest Service and the County of San Diego. Land uses include grazing operations, Cleveland National Forest (this land is located within the Developed Area Interface land-use zone designated on the 2005 Final Land Management Plan for Cleveland National Forest and shown in Figure Ap.LU-13) and open space. Land use classifications include agriculture and parks and recreation/open space. Table D.4-31 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.6, Agriculture, for discussion of agricultural land uses, within the CNF Existing 69 kV Route Alternative.

Table D.4-31. CNF Existing 69 kV Route Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP CNF 0-0.5	U.S. Forest Service, County of San Diego	Agriculture, Parks and Recreation/ Open Space	Grazing Operations, Cleveland National Forest,* Open Space

* While recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation.

\+ Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (No Impact)

This alternative would traverse or adjoin land used for agriculture and parks and recreation/open space purposes. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively. No sensitive land uses exist in the area, and no other land uses would be impacted by construction activities. Thus, no land use–related construction impacts would occur (No Impact), and no mitigation would be required.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The alternative would traverse or adjoin land used for agriculture and parks and recreation/open space purposes. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to

wilderness/recreation and Section D.6, Agriculture, for a discussion of operational impacts to agricultural resources. No sensitive land uses exist in the area, and no other land uses would be impacted by presence of the alternative. Thus, no land use–related operational impacts would occur (No Impact), and no mitigation would be required.

D.4.17.2 Oak Hollow Road Underground Alternative

This alternative would transition underground at approximately MP 116.8 on a hill approximately 50 feet north of an existing access road, traveling within the dirt road for approximately 600 feet before joining a paved residential driveway at its intersection with Oak Hollow Road. The route would then turn west and travel within the paved portion of Oak Hollow Road for approximately 1,300 feet, continuing west-southwest in a dirt and gravel road (which is part of Oak Hollow Road before it transitions to Gunn Stage Road) and exiting under a fenced gate into Mt. Gower Open Space Preserve. The alternative route would join the underground segment of the proposed route at MP 117.3 along Gunn Stage Road. This alternative includes an option to remove the existing 69 kV lines that currently run through this valley through consolidation of the 69 and 230 kV lines into an underground corridor. These lines serve the Creelman and Santa Ysabel Substations and are separate from the Proposed Project.

Environmental Setting

The jurisdiction traversed by and adjacent to this alternative route is the County of San Diego. Land uses include grazing operations, open space, and rural residential. Land use classifications include agriculture, parks and recreation/open space, and residential. Table D.4-32 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.6, Agriculture, for discussion of agricultural land uses, within the Oak Hollow Road Underground Alternative.

Table D.4-32. Oak Hollow Road Underground Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP OH 0-0.4	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, Rural Residential*

* While recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation.

\+ Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-33 shows the number of sensitive receptors within 1,000 feet of the Oak Hollow Road Underground Alternative.

Table D.4-33. Sensitive Receptors in Oak Hollow Road Underground Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Oak Hollow Road (entire alternative length)	OH 0–0.4	4

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse or adjoin land used for agriculture, parks and recreation/open space, and residential purposes. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively. Sensitive land uses in the area include rural residences. No other land uses would be impacted by construction activities.

Sensitive Land Uses

Residential Land Uses. Rural residential uses are located within 1,000 feet of the alternative, and many of those residential uses are associated with agriculture (i.e., grazing). Refer to Section D.6, Agriculture, for a discussion of impacts to agricultural uses. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). There are 4 residences located along Oak Hollow Road between MP OH 0 and MP OH 0.4.

Construction of the alternative would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads, excavation and moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to residential uses along the Oak Hollow Road Underground Alternative would be less than significant (Class II). The full text of the mitigation measures appears in Appendix 12.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Division of Communities; Class I or II for Pending/Future Development)

The alternative would traverse or adjoin land used for agriculture, parks and recreation/open space, and residential purposes. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/recreation and Section D.6, Agriculture, for a discussion of operational impacts

to agricultural resources. Sensitive land uses in the area include rural residences. No other existing land uses would be impacted by presence of the alternative.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any residences or cause any residential use to change. For these reasons, no land use–related operational impacts would occur as a result of the Oak Hollow Road Underground Alternative (No Impact), and no mitigation would be required.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.17.3 San Vicente Transition Alternative

The alternative would move the transition structure from its proposed location along San Vicente Road (MP 121.9) approximately 0.3 miles west to MP 122.2. The underground line would follow San Vicente Road within a 60-foot ROW for an additional 2,100 feet and would cross under an existing Creelman–Los Coches 69 kV transmission line, before it would turn north and would travel through open space for approximately 200 feet to the overhead transition point.

Environmental Setting

The jurisdiction traversed by and adjacent to this alternative route is the County of San Diego. Land uses include open space and rural residential. Land use classifications include parks and recreation/open space and residential. Table D.4-34 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses within the San Vicente Transition Alternative.

Table D.4-34. San Vicente Transition Alternative Land Uses

Location	Jurisdiction	Land Use Classifications	Specific Land Uses*
MP SV 0-0.7	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, **Rural Residential**

* Bold denotes sensitive land use (recreational uses have been excluded from this category as they are discussed in Section D.5, Wilderness and Recreation).

Table D.4-35 shows the number of sensitive receptors within 1,000 feet of the San Vicente Transition Alternative.

Table D.4-35. Sensitive Receptors in San Vicente Transition Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
San Vicente Road (entire alternative length)	SV 0–0.7	2

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse or adjoin land used for parks and recreation/open space and residential purposes. Refer to Sections D.5, Wilderness and Recreation, for an analysis of construction-related impacts to wilderness and recreation resources. Sensitive land uses in the area include rural residences. No other land uses would be impacted by construction activities.

Sensitive Land Uses

Residential Land Uses. Two rural residences are located within 1,000 feet of the alternative route. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III).

As for other alternatives, construction of the alternative would temporarily disturb this rural area as a result of excavation, heavy construction equipment on temporary and permanent access roads and moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to residential uses along the San Vicente Transition Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The alternative would traverse or adjoin land used for parks and recreation/open space and residential purposes. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/recreation. Sensitive land uses in the area include rural residences. No other land uses would be impacted by presence of the alternative.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any residences or cause any residential use to change. For these reasons, no land use–related operational impacts to residential uses as a result of the San Vicente Transition Alternative would occur (No Impact), and no mitigation would be required.

D.4.17.4 Chuck Wagon Road Alternative

This alternative would diverge from the proposed route in San Vicente Boulevard, turning south in Chuck Wagon Road approximately 0.2 miles east of the proposed transition point at MP 121.7. It would continue south for approximately 1.6 miles before passing under the existing Creelman–Los Coches 69 kV transmission line ROW. At this point, the route would transition to overhead and turn west for approximately 1.2 miles to rejoin the proposed route at MP 125.6.

Environmental Setting

The jurisdiction along this alternative route is the County of San Diego. Land uses along this alternative route would include grazing operations, open space, and rural residential. Land use classifications include agriculture, parks and recreation, and residential. Table D.4-36 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.6, Agriculture, for discussion of agricultural land uses, within the Chuck Wagon Road Alternative.

Table D.4-36. Chuck Wagon Road Alternative Land Uses

Location	Jurisdiction	Land Use Classifications+	Specific Land Uses*
MP CWR 0-1	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, Rural Residential
MP CWR 1-2	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, Rural Residential
MP CWR 2-3.2	County of San Diego	Agriculture, Parks and Recreation/Open Space	Grazing Operations, Open Space

* While recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation.

\+ Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-37 shows the number of sensitive receptors within 1,000 feet of the Chuck Wagon Road Alternative.

Table D.4-37. Sensitive Receptors in Chuck Wagon Road Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Chuck Wagon Road (entire alternative length)	CWR 0–3.2	25

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse or adjoin land used for agriculture, parks and recreation/open space, and residential purposes. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively. Sensitive land uses in the area include rural residences. No other land uses would be impacted by construction activities.

Sensitive Land Uses

Residential Land Uses. Rural residential uses exist along the alternative. Refer to Section D.6, Agriculture, for a discussion of impacts to agricultural uses. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). There are 25 residences located along Chuck Wagon Road between MP CWR 0 and MP CWR 3.2.

Construction of the alternative would temporarily disturb this rural area as a result of excavation, heavy construction equipment on temporary and permanent access roads and moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Chuck Wagon Road Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Residences, Class I or Class II for Future Development)

The alternative would traverse or adjoin land used for agriculture, parks and recreation/open space, and residential purposes. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/recreation and Section D.6, Agriculture, for a discussion of operational impacts to agricultural resources. Sensitive land uses in the area include rural residences. No other existing land uses would be potentially impacted by presence of the alternative.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any residences or cause any residential use to change. For these reasons, no operational impacts to residential uses would occur as a result of the Chuck Wagon Road Alternative (No Impact), and no mitigation would be required.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.18 Coastal Link Alternatives Impacts and Mitigation Measures

Four alternatives are considered within the Coastal Link: the Pomerado Road to Miramar Area North Alternative, the Los Peñasquitos Canyon Preserve and Mercy Road Alternative, the Black Mountain to Park Village Road Underground Alternative, and the Coastal Link System Upgrade Alternative.

D.4.18.1 Pomerado Road to Miramar Area North Alternative

This alternative would exit the Sycamore Substation at MCAS Miramar overhead westerly within an existing ROW toward Pomerado Road. The line would transition to underground beneath Pomerado Road in the vicinity of Legacy Road. The line would be attached to the Pomerado/Miramar Road bridge

over I-15 or on an overhead structure crossing I-15. The route would continue westward under Miramar Road, turn north on Kearny Villa Road, west on Black Mountain Road, and west on Activity Road to Camino Ruiz. The line would continue north within Camino Ruiz, west on Miralani Drive, west on Arjons Drive, south on Trade Place, west on Trade Street, south on Camino Santa Fe, and west on Carroll Road/Carroll Canyon Road to Scranton Road. At this point, the line would transition to overhead and would be located within the existing 230 kV ROW heading northward into the Peñasquitos Substation.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include Caltrans and the City of San Diego. Land uses include a nursery, Cypress Canyon Park, Jerabek Park, open space, Alliant International University, Interstate 15, Jerabek Elementary School, MCAS Miramar, a hotel, restaurants, storage, multi-family residential, Scripps Ranch Swim and Racquet Club, and single-family residential. Land use classifications include agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential. Table D.4-38 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section D.6, Agriculture, for discussion of agricultural land uses, within the Pomerado Road to Miramar Area North Alternative.

Table D.4-38. Pomerado Road to Miramar Area North Alternative Land Uses

Location	Jurisdiction(s)	Land Use Classifications+	Specific Land Uses*
MP PM 0-1	City of San Diego	Parks and Recreation/Open Space, Residential	Cypress Canyon Park, Open Space, Single-Family Residential
MP PM 1-2	City of San Diego	Parks and Recreation/Open Space, Residential	Jerabek Park, Open Space, Single-Family Residential
MP PM 2-3	City of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Jerabek Elementary School, Open Space, Single-Family Residential
MP PM 3-4	City of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Nursery, Open Space, Scripps Ranch Swim and Racquet Club, Alliant International University, Thurgood Marshall Middle School, Single-Family Residential
MP PM 4-5	Caltrans, City of San Diego	Commercial and Office, Industrial, Public Facilities and Utilities, Residential	Hotel, Restaurant, Storage, Interstate 15, MCAS Miramar, Single-Family Residential
MP PM 5-6	City of San Diego	Commercial and Office, Industrial, Public Facilities and Utilities	Industrial and Commercial Business Park, Vulcan Materials Co., Religious Facility, MCAS Miramar
MP PM 6-7	City of San Diego	Commercial and Office, Industrial, Parks and Recreation/ Open Space	Industrial & Commercial Business Park, Vulcan Materials Co., Open Space
MP PM 7-8	City of San Diego	Commercial and Office, Industrial, Public Facilities and Utilities	Industrial & Commercial Business Park, Vulcan Materials Co., Burlington Northern Santa Fe Railroad
MP PM 8-9	City of San Diego	Commercial and Office, Industrial, Parks and Recreation/ Open Space	Industrial & Commercial Business Park, Open Space

Table D.4-38. Pomerado Road to Miramar Area North Alternative Land Uses

Location	Jurisdiction(s)	Land Use Classifications+	Specific Land Uses*
MP PM 9-10	City of San Diego	Commercial and Office, Industrial, Parks and Recreation/ Open Space, Public Facilities and Utilities	Industrial & Commercial Business Park, El Camino Memorial Park, Sorrento Valley Chapel, Golf Center, Open Space
MP PM 10-11	Caltrans, City of San Diego	Commercial and Office, Industrial, Parks and Recreation/ Open Space	Industrial & Commercial Business Park, Open Space, I-805
MP PM 11-12	City of San Diego	Commercial and Office, Industrial, Parks and Recreation/ Open Space, Residential	Industrial & Commercial Business Park, Hotel, Los Peñasquitos Canyon Preserve, Multi-Family Residential
MP PM 12-13	City of San Diego	Commercial and Office, Industrial, Parks and Recreation/ Open Space, Public Facilities and Utilities, Residential	Los Peñasquitos Canyon Preserve, Torrey Hills Neighborhood Park, Torrey Hills Elementary School, Multi-Family Residential, Single-Family Residential

* While recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation.

\+ Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table D.4-39 shows the number of sensitive receptors within 1,000 feet of the Pomerado Road to Miramar Area North Alternative.

Table D.4-39. Sensitive Receptors in Pomerado Road to Miramar Area North Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Use Description
Educational Uses		
South of Pomerado Road, west of Camino Ruiz	PM 3-4	Alliant International University, Thurgood Marshall Middle School
Residential Uses		Residences
Pomerado Road (Scripps Miramar Ranch)	PM 0–1	620
Pomerado Road (Scripps Miramar Ranch)	PM 1–2	376
Pomerado Road (Scripps Miramar Ranch)	PM 2–3	360
Pomerado Road (Scripps Miramar Ranch)	PM 3–4	81
East of Interstate 805 (Sorrento Valley)	PM 11–12	34
Torrey Hills	PM 12–13	330

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse or adjoin land used for agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential use. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively. Refer to Section D.9, Transportation and Traffic, for discussion of construction-related impacts to public roadways. Sensitive land uses in the area

include two schools and both multi- and single-family residences. Other land uses that could potentially be impacted by construction activities include commercial and office uses and industrial uses.

Sensitive Land Uses

Residential Land Uses. Multi- and single-family residential uses exist along the alternative route. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). Following is a summary of residential uses near the alternative route:

- **MP PM 0 to MP PM 4.** Nearly 1,500 residences are located along Pomerado Road through the community of Scripps Ranch near the alternative route.
- **MP PM 11 to MP PM 13.** Roughly 365 residences are located near the alternative route through Sorrento Valley and Torrey Hills.

Construction of the alternative would temporarily disturb this rural area as a result of excavation, heavy construction equipment on temporary and permanent access roads and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to residential uses along the Pomerado Road to Miramar Area North Alternative would be less than significant (Class II). The full text of the mitigation measures appears in Appendix 12.

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Educational Uses. Thurgood Marshall Middle School and Alliant International University are located within 1,000 feet of the alternative route. For educational uses greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to the distance between the use and alternative (Class III). As is true for other sensitive uses, construction of the alternative would temporarily disturb this area as a result of excavation, heavy construction equipment on temporary and permanent access roads and moving building materials to sites and returning to construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that

impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to schools along the Pomerado Road to Miramar Area North Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Other Uses

Commercial/Office and Industrial Uses. Construction of this alternative would temporarily disturb commercial uses within the Miramar/Sorrento Mesa area due to excavation, heavy construction equipment on roads and the movement of building materials to and from construction sites and staging areas. As was true for sensitive uses, mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to commercial and office uses and industrial uses along the Pomerado Road to Miramar Area North Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

As noted before, the alternative would traverse or adjoin land used for agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential uses. Refer to Section D.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/recreation, Section D.6, Agriculture, for a discussion of operational impacts to agricultural resources, and Section D.9, Transportation and Traffic, for discussion of operational impacts to public roadways. Sensitive land uses in the area include two schools and multi- and single-family residences. Other land uses that could potentially be impacted by operation of the alternative include commercial and office uses and industrial uses.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would be located near to

over 1,800 residential properties, but it would not remove any residences or cause any residential use to change. For these reasons, no operational impacts would occur to residential uses as a result of the Pomerado Road to Miramar Area North Alternative (No Impact), and no mitigation would be required.

Educational Uses. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any educational uses along the route or cause any use to change. Thus, no operational impacts to educational uses would occur as a result of the Pomerado Road to Miramar Area North Alternative (No Impact), and no mitigation would be required.

Other Uses

Commercial/Office and Industrial Uses. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not permanently remove any uses along the route or cause any use to change. Thus, no operational impacts would occur to commercial/office and industrial uses as a result of the Pomerado Road to Miramar Area North Alternative (No Impact), and no mitigation would be required.

D.4.18.2 Los Peñasquitos Canyon Preserve–Mercy Road Alternative

This alternative route would bypass the Chicarita Substation and connect to existing ROW along Scripps Poway Parkway in the vicinity of Ivy Hill Drive. The line would then transition to underground and follow Scripps Poway Parkway/Mercy Road, Mercy Road. Black Mountain Road, and finally Park Village Drive, where the alternative route would rejoin the proposed route.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include Caltrans and the City of San Diego. Land uses include a community park, open space, Peñasquitos Preserve, Canyon View Elementary School, Interstate 15, Ellen Browning Scripps Elementary School, food services, a gas station, hotels, a strip mall, multi-family residential, and single-family residential. Land use classifications include commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential. Table D.4-40 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses within the Los Peñasquitos Canyon Preserve–Mercy Road Alternative.

Table D.4-40. Los Peñasquitos Canyon–Mercy Road Alternative Land Uses

Location	Jurisdiction(s)	Land Use Classifications	Specific Land Uses*
MP LPCM 0-1	Caltrans, City of San Diego	Commercial and Office, Industrial, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Food Services, Gas Station, Hotels, Interstate 15, Strip Mall, Open Space, Ellen Browning Scripps Elementary School, Single-Family Residential
MP LPCM 1-2	City of San Diego	Parks and Recreation/Open Space, Residential	Los Peñasquitos Canyon Preserve, Multi-Family Residential, Single-Family Residential
MP LPCM 2-3	City of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Community Park, Los Peñasquitos Canyon Preserve, Canyon View Elementary School, Single-Family Residential
MP LPCM 3-3.6	City of San Diego	Residential	Single-Family Residential

* While recreational uses are considered sensitive uses, they have not been designated as such within Section D.4, as they are discussed in Section D.5, Wilderness and Recreation.

Table D.4-41 shows the number of sensitive receptors within 1,000 feet of the Los Peñasquitos Canyon Preserve–Mercy Road Alternative.

Table D.4-41. Sensitive Receptors in Los Peñasquitos Canyon and Mercy Road Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Scripps Poway Parkway–Mercy Road	LPCM 0–1	117
Mercy Road–Park Village Drive	LPCM 1–2	300
Park Village Drive	LPCM 2–3	735

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse or adjoin land used for agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential use. Refer to Sections D.5, Wilderness and Recreation, and D.6, Agriculture, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, and Section D.9, Transportation and Traffic, for discussion of construction-related impacts to public roadways. Sensitive land uses in the area include two schools and multi- and single-family residences. Other land uses that could potentially be impacted by construction activities include commercial and office uses and industrial uses.

Sensitive Land Uses

Residential Land Uses. Multi- and single-family residential uses are located within 1,000 feet of the alternative route. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). The entire 3.6-mile alternative route would traverse near roughly 1,150 residences along Scripps Poway Parkway, Mercy Road, and Park Village Drive.

Construction of the alternative would temporarily disturb this rural area as a result of heavy construction equipment on temporary and permanent access roads, moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this construction-related disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to residential uses along the Los Peñasquitos Canyon Preserve–Mercy Road Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Educational Uses. Ellen Browning Scripps Elementary School is located between MP LPCM 0 and MP LPCM 1 within 1,000 feet of the alternative route. In addition, Canyon View Elementary School is located between MP LPCM 2 and MP LPCM 3. For educational uses greater than 1,000 feet, construction-related impacts were assumed to be adverse but not significant (Class III) due to the distance between the use and alternative route. As discussed herein for other sensitive uses, construction of the alternative would temporarily disturb this area as a result of excavation, heavy construction equipment on temporary and permanent access roads and the movement of building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to schools along the Los Peñasquitos Canyon Preserve–Mercy Road Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Other Uses

Commercial/Office and Industrial Uses. Construction of this alternative would temporarily disturb commercial uses in the Scripps Poway Parkway area due to excavation, heavy construction equipment on roads and the movement of building materials to and from construction staging areas. As was true for sensitive uses, mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance due to construction activities. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and area users are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to commercial and office uses and industrial uses along the Los Peñasquitos Canyon Preserve–Mercy Road Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The alternative would traverse or adjoin land used for commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential purposes. Refer to Section D.5, Wilderness and Recreation, for discussion of operational impacts to wilderness/recreation, and Section D.9, Transportation and Traffic, for discussion of operational impacts to public roadways. Sensitive land uses in the area include two schools and multi- and single-family residences. Other land uses that could potentially be impacted by operation of the alternative include commercial and office uses and industrial uses.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative route would traverse near to approximately 1,150 residences, but it would not remove any residences or cause any residential use to change. For these reasons, no operational impacts to residential land uses as a result of the Los Peñasquitos Canyon Preserve–Mercy Road Alternative would occur (No Impact), and no mitigation would be required.

Educational Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of any educational properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any sensitive uses such as those noted above or cause any educational use to change. For these reasons, no land use–related operational impacts to educational uses would occur as a result of the Los Peñasquitos Canyon Preserve–Mercy Road Alternative (No Impact), and no mitigation would be required.

Other Uses

Commercial/Office and Industrial Uses. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not permanently remove any uses along the route or cause any commercial, office, or industrial use to change. Thus, no operational impacts to commercial/office and industrial uses would occur as a result of the Los Peñasquitos Canyon Preserve–Mercy Road Alternative.

D.4.18.3 Black Mountain to Park Village Road Underground Alternative

This alternative would deviate from the Proposed Project alignment where the route approaches Black Mountain Road. Under this alternative, the line would remain underground but would be located underneath Black Mountain Road and would turn west onto Park Village Drive, following the project alignment into the Peñasquitos Substation via the Los Peñasquitos Canyon Preserve.

Environmental Setting

Jurisdictions traversed by or adjacent to this alternative route include Caltrans and the City of San Diego. Land uses include Canyon View Elementary School, a religious use, SR56, and single-family residential. Land use classifications include public facilities and utilities and residential. Table D.4-42

identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses, within the Black Mountain to Park Village Road Underground Alternative.

Table D.4-42. Black Mountain to Park Village Road Underground Alternative Land Uses

Location	Jurisdiction	Land Use Classifications	Specific Land Uses*
MP BMPV 0-1.1	Caltrans, City of San Diego	Public Facilities and Utilities, Residential	**Church, Canyon View Elementary School**, SR56, **Single-Family Residential**

* Bold denotes sensitive land use (recreational uses have been excluded from this category as they are discussed in Section D.5, Wilderness and Recreation).

Table D.4-43 shows the number of sensitive receptors within 1,000 feet of the Black Mountain to Park Village Road Underground Alternative.

Table D.4-43. Sensitive Receptors in Black Mountain to Park Village Road Underground Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Black Mountain Road to Park Village Road (entire length)	BMPV 0–1.1	935

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)

This alternative would traverse land used for public facilities and utilities as well as residential purposes. Refer to Section D.9, Transportation and Traffic, for discussion of construction-related impacts to public roadways. Sensitive land uses in the area include a school, religious facility, and single-family residences. No other land uses would be impacted by construction activities.

Sensitive Land Uses

Residential Land Uses. Approximately 935 single-family residences exist within 1,000 feet of the 1.1-mile alternative route. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). As is true for other sensitive uses, construction of the alternative would temporarily disturb this rural area as a result of excavation, heavy construction equipment on temporary and permanent access roads and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the disturbance. While this construction-related disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to residential uses along the Black Mountain to Park Village Road Underground Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Community and Educational Uses. One religious facility is located near the intersection of SR56 and Black Mountain Road. Canyon View Elementary School is located near the intersection of Park Village Drive/Adolphia Street and Black Mountain Road. For community and educational uses greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant (Class III) due to the distance between the use and alternative route. As is true for other sensitive uses, construction of the alternative would temporarily disturb this area as a result of heavy construction equipment on temporary and permanent access roads, moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections D.8, Noise, and D.11, Air Quality, respectively, but these measures would not eliminate the construction-related disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and area users notified of construction activities.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, impacts would still be significant, and Mitigation Measure L-1a would be implemented to ensure that impacts would not be significant. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts to community and educational uses along the Black Mountain to Park Village Road Underground Alternative would be less than significant (Class II).

Mitigation Measures for Impact L-1: Construction would temporarily disturb the land uses at or near the alignment

L-1a Prepare Construction Notification Plan.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact)

The alternative would traverse or adjoin land used for public facilities and utilities and residential use. Refer to Section D.9, Transportation and Traffic, for discussion of operational impacts to public roadways. Sensitive land uses in the area include a school, religious facility, and single-family residences. No other land uses would be impacted by operation of the alternative.

Sensitive Land Uses

Residential Land Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any residences or cause any such residential use to change. For these reasons, no land use–related operational impacts to residences would occur as a result of the Black Mountain to Park Village Road Underground Alternative (No Impact), and no mitigation would be required.

Community and Educational Uses. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of any educational or religious properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The

alternative would not remove any sensitive uses such as those noted above or cause any such use to change. For these reasons, no land use–related operational impacts to community or educational uses would occur as a result of the Black Mountain to Park Village Road Underground Alternative (No Impact), and no mitigation would be required.

D.4.18.4 Coastal Link System Upgrade Alternative

The Coastal Link System Upgrade Alternative would be a system modification to install a third 230/69 kV transformer at the existing Sycamore Canyon Substation. Expansion of the Sycamore Canyon Substation would occur within the existing substation easement. Additionally, SDG&E would either (a) install a new 230/138 kV transformer at the existing Encina Substation or (b) upgrade (reconductor) the existing Sycamore Canyon-Chicarita 138 kV circuit using 34 existing wood frame structures.

Environmental Setting

The land use setting for the Sycamore Canyon-Chicarita portion of the Alternative is the same as MPs 132-146 of the Proposed Project, as described in Section D.4.2.5. Jurisdictions surrounding the existing Sycamore Canyon Substation and the existing transmission facilities of Sycamore Canyon–Pomerado-Poway include DOD, Caltrans, the County of San Diego, City of Poway, and City of San Diego. Land uses include military facilities, public roadways, religious facilities, schools, open space preserves, parks, and single- and multi-family residential. Land use classifications include commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential. Sensitive receptors include First Baptist Church, Cornerstone Christian School, Islamic Center of North County, Family Life Christian Fellowship, and residences within the City of Poway. Refer to Section D.5, Wilderness and Recreation, for a discussion of recreational resources affected by the Coastal Link System Upgrade Alternative.

Environmental Impacts and Mitigation Measures

The Coastal Link System Upgrade Alternative would eliminate the impacts associated with the Proposed Project segment between Sycamore Canyon and Peñasquitos Substations. Because this alternative would not require construction of new transmission lines or facilities, operational impacts to land use would not occur (Impact L-2).

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class III)

The Coastal Link System Upgrade Alternative would traverse military facilities, public roads, open space areas, and urban areas. The increased construction activity in the area would temporarily disrupt existing land uses. Incorporation of APMs LU-1, LU-4, LU-6, LU-7, and LU-10 would reduce land use impacts relating to construction activities by: (1) strictly adhering to limits of construction that would be determined prior to the start of construction activities, (2) installing new facilities along the borders of private property, open space parks, and recreation areas, (3) matching proposed structures locations to existing facilities where feasible and appropriate, (4) coordinating with owners and tenants of adjacent properties to notify landowners of proposed construction activities, (5) providing avenues for the public to gain more information on the construction schedule and scope and to register complaints about con-

struction activities, and (6) providing alternative access where feasible. Thus, construction-related land use impacts along the Coastal Link would be reduced a less than significant level (Class III).

Refer to Section D.5, Wilderness and Recreation, for information on impacts of the alterative to wilderness and recreation resources.

D.4.19 Top of the World Substation Alternative Impacts and Mitigation Measures

The substation site would be located approximately one mile west of the proposed Central East Substation on Vista Irrigation District land. The transmission line routes into the substation would follow the Proposed Project route to approximately MP 92.7, then the alternative 500 kV route would turn west for 1.1 miles to enter the alternative site. Exiting the substation the line would travel southwest for 400 feet and then west and north-northwest to rejoin the Proposed Project around MP 95. The site is currently vacant and surrounded on all sides by open space.

Environmental Setting

Jurisdictions within or adjacent to this substation alternative include the BIA, Santa Ysabel Band of Diegueño Mission Indians, Vista Irrigation District, and the County of San Diego. Land uses include open space and Santa Ysabel Reservation. Land use classifications include parks and recreation/open space and tribal. Table D.4-44 identifies land uses in the vicinity of this alternative. Refer to Section D.5, Wilderness and Recreation, for discussion of open space and recreational land uses within the Top of the World Substation Alternative.

Table D.4-44. Top of the World Substation Alternative Land Uses

Jurisdiction	Land Use Classifications	Specific Land Uses
BIA, Santa Ysabel Band of Diegueño Mission Indians, Vista Irrigation District, County of San Diego	Parks and Recreation/Open Space, Tribal	Open Space, Mataguay Scout Ranch (Boy Scout camp), Santa Ysabel Indian Reservation

Environmental Impacts and Mitigation Measures

Construction Impacts

Impact L-1: Construction would temporarily disturb land uses at or near the alignment (No Impact)

The Top of the World Substation Alternative would be constructed on vacant land near open space. Refer to Section D.5, Wilderness and Recreation, and Section D.3, Visual Resources, for a discussion of impacts to open space, including the nearby Mataguay Scout Ranch. No sensitive land uses are located near the substation, and no other land uses would be impacted by construction of the alternative substation. Thus, no construction-related land use impacts would occur as a result of construction associated with the Top of the World Substation Alternative (No Impact), and no mitigation would be required.

Operational Impacts

Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment (No Impact for Division of Communities; Class I or II for Pending/Future Development)

The Top of the World Substation Alternative would be constructed on unoccupied land surrounded by open space. No sensitive land uses are located in the vicinity of the substation, and no other existing land uses would be impacted by presence of the alternative substation. Thus, no land use–related operational impacts would occur as a result of the Top of the World Substation Alternative, (No Impact), and no mitigation would be required.

Pending and Future Development

If this alternative is approved by CPUC and BLM decisionmakers, ROW acquisition and detailed design would begin soon after approval. Prior to this process, new land development projects may have been proposed or constructed by landowners on land parcels across which the transmission line would pass. Preparation and implementation of a construction notification plan (Mitigation Measure L-1a) would serve to notify landowners and tenants of pending construction. However, this notification would not provide sufficient time to investigate mitigation rerouting of the transmission line at specific parcels. There would be no impact if no developments are affected, but impacts to these developments would be significant if the mitigation cannot be effectively implemented. It is expected that minor route revisions will reduce impacts to less than significant levels (Class II) but that there may also be situations where the alignment or facility components cannot be relocated, and the impact would remain significant (Class I). Therefore, Mitigation Measure L-2b is required. The full text of the mitigation measures appears in Appendix 12.

Mitigation Measure for Impact L-2: Presence of a project component would divide an established community or disrupt land uses at or near the alignment

L-2b Revise project elements to minimize land use conflicts.

D.4.20 Mitigation Monitoring, Compliance, and Reporting Table

Table D.4.45 presents the mitigation monitoring, compliance and reporting table for Land Use. Mitigation measures not originating in this section do not appear in the table; they appear only in the mitigation monitoring, compliance and reporting table for the section in which they were originally recommended. For a summary of all impacts and their respective mitigation measures, please see the Impact Summary Tables at the end of the Executive Summary.

Sections D.4.11 and D.4.12 recommend mitigation measures for the projects described under Future Transmission System Expansion and Connected Actions/Indirect Effects. Those mitigation measures are presented for consideration by the agencies that will issue permits for construction of the connected and future projects. Because those projects would not be constructed as a result of approval of the Sunrise Powerlink Project, the recommended mitigation measures are not included in this mitigation monitoring table.

Table D.4-45. Mitigation Monitoring Program – Land Use

MITIGATION MEASURE	L-1a: Prepare Construction Notification Plan. Forty-five days prior to construction, SDG&E shall prepare and submit a Construction Notification Plan to the CPUC and the BLM for approval. The Plan shall identify the procedures SDG&E will use to 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 text of proposed public notices and advertisements. The plan shall address at a minimum the following components: • Public notice mailer. A public notice mailer shall be prepared and mailed no less than 15 days prior to construction. 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. SDG&E shall mail the notice to all residents or property owners within 1,000 feet of the right-of-way, any property owners or tenants that could be impacted by construction activities and 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, notices shall be placed in local newspapers and bulletins, including Spanish language newspapers and bulletins. The notice shall state when and where construction will occur and provide information on the public liaison person and hotline identified below. If construction is delayed for more than seven days, an additional round of newspaper notices 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, Anza-Borrego Desert State Park offices and campgrounds, Cleveland National Forest Ranger Stations), and other public venues to inform residents and visitors to the purpose and schedule of construction activities. For public trail closures, SDG&E shall post information on the trail detour at applicable resource management offices and post the notice on the trail within two miles 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. SDG&E 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. SDG&E 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.
Location	Construction activity in all segments.
Monitoring / Reporting Action	CPUC/BLM monitor verifies that SDG&E submits Construction Notification Plan, which identifies complete notification and public inquiry process.
Effectiveness Criteria	Residents, landowners and others potentially impacted are informed of construction activities; procedures are established and documented for taking and responding to construction comments and concerns.
Responsible Agency	CPUC; BLM El Centro Field Office.
Timing	Forty-five days prior to construction for Construction Notification Plan.
MITIGATION MEASURE	L-1b: Coordinate with the Imperial Irrigation District regarding canal crossings. At least 60 days prior to construction, SDG&E shall coordinate with the IID and the BLM El Centro Field Office, and shall obtain a license from the IID for the areas where the project crosses the IID canals. SDG&E 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 SDG&E, the IID, and the BLM El Centro Field Office.

Table D.4-45. Mitigation Monitoring Program – Land Use

Location	At Imperial Irrigation District canal crossings within the Imperial Valley Link.
Monitoring / Reporting Action	CPUC/BLM monitor verifies that SDG&E obtains license from Imperial Irrigation District and submits it to the CPUC and the BLM.
Effectiveness Criteria	Approval license issued by Imperial Irrigation District.
Responsible Agency	CPUC; BLM El Centro Field Office; Imperial Irrigation District.
Timing	Sixty days prior to construction to begin coordinating with Imperial Irrigation District, 30 days prior to construction to submit license to CPUC/BLM.
MITIGATION MEASURE	L-1c: Coordinate with MCAS Miramar. At least 90 days before construction, SDG&E shall provide all required project engineering details to MCAS Miramar for review and approval. Information provided shall include access roads to be used, expanded, or added. SDG&E shall provide the CPUC and BLM with evidence of its coordination with MCAS Miramar at least 60 days prior to the start of construction. When any towers are to be removed on MCAS Miramar, all portions of the towers/poles shall be removed. Cutting poles and leaving buried portions is not acceptable on MCAS Miramar lands.
Location	Construction activity within MCAS Miramar.
Monitoring / Reporting Action	CPUC/BLM monitor verifies that SDG&E coordinates with MCAS Miramar.
Effectiveness Criteria	SDG&E submits documentation of its coordination with MCAS Miramar.
Responsible Agency	CPUC; BLM El Centro Field Office.
Timing	Ninety days prior to construction to begin coordinating with MCAS Miramar, 60 days prior to construction to submit evidence to CPUC/BLM.

Table D.4-45. Mitigation Monitoring Program – Land Use

MITIGATION MEASURE	L-2b: Revise project elements to minimize land use conflicts. At least 90 days prior to completing final transmission line design for the approved route, SDG&E shall notify land-owners of parcels through which the alignment would pass regarding the specific location of the ROW, individual towers, staging areas, access roads, or other facilities associated with the project that would occur on the subject property. The notified parties shall be provided at least 30 days in which to identify conflicts with any planned development on the subject property and to work with SDG&E to identify potential reroutes of the alignment that would be mutually acceptable to SDG&E and the landowner. Property owners whose land may be divided into potentially uneconomic parcels shall be afforded this same opportunity, even if development plans have not been established. SDG&E shall endeavor to accommodate these reroutes only to the extent that they are reasonable and feasible, do not create a substantial increase in cost, and do not create adverse impacts to resources or to other properties that would be greater in magnitude than impacts that would occur from construction and operation of the alignment as originally planned. SDG&E shall provide a written report to the CPUC and BLM providing evidence of the notice provided to landowners and copies of any responses to the notice within 30 days of the notice closing data for responses. SDG&E shall also identify in the documentation submitted to CPUC and BLM whether reroutes recommended by the landowner or SDG&E can be accommodated. Where they cannot be accommodated, the reasons shall be provided. SDG&E shall provide information sufficient for the CPUC and BLM to determine that the reroute creates no more adverse impact than the originally planned alignment location. SDG&E shall include environmental information consistent with that required for a Variance (as defined in Section I, Mitigation Monitoring). Where a reroute is proposed, the CPUC and BLM will review and agree to accept or reject individual reroutes. CPUC and BLM also may recommend compromise reroutes for any of the parcels for which responses were provided to SDG&E in a timely fashion. The following specific modifications shall be developed by SDG&E, following the procedures defined above: • Santa Ysabel All Underground Alternative: South of MP SYAU-8.4. Based on landowner preference, SDG&E shall relocate transition to overhead at MP SYAU-8.4 and follow existing ROW rather than continue underground in existing dirt road to MP SYAU-9.2. See Figure AP.11C-21 for map of this area. • Interstate 8 Alternative: MP I8-87 through I8-89.5, High Meadow Ranch. The initial alignment shall be shifted approximately 200 feet to the west, down slope, in order to minimize visual effects of the towers on the development. See Figure Ap.11C-56 for map of this area. • Interstate 8 Alternative: MP I8-92 to I8-92.7, Private home. The alignment shall be shifted to the east side of Highway 67, to a point just south of the Preserve parking lot, where the alignment would cross Highway 67 to join the Proposed Project route. See Figure Ap.11C-57 for map of this area. • Interstate 8 Alternative: MP I8-46.8 to I8-48, Planned development at Crestwood Road/I-8: Tower locations, access roads, and staging areas shall be refined to minimize effects on the planned development.
Location	Along Interstate 8 Alternative and other Alternatives along the SWPL corridor
Monitoring / Reporting Action	Confirm receipt of notice and results prior to final design
Effectiveness Criteria	Provision of a report indicating contents of notice, distribution of notice, and any responses and their resolution.
Responsible Agency	CPUC and BLM
Timing	Providing acceptable report prior to final design

D.4.21 References

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San Diego, City of. 2005. Los Peñasquitos Canyon Preserve Trail Map. February.

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Figures Ap.LU-1 through Ap.LU-19. Land Use: Proposed Project and Imperial Valley Link Alternatives
19 sheets 11x17 color — 9 double-sided pages and 1 single-sided page