

## E.1.4 Land Use

This alternative would generally parallel I-8 between the Imperial Valley Substation in Imperial County and the community of Alpine in San Diego County, near which the alignment would head northwest to connect with the Proposed Project near MP 131. The alternative route would be 92.7 miles long, about 38.3 miles shorter than the proposed route. Refer to Section E.1.1 for more detailed discussion of this alternative.

There are five options along the Interstate 8 Alternative route that would replace various segments of the Interstate 8 Alternative. One option would be at the Campo Reservation, from approximately MP I8-44.5 to I8-46. Three options occur in the Buckman Springs area. The fifth, the Chocolate Canyon Option would occur east and north of Alpine. Figure Ap.LU E.1-6 shows land uses along the Campo North Option. Figure Ap.LU E.1-7 shows land uses along the three Buckman Springs options. Figure Ap.LU E.1-8 shows land uses along the Chocolate Canyon Option.

### E.1.4.1 Environmental Setting

Jurisdictions along this alternative route are BIA, Campo Band of Mission Indians, La Posta Band of Mission Indians, Viejas Band of Kumeyaay Indians, BLM, Department of Homeland Security (Border Patrol), U.S. Forest Service, Caltrans, Union Pacific Railroad, San Diego County Water Authority (SDCWA), County of Imperial, County of San Diego, and City of San Diego. Land uses along this alternative include agriculture (egg ranch, cropland, grazing lands, livestock, a nursery), churches (Alpine Christian Fellowship, Alpine Church of Spiritual Living, First Baptist Church of the Willows), commercial uses (animal hospital, gas stations, hotels, liquor stores, restaurants/bars, retail stores), industrial uses (quarries, vehicle storage/disposal, self-storage), public roadways (Interstate 8, S80, SR67), San Diego and Arizona Eastern Railroad, public service facilities (a community center, Border Patrol facilities, CNF Ranger District Station, a landfill, utility facilities, Waste Management District facility), recreational lands (Cleveland National Forest, open space (including California Botanical Habitat, Inc.), Stelzer County Park), residential (multi-family, rural, single-family), schools (Alpine Elementary School, Los Coches Creek Middle School, Mountain Empire High School), veterans service organizations (American Legion and Veterans of Foreign Wars posts), tribal Indian Reservation lands (Campo Reservation, La Posta Reservation, and Viejas Reservation), and water-related uses (El Capitan Reservoir, Padre Dam Reservoir, San Vicente Reservoir). It should be noted that the use of all tribal reservation land is subject to Tribe approval.

Land use classifications include agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential, ~~and tribal~~ uses. Table E.1.4-1 identifies land uses in the vicinity of this alternative, Table E.1.4-2 identifies sensitive uses in the vicinity of the alternative and Table E.1.4-3 identifies U.S. Forest Service Land Use Zones (as established in the Final Land Management Plan dated September 2005) that would be traversed by the alternative. The locations of these land uses are shown in the Land Use Appendix (Ap.LU) E.1-1 through 11 at the end of Section E.1.4. Information on wilderness and recreational land uses and on agricultural land uses are discussed in separate sections of the EIR/EIS. Specifically, refer to Section E.1.5, Wilderness and Recreation, for discussions of open space and recreational land uses that occur along the Interstate 8 Alternative alignment and its options. Section E.1.6, Agriculture, provides a discussion of agricultural land uses along the Interstate 8 Alternative and its options.

**Table E.1.4-1. Interstate 8 Alternative Land Uses**

<b>Milepost</b>	<b>Jurisdiction</b>	<b>Land Use Classifications</b>	<b>Specific Land Uses</b>
<b>Interstate 8 Alternative</b>			
18-0-1	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
18-1-2	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
18-2-3	BLM, County of Imperial	Agriculture, Parks and Recreation/Open Space	Forage Crops, Open Space
18-3-6	BLM, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space
18-6-7	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, Interstate 8
18-7-8	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, Interstate 8
18-8-9	BLM, County of Imperial	Industrial, Parks and Recreation/Open Space	Open Space
18-9-10	BLM, County of Imperial	Industrial, Parks and Recreation/Open Space	Open Space, Plaster City Drywall Facility
18-10-11	BLM, Caltrans, Union Pacific Railroad, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, San Diego and Arizona Eastern Railroad, S80
18-11-12	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, S80
18-12-13	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
18-13-14	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
18-14-15	BLM, County of Imperial	Parks and Recreation/Open Space, Residential	Open Space
18-15-18	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
18-18-19	BLM, County of Imperial	Industrial, Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, Aggregate Quarry, Landfill
18-19-20	BLM, County of Imperial	Parks and Recreation/Open Space, Industrial	Open Space, Aggregate Quarry
18-20-21	BLM, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, S2
18-21-22	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
18-22-23	BLM, Caltrans, Union Pacific Railroad, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, Interstate 8, San Diego and Arizona Eastern Railroad, Utility Facility
18-23-26	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
18-26-27	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space/ Open Space, Public Facilities and Utilities	Open Space, Interstate 8
18-27-29	BLM, County of Imperial	Parks and Recreation/Open Space	Open Space
18-29-30	BLM, Caltrans, County of Imperial	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, Interstate 8
18-30-31	County of Imperial, County of San Diego	Parks and Recreation/Open Space	Open Space

**Table E.1.4-1. Interstate 8 Alternative Land Uses**

<b>Milepost</b>	<b>Jurisdiction</b>	<b>Land Use Classifications</b>	<b>Specific Land Uses</b>
18-31-32	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space
18-32-33	County of San Diego	Parks and Recreation/Open Space	Open Space
18-33-34	County of San Diego	Agriculture, Commercial and Office, Parks and Recreation/Open Space	Forage Crops, Open Space, Two Gas Stations
18-34-35	Union Pacific Railroad, County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities	Forage Crops, Open Space, San Diego and Arizona Eastern Railroad
18-35-36	County of San Diego	Parks and Recreation/Open Space	Open Space
18-36-37	County of San Diego	Parks and Recreation, Residential	Open Space, California Botanical Habitat, Inc., <b>Rural Residential*</b>
18-37-38	County of San Diego	Parks and Recreation/Open Space, Industrial, Residential	Open Space, RV Disposal Facility, California Botanical Habitat, Inc., <b>Rural Residential*</b>
18-38-39	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Livestock, Open Space, California Botanical Habitat, Inc., <b>Rural Residential*</b>
18-39-40	Caltrans, County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, Interstate 8, <b>Rural Residential*</b>
18-40-41	Caltrans, County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, Interstate 8, <b>Rural Residential*</b>
18-41-42	Caltrans, County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, Interstate 8, <b>Rural Residential*</b>
18-42-43	Department of Homeland Security (Border Patrol), Caltrans, County of San Diego	Agriculture, Commercial and Office, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, Interstate 8, Border Patrol Facility, Vacant Commercial Property, Hotel, <b>Rural Residential*</b>
18-43-44	BIA, <a href="#">Campo Band of Mission Indians</a> , Caltrans, County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential, <del>Tribal</del> <a href="#">Reservation**</a>	Grazing Operations, Open Space, Interstate 8, <b>Campo Reservation*</b> (includes residences)
18-44-45	BIA, <a href="#">Campo Band of Mission Indians</a> Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, <del>Tribal</del> <a href="#">Reservation**</a>	Open Space, Interstate 8, <b>Campo Reservation*</b> (includes residences)
18-45-46	BIA, <a href="#">Campo Band of Mission Indians</a> Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, <del>Tribal</del> <a href="#">Reservation**</a>	Open Space, Interstate 8, <b>Rural Residential,* Campo Reservation*</b> (includes residences)
18-46-47	BIA, <a href="#">Campo Band of Mission Indians</a> Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential, <del>Tribal</del> <a href="#">Reservation**</a>	Open Space, Interstate 8, <b>Rural Residential,* Campo Reservation*</b> (includes Golden Acorn Casino, residences)
18-47-48	BLM, County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, <b>Rural Residential*</b>
18-48-49	BIA, <a href="#">La Posta Band of Mission Indians</a> , BLM, County of San Diego	Parks and Recreation/Open Space, Residential, <del>Tribal</del> <a href="#">Reservation**</a>	Open Space, <b>Rural Residential,* La Posta Reservation*</b>

**Table E.1.4-1. Interstate 8 Alternative Land Uses**

Milepost	Jurisdiction	Land Use Classifications	Specific Land Uses
18-49-50	BIA, <u>La Posta Band of Mission Indians</u> , County of San Diego	<del>Tribal</del> <u>Reservation**</u>	<b>La Posta Reservation*</b> (includes residences)
18-50-51	BIA, <u>La Posta Band of Mission Indians</u> , U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential, <u>Tribal Reservation**</u>	Cleveland National Forest, <b>Rural Residential*</b> , <b>La Posta Reservation*</b> (includes residences)
18-51-52	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential	Cleveland National Forest, Open Space, <b>Rural Residential*</b>
18-52-53	U.S. Forest Service, Department of Homeland Security (Border Patrol), County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities	Grazing Operations, Cleveland National Forest, Open Space, Border Patrol Station
18-53-54	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest
18-54-55	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest, Open Space
18-55-56	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest
18-56-57	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest
18-57-58	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest
18-58-59	U.S. Forest Service, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Cleveland National Forest, Interstate 8
18-59-61	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest
18-61-62	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest, Open Space
18-62-63	U.S. Forest Service, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Cleveland National Forest, Open Space, Interstate 8, <b>Rural Residential*</b>
18-63-64	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest
18-64-67	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest, Open Space
18-67-68	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential	Cleveland National Forest, Open Space, <b>Rural Residential*</b>
18-68-69	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential	Cleveland National Forest, Open Space, <b>Rural Residential*</b>
18-69-70	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest
18-70-71	U.S. Forest Service, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Cleveland National Forest, Open Space, Interstate 8

**Table E.1.4-1. Interstate 8 Alternative Land Uses**

<b>Milepost</b>	<b>Jurisdiction</b>	<b>Land Use Classifications</b>	<b>Specific Land Uses</b>
18-71-72	U.S. Forest Service, County of San Diego	Agriculture, Parks and Recreation/ Open Space, Residential	Forage Crops, Cleveland National Forest, Open Space, <b>Rural Residential*</b>
18-72-73	BIA, <u>Viejas Band of Kumeyaay Indians</u> , County of San Diego	Residential, <u>Tribal Reservation**</u>	<b>Rural Residential,* Viejas Reservation*</b> (includes casino, residences)
18-73-74	BIA, <u>Viejas Band of Kumeyaay Indians</u> , County of San Diego	Residential, <u>Tribal Reservation**</u>	<b>Rural Residential,* Viejas Reservation*</b> (includes casino, residences)
18-74-75	BIA, <u>Viejas Band of Kumeyaay Indians</u> , County of San Diego	Commercial and Office, Public Facilities and Utilities, Residential, <u>Tribal Reservation**</u>	Liquor Store, <b>First Baptist Church of the Willows,* Rural Residential,* Viejas Reservation*</b> (includes residences, Southern Indian Health Council)
18-75-76	County of San Diego	Commercial and Office, Industrial, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Retail Stores, Alpine Animal Hospital, Storage Yard, RV Storage, CNF Ranger District, <b>American Legion Post,* Rural Residential*</b>
18-76-77	County of San Diego	Public Facilities and Utilities, Residential	<b>Alpine Church of Spiritual Living,* Rural Residential,* Single-Family Residential,* Multi-Family Residential*</b>
18-77-78	County of San Diego	Commercial and Office, Industrial, Public Facilities and Utilities, Residential	Retail Stores, Gas Station, Casino Inn, Alpine Personal Storage, RV and Semi-Trailer Storage, <b>Alpine Elementary School,* VFW Post,* Alpine Community Center,* Single-Family Residential,* Multi-Family Residential*</b>
18-78-79	County of San Diego	Residential	<b>Single-Family Residential*</b>
18-79-80	Caltrans, County of San Diego	Agriculture, Commercial and Office, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Nursery, Open Space, <b>Alpine Christian Fellowship,* Interstate 8, Los Coches Creek Middle School,* Padre Dam Reservoir, Waste Management District Facility, Kamps Propane, Single-Family Residential*</b>
18-80-81	County of San Diego	Agriculture, Parks and Recreation/ Open Space, Industrial, Residential	Emby Egg Ranch, Open Space, Semi-Trailer Storage, <b>Single-Family Residential*</b>
18-81-82	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Water	Cleveland National Forest, Open Space, El Capitan Reservoir (and associated dam facilities)
18-82-83	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential	Cleveland National Forest, Open Space, <b>Rural Residential*</b>
18-83-84	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential	Cleveland National Forest, Open Space, <b>Rural Residential*</b>
18-84-85	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential	Cleveland National Forest, Open Space, <b>Rural Residential*</b>
18-85-86	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space, Residential	Cleveland National Forest, Open Space, <b>Rural Residential*</b>
18-86-87	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, <b>Rural Residential*</b>

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<b>Milepost</b>	<b>Jurisdiction</b>	<b>Land Use Classifications</b>	<b>Specific Land Uses</b>
18-87-88	County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, Stelzer County Park, <b>Rural Residential*</b>
18-88-89	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Open Space, <b>Single-Family Residential*</b>
18-89-90	SDCWA, County of San Diego, City of San Diego	Industrial, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, SDCWA storage (pipe and associated dam equipment), Hanson Aggregate Quarry, <b>Single-Family Residential*</b>
18-90-91	SDCWA, County of San Diego, City of San Diego	Industrial, Water	San Vicente Reservoir, Hanson Aggregate Quarry
18-91-92	Caltrans, County of San Diego, City of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, SR67, <b>Rural Residential*</b>
18-92-93	Caltrans, County of San Diego	Parks and Recreation/Open Space	Open Space, SR67
<b>Campo North Option</b>			
<del>NCN</del> 0-1.4	County of San Diego, <u>Campo Band of Mission Indians</u>	Agriculture, Parks and Recreation/Open Space, Residential, <u>Reservation**</u>	Grazing Operations, Open Space, <u>Campo Reservation</u> , Interstate 8, <b>Rural Residential</b>
<b>Buckman Springs Underground Option</b>			
MP 0-1	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest, Open Space
MP 1-2.3	U.S. Forest Service, Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Cleveland National Forest, Glider Sports Landing Area, Open Space, Interstate 8, Rest Stop
<b>West Buckman Springs Option</b>			
BSW 0-2	Caltrans, County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities	Grazing Operations, Open Space, Interstate 8
BSW 2-5.6	Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities	Open Space, Interstate 8
<b>South Buckman Springs Option</b>			
SBS 0-2	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, <b>Rural Residential</b>
SBS-2-3.7	County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, Buckman Springs Road, <b>Mountain Empire High School, Rural Residential</b>
<b>Chocolate Canyon Option</b>			
CC 0-1	Caltrans, County of San Diego	Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Open Space, Interstate 8, Rural Residential
CC 1-3	County of San Diego	Parks and Recreation/Open Space, Water	Open Space, Lake Cuyamaca

**Table E.1.4-1. Interstate 8 Alternative Land Uses**

Milepost	Jurisdiction	Land Use Classifications	Specific Land Uses
CC 3-3.7	County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, San Vicente Dam, <b>Rural Residential</b>

\* Bold denotes sensitive land use (recreational uses have been excluded from this category as they are discussed in Section E.1.5, Wilderness and Recreation). Refer to Section E.1.6, Agriculture, for discussion of agricultural resources, and Section E.1.8, Noise, for discussion of noise.

\*\* Land use within reservation lands may include the following classifications: residential/grazing/agricultural; civic; tribal enterprise, commercial, industrial, and wilderness.

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. Table E.1.4-2 shows the number of sensitive receptors within 1,000 feet of the Interstate 8 Alternative. These sensitive land uses are identified on Figures Ap.LU E.1-1 through 11 at the end of this section.

**Table E.1.4-2. Sensitive Receptors within 1,000 Feet of Interstate 8 Alternative and Options**

Location Description	Milepost	Use Description
<b>INTERSTATE 8 ALTERNATIVE</b>		
<b>Community Uses</b>		
Willows Road, north of Interstate 8, near/on Viejas Reservation (Alpine)	18 74-75	Southern Indian Health Council
Alpine Boulevard, south of Interstate 8, west of Via La Mancha (Alpine)	18 75-76	American Legion Post
Tavern Road, north of Interstate 8 (Alpine)	18 77-78	VFW Post
Alpine Boulevard, south of Interstate 8, east of Tavern Road (Alpine)	18 77-78	Alpine Community Center
<b>Educational Uses</b>		
Alpine Boulevard, south of Interstate 8, east of Tavern Road (Alpine)	18 77-78	Alpine Elementary School
Dunbar Lane, north of Interstate 8 (El Cajon)	18 79-80	Los Coches Creek Middle School
<b>Religious Uses</b>		
Alpine Boulevard, south of Interstate 8, west of Via La Mancha (Alpine)	18 74-75	First Baptist Church of the Willows
Alpine Boulevard, south of Interstate 8, west of Victoria Drive (Alpine)	18 76-77	Alpine Church of Spiritual Living
Chocolate Summit Drive, north of Interstate 8, east of Dunbar Lane (El Cajon)	18 79-80	Alpine Christian Fellowship
<b>Residential Uses</b>		
		<b>Residences</b>
North of Old Highway 80 to just north of Interstate 8, west of Desert Rose Ranch Road to just west of Ribbonwood Road (Jacumba to Boulevard)	18 36-43	16
Just north and south of Interstate 8, west of Ribbonwood Road to just west of Crestwood Road (Boulevard to Campo)	18 43-47	11
Within 1,000 feet north of Interstate 8, west of Crestwood Road to just west of La Posta Road (Campo)	18 48-51	6
North of Interstate 8, west of Corte Madera Road (Pine Valley)	18 62-63	3
South of Wildwood Glen Lane, west of SR79 (Japatul Valley Road), north of Interstate 8 (Alpine)	18 67-68	6

**Table E.1.4-2. Sensitive Receptors within 1,000 Feet of Interstate 8 Alternative and Options**

Location Description	Milepost	Use Description
Willows Road and Alpine Boulevard, east of Star Valley Road, west of Old Ranch Road (Alpine)	I8 71-75	240
Alpine Boulevard, west of Star Valley Road, east of Peutz Valley Road (Alpine)	I8 75-79	900
Alpine Boulevard and Chocolate Summit Drive, north and south of Interstate 8, west of Harbison Canyon Road, east of Dunbar Lane (Alpine)	I8 79-81	32
South of El Capitan Reservoir, through Lakeside to west of Mountain Ranches Road (Alpine, Lakeside)	I8 82-88	25
West of Mountain Ranches Road, east of SR67, north of Vigilante Road, south of San Vicente Reservoir (Lakeside)	I8 88-90	25
West of San Vicente Reservoir, East of SR67, north of Vigilante Road, south of Foster Truck Trail (Lakeside)	I8 91-92	10
<b>OPTIONS</b>		
<b>Campo North Option – Residential Uses</b>		
North of Interstate 8	<b>NCN</b> 0-1.4	1
<b>Buckman Springs Underground Option - No sensitive receptors</b>		
<b>West Buckman Springs Option – Educational Uses</b>		
Buckman Springs Road (Campo)	BSW 2-3	Mountain Empire High School
<b>South Buckman Springs Option – Residential Uses</b>		
East of Cameron Truck Trail, North of La Posta Truck Trail	SBS 0-1	1
<b>Chocolate Canyon Option – Residential Uses</b>		
South of Alpine Boulevard, West of Arnold Way; North of Interstate 8, East of Chocolate Summit Drive	CC 0-1	9
North of El Monte Road, West of San Vicente Dam	CC 3-3.7	2

Table E.1.4-3 provides a list of Forest Service Land Use Zones that this alternative would cross. Figure E.1.1-5 in Section E.1.1 is a map of these designations.

**Table E.1.4-3. U.S. Forest Service Land Use Zones Traversed by the Interstate 8 Alternative**

Milepost	Land-Use Zone Designations	Land Ownership*
I8 50-54	Back Country; Back Country, Non-motorized	Non-forest System Land
I8 54-56	Back Country	Non-forest System Land
I8 56-58	Developed Area Interface	CNF
I8 58-60	Developed Area Interface; Back Country, Non-motorized	CNF
I8 60-62	Developed Area Interface; Back Country	CNF
I8 62-64	Back Country; Back Country Motorized Use Restricted; Existing Wilderness (Pine Creek)	Non-forest System Land
I8 67-71	Back Country; Back Country Motorized Use Restricted; Developed Area Interface	CNF
I8 81-83	Developed Area Interface	CNF

\* Non-Forest System Land is land found within the CNF boundary (e.g., **tribal Indian Reservations**) that is not public land. For planning purposes, these non-public lands are included by CNF in the overall land-use designations of the adjacent CNF-owned land.

### E.1.4.2 Environmental Impacts and Mitigation Measures

Table E.1.4-4 summarizes the impacts of the Interstate 8 Alternative for land use.

Table E.1.4-4. Impacts Identified – Alternatives – Land Use

Impact No.	Description	Impact Significance
<b>Interstate 8 Alternative</b>		
Impact L-1	Construction would temporarily disturb land uses at or near the alignment	Class II, III
Impact L-2	Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment	No Impact Class I, II
<b>Campo North Option</b>		
Impact L-1	Construction would temporarily disturb land uses at or near the alignment	Class II, III
Impact L-2	Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment	No Impact Class I, II
<b>Buckman Springs Underground Option</b>		
Impact L-1	Construction would temporarily disturb land uses at or near the alignment	Class II, III No Impact
Impact L-2	Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment	No Impact
<b>West Buckman Springs Option</b>		
Impact L-1	Construction would temporarily disturb land uses at or near the alignment	No Impact
Impact L-2	Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment	No Impact
<b>South Buckman Springs Option</b>		
Impact L-1	Construction would temporarily disturb land uses at or near the alignment	Class II, III
Impact L-2	Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment	No Impact
<b>Chocolate Canyon Option</b>		
Impact L-1	Construction would temporarily disturb land uses at or near the alignment	Class II, III
Impact L-2	Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment	No Impact

#### 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 agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, ~~and residential, and tribal~~ uses. Sensitive land uses in the area include community uses (including those on ~~tribal Indian Reservation~~ land), educational uses, religious uses, and residential uses (including those on ~~tribal Indian Reservation~~ land). Other land uses that could be potentially impacted by construction activities include commercial and office uses, and industrial uses. Refer to Sections E.1.5, Wilderness and Recreation, and E.1.6, Agricultural Resources, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, and Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways

**Community, Educational, and Religious Uses.** Several community uses exist within 1,000 feet of the alternative route, including the Southern Indian Health Council, two veteran service organizations, and the Alpine Community Center. Three schools are located within 1,000 feet of the alternative route, including Alpine Elementary School, Los Coches Creek Middle School, and Mountain Empire High School (associated with the Buckman Springs Option). Three religious facilities are located within 1,000 feet of the alternative route, including the First Baptist Church of the Willows, Alpine Church of Spiritual Living, and Alpine Christian Fellowship. Table E.1.4-2 provides a summary of these sensitive uses. For sensitive land uses that are located more 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.

Construction of the alternative would create temporary disturbance in 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 staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections E.1.8 and E.1.11, respectively. However, these measures would not eliminate the disturbance. While this construction-related disturbance would be short-term and temporary at any one location, impacts would be significant if construction was not carefully managed and area users 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 alternative route. However, even with incorporation of these APMs, impacts would still be significant, and additional requirements are needed to ensure that impacts from construction would be reduced to less than significant. Thus, Mitigation Measure L-1a would be implemented. 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 Interstate 8 Alternative would be less than significant (Class II).

**Residential Land Uses.** Following is a summary of residential land uses within 1,000 feet of the 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).

- **MP I8-36 to -43** (Figure Ap.LU E.1-5). There are 16 residences located along the alternative route between Jacumba and Boulevard.
- **MP I8-43 to -47** (Figure Ap.LU E.1-6). There are 11 residences located along the alternative route between Boulevard and Campo.
- **MP I8-48 to -51** (Figure Ap.LU E.1-6). There are 6 residences located along the alternative route through Campo.
- **MP I8-62 to -63** (Figure Ap.LU E.1-8). Three residences are located along the alternative route through Pine Valley.
- **MP I8-67 to -68** (Figure Ap.LU E.1-9). Six residences are located along the alternative route in the far eastern portion of Alpine bordering Descanso west of SR79 (Japatul Valley Road).
- **MP I8-71 to -75** (Figure Ap.LU E.1-9). There are approximately 240 residences located along the alternative route in the eastern portion of Alpine near the Viejas Reservation along Willow Road and Alpine Boulevard.
- **MP I8-75 to -79** (Figures Ap.LU E.1-9 and -10). There are approximately 900 residences located along the alternative route through the main portion of Alpine along Alpine Boulevard.
- **MP I8-79 to -81** (Figure Ap.LU E.1-10). There are 32 residences located along the alternative route through the western portion of Alpine along Alpine Boulevard east of Dunbar Lane.

- **MP I8-82 to -88** (Figures Ap.LU E.1-10 and -11). There are 25 residences located along the alternative route between the communities of Alpine and Lakeside.
- **MP I8-88 to -90** (Figure Ap.LU E.1-11). There are 25 residences located along the alternative route through the eastern portion of Lakeside.
- **MP I8-91 to -92** (Figure Ap.LU E.1-11). There are 10 residences located along the alternative route through the northern portion of Lakeside.

Construction of the alternative would create temporary disturbance in these residential areas as a result of 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 E.1.8 and E.1.11, respectively. However, these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, impacts would be significant if construction was not carefully managed and residents not kept informed.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize potential land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, the impact would be significant and additional requirements are needed to ensure that construction disturbance would be less than significant. Therefore, Mitigation Measure L-1a would be implemented. 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 Interstate 8 Alternative would be less than significant (Class II).

Viejas Reservation. SDG&E's preliminary engineering for the Interstate 8 Alternative resulted in two areas within this Interstate 8 Alternative where the transmission components could affect Viejas Reservation land. The first occurrence is where SDG&E located a tower immediately outside of the Viejas Reservation (tribal trust land) so the 200-foot-wide ROW would extend approximately 100 feet onto the Viejas Reservation. However, no towers, lines, or temporary construction areas would be located on Tribal Land. To ensure that the alternative ROW would not cross the Viejas Reservation, in the event that this alternative route is approved, the ROW would be narrowed in this area so it would not cross Tribal Land. The second area with potential for Viejas Tribal land to be affected is where an access road, designed by SDG&E, would be located on a parcel of Viejas land currently owned in fee, but proposed for transfer to tribal trust land. In a comment letter on the Draft EIR/EIS, the Viejas Tribe stated its opposition to routes with direct effects on its land. Therefore, Mitigation Measure L-1k (Relocate transmission components to avoid Viejas land) is presented to ensure that the Interstate 8 Alternative would not have direct effects on tribal trust lands, or lands pending fee to trust transfer, unless approved by the tribe.

**Commercial/Office and Industrial Uses.** Construction of this alternative would create temporary disturbance in the commercial areas of Alpine between MP I8-75 and 78 and the industrial areas of Lakeside between MP I8-88 and 91. This disturbance would be associated with heavy construction equipment on 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 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, impacts would be significant if construction was not carefully managed and area users 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 alternative route. 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. Thus, Mitigation Measure L-1a

would be implemented. 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 Interstate 8 Alternative would be less than significant (Class II).

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

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

**L-1k Relocate transmission components to avoid Viejas land. If the Interstate 8 Alternative is approved, all transmission right-of-way, access, roads, and pull sites that would directly affect Viejas tribal trust land (or land pending fee to trust transfer) shall be modified to avoid tribal land, unless approved by the Tribe.**

**Operational Impacts**

***Impact L-2: Presence of a transmission line or substation 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 land used for agriculture, commercial and office, industrial, parks and recreation/open space, public facilities and utilities, and residential, and tribal uses. Sensitive land uses in the area include community uses (including those on tribal Indian Reservation land), educational uses, religious uses, and residential uses (including those on tribal Indian Reservation land). Other land uses that could be potentially impacted by presence of the alternative include commercial and office as well as industrial uses. Refer to Sections E.1.5 and E.1.6 for an analysis of operational impacts to wilderness and recreation and agricultural resources, respectively. In addition, Section E.1.9, Transportation and Traffic, includes operational impacts to public roadways and Section E.1.8 Noise, provides a discussion of noise impacts.

The Interstate 8 Alternative 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 route would circumvent land uses and not bisect them. In addition, the alternative 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 (No Impact), and no mitigation would be required.

**Community, Educational, and Religious Uses.** Community, educational, and religious uses along the alternative route were identified under Impact L-1. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of any such sensitive 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, or cause any such use to change. For these reasons, no land use-related operational impacts to community, educational, and religious uses would occur as a result of the presence of the Interstate 8 Alternative.

**Residential Land Uses.** Rural residential uses along the alternative route were identified under Impact L-1. 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. However, ongoing development could be affected (see discussion below, Pending and Future Development).

**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 presence of the Interstate 8 Alternative would occur.

### Pending and Future Development

Between the time of the Interstate 8 Alternative route identification and impact analysis, project ROW acquisition and detailed design would occur. During this period, new land use development may be proposed on specific land parcels through which the alternative would pass.

### Future Planned Uses

#### ***Impact L-2: Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment (Class I or II)***

When the Interstate 8 Alternative was defined, an effort was made to avoid properties where the alignment would affect existing or newly planned land developments. Development is occurring rapidly in southern California, and there are new development projects entering local development approval processes continually.

Mitigation Measure L-~~1b~~ **2b** 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. Several new projects have been identified as having potential conflicts with the Interstate 8 Alternative. Potential solutions for these specific projects are presented in the mitigation measure. It is likely that there will be other projects that will be in the land use approval process prior to final design and construction of the approved route. 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. The impact 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 transmission line or substation 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, pull sites, access roads, or other facilities associated with the project that would occur on the subject property or within 1,000 feet of

the property. The notified parties shall be provided at least 30 days in which to identify conflicts with any existing structures or 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.

At or before the time property owners are notified and based on SDG&E's own review of the alignment and facilities, SDG&E shall provide CPUC and BLM a written report identifying properties that are suspected of having a land use conflict as described above. This report shall identify and characterize existing buildings within the ROW and residences or occupied structures within or adjacent to the ROW, with which the alignment or other permanent facilities may conflict.

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 date<sup>ea</sup> 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:

- **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, downslope, 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. See Figure Ap.11C-46 and 47 for a map of this area.

### E.1.4.3 Interstate 8 Alternative Substation

The Interstate 8 Alternative Substation would be used if the adopted transmission line route requires a conversion to 230 kV to allow the underground segment through Alpine. It would be located southwest of Descanso on private land adjacent to Cleveland National Forest land. The 500 kV line would enter the substation from the east, and a double-circuit 230 kV transmission line would exit the substation to the west after conversion from 500 to 230 kV. Land use in the vicinity of the alternative substation is shown on Figure Ap.LU E.1-8 at the end of this section.

#### Construction Impacts

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

This alternative would traverse land used for parks and recreation/open space. No sensitive land uses are located in the area of the alternative substation, and no other land uses would be potentially impacted by construction activities (No Impact). Refer to Section DE.1.5 for an analysis of construction-related impacts to wilderness and recreation, Section DE.1.9, Transportation and Traffic, for construction-related impacts to public roadways, and E.1-8 for Noise impacts.

#### Operational Impacts

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

This alternative would traverse land used for parks and recreation/open space uses. No sensitive land uses are located in the area of the alternative substation, and no other land uses would be potentially impacted by presence of the alternative (No Impact). Refer to Section E.1.5 for an analysis of construction-related impacts to wilderness and recreation, Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways, and E-8 for Noise impacts.

The substation alternative 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 alternative would circumvent land uses and not bisect them. In addition, the substation alternative 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 (No Impact), and no mitigation would be required.

### E.1.4.4 Interstate 8 Route Options

#### Campo North Option

In response to a request from the Campo Tribe, an option is considered in which the route would remain north of the freeway in the vicinity of the wind farm, passing immediately adjacent to the southernmost wind turbine in the Kumeyaay Wind Energy Project (at about MP I8-45) and just north of the Caltrans ROW. This option would avoid two freeway crossings and shorten the route by about 0.5 miles.

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

This option would traverse land used for agriculture, parks and recreation/open space, and, residential uses. Sensitive land uses in the area include residential uses (including those associated with agriculture). No other land uses would be impacted by construction activities. Refer to Sections E.1.5, Wilderness and Recreation, and E.1.6, Agricultural Resources, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, and Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways.

**Residential Land Uses.** One residence would be located within 1,000 feet of the alternative north of Interstate 8. 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 option would create temporary disturbance in these residential areas as a result of 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 E.1.8 and E.1.11, respectively. However, these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, impacts would be significant if construction was not carefully managed and residents not kept informed.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize potential land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, the impact would be significant and additional requirements are needed to ensure that construction disturbance would be less than significant. Therefore, Mitigation Measure L-1a would be implemented. 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 Interstate 8 Alternative would be less than significant (Class II).

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

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

**Operational Impacts**

***Impact L-2: Presence of a transmission line or substation 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 option would traverse land used for agriculture, parks and recreation/open space, and residential uses. Sensitive land uses in the area include residential use (including those associated with agriculture). No other land uses would be impacted by presence of the option. Refer to Sections E.1.5 and E.1.6 for an analysis of operational impacts to wilderness and recreation and agricultural resources, respectively. In addition, Section E.1.9, Transportation and Traffic, includes operational impacts to public roadways and Section E.1.8 Noise, provides a discussion of noise impacts.

The Interstate 8 Alternative route would not physically divide established uses but would traverse between and border them. The transmission facilities would not constitute a physical division of an established community. The route would circumvent land uses and not bisect them. In addition, the alternative

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 (No Impact), and no mitigation would be required.

**Residential Land Uses.** Rural residential uses along the alternative route were identified under Impact L-1. From an operational perspective, presence of the option would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the option is complete. The option would not remove any residences or cause any residential use to change.

### Buckman Springs Underground Option

The Buckman Springs Underground Option is illustrated on Figure Ap.1-29b and would require construction of two overhead/underground transition stations for the 500 kV line, and installation of an underground route segment for approximately 1.9 miles. The route would continue north/east of I-8, and then transition to an underground 500 kV line at a transition station located at MP I8-55. The underground route would parallel I-8 just east of the Buckman Springs Caltrans Rest Area, then transition back to a 500 kV overhead line at MP I8-57.

### Construction Impacts

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

This alternative would traverse land used for parks and recreation/open space and public facilities and utilities. No sensitive land uses are located in the area of the alternative substation, and no other land uses would be potentially impacted by construction activities (No Impact). Refer to Section E.1.5 for an analysis of construction-related impacts to wilderness and recreation, Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways, and Section E.1.8 Noise, for noise impacts.

### Operational Impacts

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

The alternative would traverse land used for parks and recreation/open space uses and public facilities and utilities. No sensitive land uses are located in the area of the alternative substation, and no other land uses would be potentially impacted by presence of the alternative (No Impact). Refer to Section E.1.5 for an analysis of construction-related impacts to wilderness and recreation, Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways, and Section E.1.8 Noise, for noise impacts.

The option's 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 option would circumvent land uses and not bisect them. In addition, the option 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 (No Impact), and no mitigation would be required.

## West Buckman Springs Option

The West Buckman Springs Option would minimize hang gliding and paragliding impacts by moving the transmission line to a location west of Buckman Springs Valley, rather than east where the route is currently proposed. At MP I8-54, the route would cross to the south side of the interstate heading west and crossing the Pacific Crest National Scenic Trail to follow the west side of Buckman Springs Road north for approximately 4 miles, passing just west of the Boulder Oaks Campground and within two miles northeast of the Morena Reservoir.

### Construction Impacts

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

This alternative would traverse land used for agriculture, parks and recreation/open space, and public facilities and utilities uses. No sensitive land uses are located in the area of this option, and no other land uses would be impacted by construction activities. Refer to Sections D.5 and D.6 for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways, and Section E.1.8 Noise, for noise impacts.

### Operational Impacts

#### ***Impact L-2: Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment (No Impact)***

This alternative would traverse land used for agriculture, parks and recreation/open space, and public facilities and utilities uses. No sensitive land uses are located in the area of the option, and no other land uses would be impacted by presence of the option. Refer to Sections E.1.5 and E.1.6 for an analysis of operational impacts to wilderness and recreation and agricultural resources, respectively, and Section E.1.9, Transportation and Traffic, for operational impacts to public roadways.

The option 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 option would circumvent land uses and not bisect them. In addition, the West Buckman Springs Option 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 (No Impact), and no mitigation would be required.

## South Buckman Springs Option

This option would avoid passing through Backcountry Non-Motorized land use zones within the CNF that occur north and east of Interstate 8 (Figure E.1.1-5 in Section E.1.1). The route would turn south at about MP I8-47.2, just west of the western boundary of the Campo Reservation, and follow the existing SDG&E 69 kV corridor parallel to the freeway for 6.5 miles. To this point, this is also the route of the Modified Route E Alternative (described in Section 4.8.4). At Milepost MD 7, this option would turn north, still on the south/west side of the freeway, and angle to the west/northwest to join the West Buckman Springs Option described above.

## 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 agriculture, parks and recreation/open space, public facilities and utilities, and residential uses. Sensitive land uses in the area include rural residences and one school. No other land uses would be impacted by construction activities. Refer to Sections E.1.5 and E.1.6 for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways, and Section E.1.8 Noise, for noise impacts.

**Educational Use.** One school (Mountain Empire High School) is located within 1,000 feet of the option route. For sensitive land uses that are located more 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.

**Residential Land Uses.** One rural residence is located along Cameron Truck Trail within 1,000 feet of the option. For those residences greater than 1,000 feet from the option route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III).

Construction of the option would create temporary disturbance to sensitive uses, including a school and residence, as a result of 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 E.1.8 and E.1.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, impacts would be significant if construction was not carefully managed and residents not kept informed.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize potential land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, additional requirements are needed to ensure that construction disturbance would be less than significant. Therefore, Mitigation Measure L-1a would be implemented. 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 alternative would be less than significant (Class II).

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

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

## Operational Impacts

### ***Impact L-2: Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment (No Impact)***

The option would traverse land used for agriculture, parks and recreation/open space, public facilities and utilities, and residential uses. Sensitive land uses in the area include a rural residence and school (Mountain Empire High School). No other land uses would be impacted by presence of the alternative. Refer to Sections E.1.5 and E.1.6 for an analysis of operational impacts to wilderness and recreation and agricultural resources, respectively, Section E.9, Transportation and Traffic, for operational impacts to public roadways, and Section E.1.8 Noise, for noise impacts.

The option 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 option would circumvent land uses and not bisect them. In addition, the Campo North Option 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 (No Impact), and no mitigation would be required.

**Educational Use.** From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of any sensitive properties or structures. Access to all uses would be fully restored once construction of the option is complete. The alternative option would not remove any sensitive uses, or cause any such use to change. For these reasons, no land use-related operational impacts to educational use would occur as a result of the presence of the South Buckman Springs Option (No Impact).

**Residential Land Uses.** Rural residential uses along the option's route were identified under Impact L-1. 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 option is complete. The option 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 presence of the option.

### Chocolate Canyon Option

The Chocolate Canyon Option would extend somewhat farther underground along the I8 Alternative route north of Alpine before transitioning to overhead and cross north over I-8, continuing along Chocolate Canyon and the south side of Capitan Lake, before rejoining the I8 Alternative west of the dam, near MP I8-82.2. Figure Ap.LU E.1-10 shows land uses in the vicinity of this option.

### Construction Impacts

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

This option would traverse land used for agriculture, parks and recreation/open space, public facilities and utilities, and residential uses. Sensitive land uses located in the area of the option include rural residences, and no other land uses would be potentially impacted by construction activities. Refer to Section E.1.5 for an analysis of construction-related impacts to wilderness and recreation, Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways, and Section E.1.8 Noise, for noise impacts.

**Residential Land Uses.** Seven rural residences are located north and south of Interstate 8 near Arnold Way and Chocolate Summit Drive, and two residences are located north of El Monte Road near San Vicente Dam, within 1,000 feet of the option. For those residences greater than 1,000 feet from the option route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III).

Construction of the option would create temporary disturbance to sensitive uses, including a school and residence, as a result of 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 E.1.8 and E.1.11, respectively, but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, impacts would be significant if construction was not carefully managed and residents not kept informed.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize potential land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, additional requirements are needed to ensure that construction disturbance would be less than significant. Therefore, Mitigation Measure L-1a would be implemented. 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 alternative would be less than significant (Class II).

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

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

**Operational Impacts**

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

The option would traverse land used for agriculture, parks and recreation/open space uses, public facilities and utilities, and residential purposes. Sensitive land uses located in the area of the option include rural residences, and no other land uses would be potentially impacted by presence of the alternative. Refer to Section E.1.5 for an analysis of construction-related impacts to wilderness and recreation, Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways, and Section E.1.8 Noise, for noise impacts.

The option's 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 option would circumvent land uses and not bisect them. In addition, the option 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 (No Impact), and no mitigation would be required.

**Residential Land Uses.** Rural residential uses along the option's route were identified under Impact L-1. 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 option is complete. The option 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 presence of the option (No Impact), and no mitigation would be required.

### **E.1.4.5 Future Transmission System Expansion for Interstate 8 Alternative**

As described in Section E.1.1, the Interstate 8 Alternative Substation that would be built as a part of the Interstate 8 Alternative would accommodate up to six 230 kV circuits and a 500 kV circuit. Only two 230 kV circuits are proposed by this alternative at this time, but construction of additional 230 kV circuits and a 500 kV circuit out of the Interstate 8 Alternative Substation may be required in the future. This sec-

tion considers the impacts of construction and operation of these potential future transmission lines. There are three routes that are most likely for these future lines; each is addressed below. Figure Ap.1-29 illustrates the potential routes of the transmission lines.

### **Environmental Setting – 230 or 500 kV Future Transmission System Expansion**

The future 230 kV lines from the Interstate 8 Alternative Substation would most likely follow one or more of the following routes:

#### ***Interstate 8 route including underground within Alpine Boulevard***

The Interstate 8 route including underground within Alpine Boulevard would only be applicable for future 230 kV lines.

Additional 230 kV circuits could be installed underground within Alpine Boulevard, with appropriate compact duct banks and engineering to avoid, or possibly relocate, existing utilities. See Section E.1.4.1 and E.1.4.2 for a description of the Environmental Setting and Mitigation Measures for the Interstate 8 Alternative. The future transmission line route would follow the Interstate 8 Alternative's 230 kV route to the point where it meets the Proposed Project at MP 131. The future transmission route would then join the proposed route corridor to the west, continuing past the Sycamore Canyon Substation to the Chicarita Substation. See Section D.4.2, D.4.8 and D.4.9 for a description of the Environmental Setting and Impact of Land Use for the Inland Valley Line and the Coastal Link of the Proposed Project. The Interstate 8 230 kV Future Transmission route could then follow the Proposed Project's 230 kV Future Transmission Expansion route from Chicarita to the Escondido Substation shown in Figure B-12a. See Section D.4.11 for a description of the Environmental Setting and Mitigation Measures for the Future Transmission Expansion route.

#### ***Route D Alternative corridor***

Additional 230 and 500 kV circuits could follow the Route D Alternative corridor to the north of Descanso, after following the Interstate 8 Alternative 230 kV route from the Interstate 8 Substation to MP I8 70.3. The environmental setting and impacts for Land Use for the Route D Alternative can be found in Section E.3.4.1 and in Section E.3.4.2. It should be noted, however, that the Route D Alternative Land Use impacts and mitigation measures are for a 500 kV transmission line, and the Interstate 8 future transmission line as detailed above is a 230 kV transmission line. For a description of a typical 500 kV transmission support structure and a typical 230 kV support structure see Section B.3.1.

The Route D corridor would connect with the Proposed Project corridor at Milepost 114.5, and could then follow either: (1) the Proposed Project southwest to the Chicarita Substation and then follow the Proposed Project's 230 kV Future Transmission Expansion route (see description in Section B.2.7) from Chicarita to the Escondido Substation; or (2) the Proposed Project northeast to the Proposed Central East Substation and then follow the Proposed Project's 500 kV Future Transmission Expansion route shown in Figure B-12b (see description in Section B.2.7). See Section D.4.2. for more information on the Land Use setting of the Central, Inland Valley, and Coastal Links respectively of the Proposed Project.

For the Land Use setting, impacts, and mitigation measures of the Proposed Project's 230 kV Future Transmission Expansion route and the Proposed Project's 500 kV Future Transmission Expansion route see Section D.4.11.

### ***Interstate 8 Alternative with Modified Route D alignment and West of Forest Alignment***

The future 230 and 500 kV lines could follow the proposed Interstate 8 Alternative route from the Interstate 8 Alternative Substation until reaching the Modified Route D Alternative corridor (within the 368 Corridor identified by the Department of Energy's Draft West-wide Corridor Programmatic EIS) and then follow the Modified Route D Alternative corridor south for 11 miles to MP MD-26. For the environmental setting, impacts, and mitigation measures for Land Use for the Modified Route D, see Section E.4.4. At this point, new 230 kV circuits would turn west and connect with the northernmost segment of the West of Forest Alternative route as described in Section E.1.1. This route would meet up with the Interstate 8 Alternative at approximately MP I8-79 and would follow the I8 Alternative's overhead 230 kV route to the point where it meets the Proposed Project at MP 131. The future transmission route would then join the proposed route corridor to the west, continuing past the Sycamore Canyon Substation to the Chicarita Substation. It could then follow the Proposed Project's 230 kV Future Transmission Expansion route (see description in Section B.2.7) from Chicarita to the Escondido Substation.

**MP MD-26 to MP I8-79.** Jurisdictions along this 230 and 500 kV future transmission route include U.S. Forest Service, Caltrans, San Diego County Water Authority (SDCWA), and the County of San Diego. Land uses include agriculture and/or grazing operations, industrial, open space, public roadways, public utilities, residential, and a reservoir. The transmission route would be adjacent to the town of Alpine and the community of Harbison Canyon.

### **Environmental Impacts – 230 or 500 kV Future Transmission System Expansion**

#### **Construction Impacts**

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

Land uses traversed by or adjacent to the Future Expansion include agriculture and/or grazing operations, industrial, open space, public roadways, public utilities, residential, and a reservoir. Refer to Section E.1.5.4 for a discussion of impacts to wilderness and recreation uses, Section E.1.6.4 for discussion of impacts to agricultural uses, and Section E.1.9.4 for discussion of impacts to public roadways. Sensitive land uses include residential uses. Other uses that could be impacted include public utilities (water) and industrial.

**Residential Land Uses.** For those residences greater than 1,000 feet from the future transmission route, construction-related impacts would be considered adverse but not significant (Class III) due to their distance from the project. For residences closer than 1,000 feet from the future transmission route, 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 E.1.8.4 and D.1.11.4, 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 land uses at or near the alignment***

- 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]

**Public Utilities and Industrial Uses.** Construction would temporarily disturb public utilities (water pipeline) as well as industrial uses. Mitigation measures to reduce noise and air quality impacts are presented in Sections E.1.8.4 and E.1.11.4, 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 would not be significant. With implementation of Mitigation Measures L-1a, L-1d, L-1e, and L-1f construction-related land use impacts to public utilities and industrial uses would be less than significant (Class II).

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

- 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]

## Operational Impacts

### ***Impact L-2: Presence of a transmission line or substation 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 transmission route would predominantly traverse or adjoin land used for agriculture and/or grazing operations, industrial, open space, public roadways, public utilities, residential, and a reservoir. Refer to Section E.1.5.4 for a discussion of impacts to wilderness and recreation uses, Section E.1.6.4 for discussion of impacts to agricultural uses, and Section E.1.9.4 for discussion of impacts to public roadways. Sensitive land uses include residential uses. Other land uses that could be impacted by the future transmission route include public utilities and industrial.

**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 transmission 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.

**Public Utilities 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.

### ***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 transmission line or substation would divide an established community or disrupt land uses at or near the alignment***

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

Figure Ap.LU.E.1-1. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-2. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-3. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-4. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-5. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-6. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-7. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-8. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-9. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-10. Land Use: Interstate 8 Alternative  
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Figure Ap.LU.E.1-11. Land Use: Interstate 8 Alternative  
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