

## 3.0 Description of Alternatives

This chapter describes the alternatives screening process and introduces and describes alternatives to the proposed projects. The discussion in Chapter 5, “Comparison of Alternatives,” compares the environmental advantages and disadvantages of the proposed projects with those of the alternatives retained for consideration in this Environmental Impact Report (EIR). An Environmentally Superior Alternative is identified in Chapter 5.

### 3.1 CEQA Requirements

Provisions of the California Environmental Quality Act (CEQA) Guidelines (Section 15126.6) addressing project alternatives in an EIR include the following:

- The range of alternatives required in an EIR is governed by a “rule of reason.” Therefore, the EIR must evaluate only those alternatives necessary to permit a reasonable choice. The alternatives shall be limited to those that would avoid or substantially lessen any of the significant effects of a proposed project.
- The No Project Alternative shall be evaluated, along with its impacts. The purpose of describing and analyzing a No Project Alternative is to allow decision-makers to compare the effects of approving the proposed project with the effects of not approving the proposed project.

An EIR does not need to consider an alternative whose effects cannot reasonably be ascertained and whose implementation is remote and speculative.

Each alternative screened for the proposed projects was evaluated as to the following:

- Whether the alternative would meet most of the basic project objectives;
- Whether the alternative would be feasible from legal, regulatory, and technical perspectives; and
- Whether the alternative would avoid or substantially lessen a significant impact of the proposed project, which includes an evaluation of whether the alternative would result in significant effects that would be potentially larger than the significant effects of the proposed project.

### 3.2 Alternatives Development and Screening Process

#### 3.2.1 Overview

The Alternatives Screening Report (Appendix D) documents the alternatives development and screening analysis conducted to determine the range of alternatives for consideration in this EIR. It documents the criteria used to evaluate and select an alternative for further analysis, including their feasibility, the extent to which they would meet most of the basic objectives of the Valley-Ivyglen Project or Alberhill Project, respectively, and their potential to avoid or substantially lessen any of the significant effects of the Valley-Ivyglen Project or Alberhill Project, respectively. The Alternatives Screening Report provides a complete description of each alternative considered during screening, including figures, and discusses why each alternative was either eliminated from further consideration or retained for further consideration in this EIR. The alternatives reviewed for the Valley-Ivyglen Project included alternative subtransmission line routes, alternative structure types, and alternative construction methods. The alternatives reviewed for

1 the Alberhill Project included alternative substation sites, alternative transmission line and  
2 subtransmission line routes, reduced footprint alternatives, and alternative construction methods.

3  
4 The application for the proposed Alberhill Project is for a Certificate of Public Convenience and  
5 Necessity; therefore, this permit requires the California Public Utilities Commission (CPUC) to consider  
6 cost-effective alternatives to transmission facilities (sometimes referred to as non-wire alternatives) that  
7 meet the need for an efficient, reliable, and affordable supply of electricity. Non-wire alternatives for the  
8 Alberhill Project were evaluated in the Alternatives Screening Report; however, none of the non-wire  
9 alternatives were retained for further consideration in this EIR.<sup>1</sup>

### 10 11 **3.2.2 Alternatives Screening Methodology and Criteria**

12  
13 Each potential alternative to the proposed projects was screened using a three-step process:

14  
15 **Step 1:** Clarify the description of the alternative to allow for comparative evaluation.

16 **Step 2:** Evaluate the suitability of each alternative for full analysis in the EIR by comparing it with  
17 the proposed project and with respect to the CEQA criteria for alternatives.

18 **Step 3:** If the alternative is determined unsuitable, eliminate it from further consideration. If the  
19 alternative is determined suitable, retain it for consideration in the EIR.

20  
21 The method used to evaluate the suitability of each alternative, as detailed in Step 2 above, involves the  
22 following criteria (CEQA Guidelines Section 15126.6):

- 23  
24 I. Would the alternative accomplish most of the basic project objectives?  
25 II. Would the alternative be feasible (from an economic, legal, and technological perspective)?  
26 III. Would the alternative avoid or substantially lessen any significant effects of the proposed project  
27 (including consideration of whether the alternative itself could create significant effects  
28 potentially greater than those of the proposed project)?

29 The Alternatives Screening Report (Appendix D) provides more information about the alternatives  
30 screening methodology and criteria. The Alternatives Screening Report details these steps and how they  
31 were completed to result in selection of alternatives carried forward for analysis in the EIR.

### 32 33 **3.2.3 Alternatives Considered in the Screening Report**

34  
35 Some of the alternatives considered during the screening process were presented in the Proponent's  
36 Environmental Assessment and others were suggested by the public during scoping or identified by the  
37 CPUC's Energy Division as a result of the agency's independent review. In total, the Alternatives  
38 Screening Report considered 14 alternatives for the proposed Valley-Ivyglen Project and retained 9 of  
39 those alternatives for consideration in the EIR. The Alternatives Screening Report considered 33  
40 alternatives for the Alberhill Project and retained 5 of those alternatives for consideration in the EIR.

41  
42 The Alternatives Screening Report was drafted using preliminary information for the project. As a result,  
43 the conclusions made in the EIR have affected the suitability of alternatives that were previously retained

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<sup>1</sup> The applicant filed an application for a Permit to Construct for the proposed Valley-Ivyglen Project; therefore, the California Public Utilities Code Section 1002.3 requirements do not apply to the Valley-Ivyglen Project.

1 in the Alternatives Screening Report. Alternatives that were retained based on preliminary information in  
2 the Alternatives Screening Report, but are no longer suitable for full analysis in the EIR, are detailed in  
3 Table 3-1. The alternatives that remain retained for further consideration in this EIR are described in  
4 Sections 3.3 and 3.4.

### 6 **3.3 Valley-Ivyglen Alternatives Evaluated in this EIR**

8 This section describes the Valley-Ivyglen Project alternatives retained for consideration in this EIR. Each  
9 of the following alternatives is potentially feasible, would reduce a potentially significant environmental  
10 effect of the proposed Valley-Ivyglen Project (see Table ES-1), and would meet most of the basic  
11 objectives of the Valley-Ivyglen Project as further discussed in this section and the Alternatives  
12 Screening Report (Appendix D).

14 The alternatives to the Valley-Ivyglen Project retained for consideration in this EIR are:

- 16 • VIG Alternative A – Campbell Ranch Road (115-kV Segment VIG8)
- 17 • VIG Alternative B1 – Underground along Santiago Canyon Road (115-kV Segment VIG8)
- 18 • VIG Alternative B2 – Santiago Canyon Road Underground and Overhead
- 19 • VIG Alternative C – Underground along Temescal Canyon Road and Horsethief Canyon Road  
20 (115-kilovolt [kV] Segment VIG6)
- 21 • VIG Alternative M – Underground along the Entire Proposed Project Alignment
- 22 • VIG No Project Alternative

24 Evaluation of the VIG No Project Alternative is required by CEQA Guidelines Section 15126.6(e).

#### 26 **3.3.1 VIG Alternative A – Campbell Ranch Road (115-kV Segment VIG8)**

27 Under this alternative, 115-kV Segment VIG8 would be installed in approximately 12,100 feet of new  
28 underground conduit along the west side of De Palma Road and Campbell Ranch Road (Figure 3-1).  
29 This alternative would begin approximately 1,800 feet east of the intersection of De Palma Road and  
30 Santiago Canyon Road at proposed Structure VIG566. Under this alternative, proposed Structure VIG566  
31 would be a lightweight steel (LWS) pole rather than a TSP because an I-15 crossing at this location would  
32 not be required. The proposed overhead line would continue north along De Palma Road for  
33 approximately ~~600~~ 1,000 feet on TSPs and LWS poles, and then descend to an underground position. The  
34 alternative would proceed north in a new underground conduit along De Palma Road and Campbell  
35 Ranch Road to Temescal Canyon Road. The installation would generally follow the proposed fiber optic  
36 line route for 115-kV Segment VIG8, but would be on the west side of Campbell Ranch Road and De  
37 Palma Road instead of the east side. VIG Alternative A would be installed as proposed from the  
38 intersection of Campbell Ranch Road and Temescal Canyon Road west into Ivyglen Substation. This  
39 alternative would require approximately 12,100 feet of duct bank, 10 vaults, two TSP risers, one LWS  
40 pole, and 2 TSPs. ~~and the replacement of approximately seven existing wood poles with seven TSPs.~~

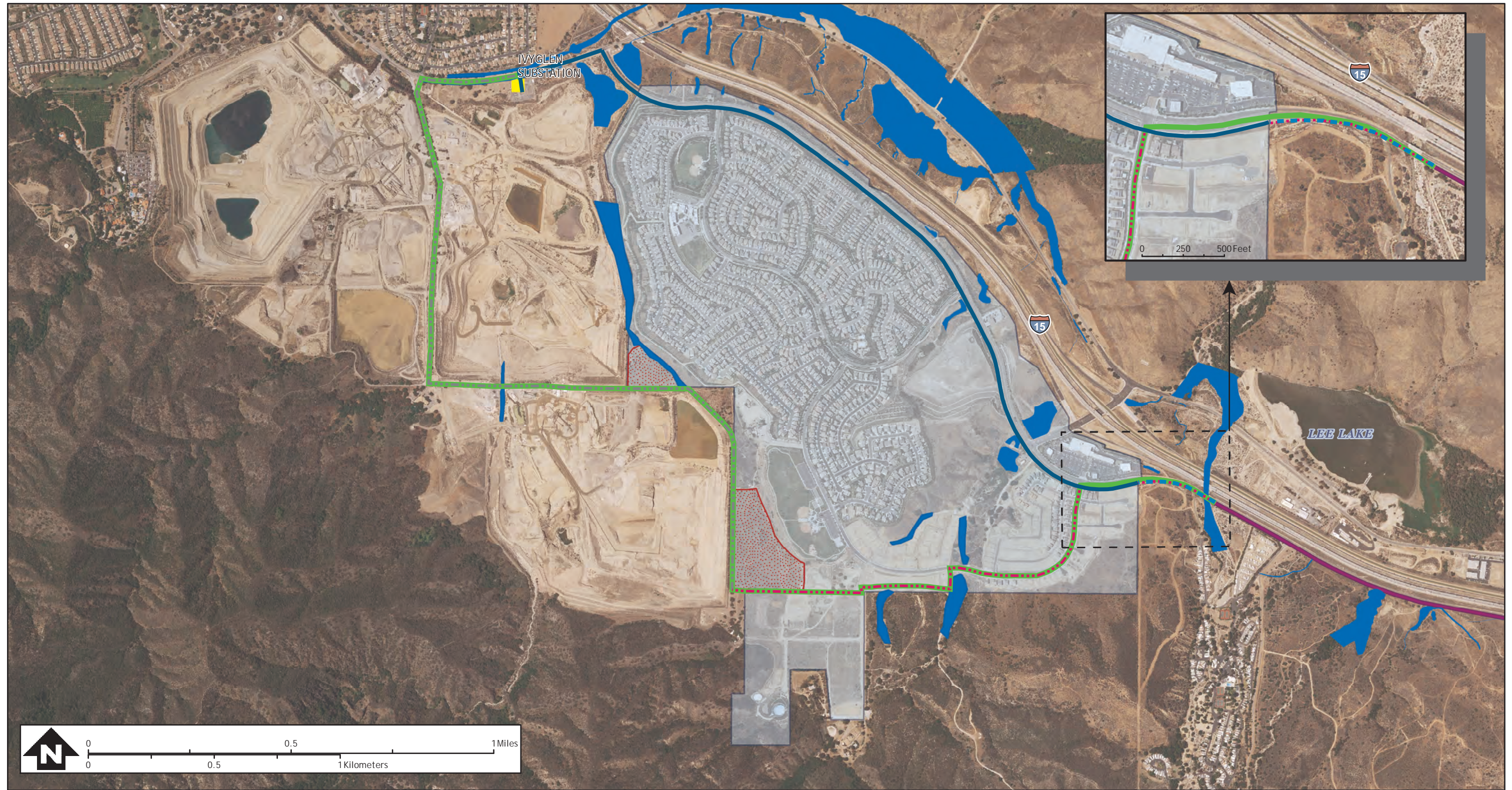
Table 3-1 Alternatives Retained in Alternative Screening Report that are No Longer Suitable for Analysis in EIR

Alternative	Alternatives Screening Report Conclusion	EIR Conclusion
<b>Valley-Ivyglen Project</b>		
VIG Alternative E– Temescal Canyon Road and Lake Street Routing Alternative (115-kV Segment VIG5)	RETAINED. The alternative would reduce an aesthetic impact to I-15 by reducing the number of aboveground structures visible from I-15. This alternative would reduce impacts on air quality and air traffic as the amount of ground disturbance and use of helicopters would decrease.	ELIMINATED. VIG Alternative E would be feasible and would meet the project objectives. The EIR concludes that the visual impacts to I-15 during operation and maintenance would be less than significant.  Air quality impacts are measured against a daily significance criterion. The reduction of three structures along 115-kV Segment VIG5 would not substantially reduce the impacts on air quality or air traffic relative to the proposed project given the substantial amount of ground disturbance and helicopter use that would still remain. VIG Alternative E would not substantially reduce significant impacts from fire hazard impacts relative to the proposed project given a substantial amount of the project would be located in a very high fire hazard severity zone.
VIG Alternative F–East Side of SR-74 to Wasson Canyon road (115-kV Segment VIG2)	RETAINED. VIG Alternative F would be feasible and would meet the project objectives. The alternative would reduce visual impacts along SR-74 by eliminating the 11 overhead crossings and 14 structures from the alignment. The alternative would reduce the amount of subtransmission line located in a very high fire hazard severity zone.	ELIMINATED. VIG Alternative F would be feasible and would meet the project objectives. The significant impact to SR-74 results from the presence of 115-kV Segment VIG2 adjacent to SR-74. The EIR did not identify a significant impact on aesthetics from the overhead crossings along SR-74 and removal of approximately 10 percent of the structures along 115-kV VIG2 (SR-74) would not result in a substantial reduction in aesthetic impacts. VIG Alternative F would not substantially reduce significant impacts from fire hazard impacts relative to the proposed project given a substantial amount of the project would be located in a very high fire hazard severity zone.
VIG Alternative G– Setback along SR-74 (115-kV Segment VIG2)	RETAINED. VIG Alternative G would be feasible and would meet the project objectives. The alternative would reduce conflicts with Riverside County General Plan Policy LU 13.4 and would reduce aesthetic impacts on SR-74 during operation and maintenance.	ELIMINATED. VIG Alternative G would be feasible and would meet the project objectives. The EIR did not identify a significant impact on land use related to Riverside County General Plan Policy LU 13.4. VIG Alternative G would remain visible to motorist traveling along SR-74; therefore, this alternative would not substantially reduce impacts on aesthetics.

Table 3-1 Alternatives Retained in Alternative Screening Report that are No Longer Suitable for Analysis in EIR

Alternative	Alternatives Screening Report Conclusion	EIR Conclusion
<b>Alberhill Project</b>		
ASP Alternative A—Lee Lake Substation Site (All Gas-Insulated Switchgear)	RETAINED. ASP Alternative A would be feasible and would meet the project objectives. The smaller substation proposed under ASP Alternative A (22.2 acres rather than the proposed 34 acres) would require less ground disturbance, which would result in reduced effects on air quality from fugitive dust and vehicle and equipment emissions. This alternative and the TE/VS Project would use the same 500-kV transmission lines to connect to the Serrano–Valley 500-kV Transmission Line, resulting in reduced cumulative effects on air quality from the construction of duplicate 500-kV transmission lines. In addition, ASP Alternative A may reduce cumulative visual effects on I-15, which is an eligible State Scenic Highway (Caltrans 2011) by reducing the amount of transmission lines visible to motorists and other sensitive viewer groups.	ELIMINATED. ASP Alternative A would be feasible and would meet the project objectives. However, air quality impacts are measured against a daily significance criterion. This alternative would not change the rate of construction and would therefore not reduce a significant air quality impact. Additionally, although the substation under ASP Alternative A would be approximately 35 percent smaller than the proposed Alberhill Substation, the 500-kV lines would each be approximately 1 mile (or 50 percent) longer than the proposed 500-kV lines and would require the use of helicopters due to the terrain. Therefore, ASP Alternative A would not substantially reduce impacts on air quality.  The California Public Utilities Commission application status for the TE/VS project is not currently active. Additionally, the California Independent System Operator did not identify a need for the TE/VS project within the 2014-2015 planning cycle (California Independent System Operator 2015). The potential for the construction schedules for the Alberhill Project and the TE/VS project to overlap is unlikely. Therefore, ASP Alternative A would not reduce a significant cumulative impact on air quality or aesthetics created by the TE/VS project and the proposed project.
ASP Alternative C—Reduced Capacity Alberhill Substation (One Fewer Transformer)	RETAINED. ASP Alternative C would be feasible, meet the project objectives. The alternative would reduce effects on air quality and aesthetics and from the risk of accident conditions involving the release of hazardous materials as a result of the reduced substation size.	ELIMINATED. The substation under this alternative would be located in the same location as the proposed Alberhill Substation and would only be approximately 1 acre smaller. The difference of one acre in the substation size would not substantially reduce any environmental impacts.
ASP Alternative X—Underground 115-kV Segment ASP6 Between Craig Avenue and Beth Drive	RETAINED. ASP Alternative X would be feasible and would meet the project objectives. The alternative would reduce visual impacts between Craig Avenue and Beth Drive.	ELIMINATED. This alternative would be incorporated into the Alberhill Project and any alternatives as a mitigation measure. The analysis of this alternative would not result in decreased impacts when compared to the Alberhill Project with mitigation. Therefore, this alternative is considered a design modification rather than an alternative and not brought forward for evaluation as an alternative in this EIR.

Key:  
EIR = Environmental Impact Report  
I-15 = Interstate 15  
kV = kilovolt  
SR-74 = State Route 74  
TE/VS = Talega-Escondido/Valley-Serrano



Source: Riverside County 2012, ESRI 2010, SCE 2011, 2013

**Proposed Valley Ivyglen Project**

- 115-kV Segment VIG 7
- Existing Substations
- Jurisdictional Wash

**VIG Alternative A**

- Segment 8 Overhead
- Segment 8 Underground

**VIG Alternative B1**

- Alternative B1 Underground

**VIG Alternative B2**

- - - Segment 8 Overhead
- - - Segment 8 Underground
- Potential Vernal Pool Habitat
- Sycamore Creek Specific Plan

Figure 3-1

**VIG Alternatives  
A, B1, and B2**

Alberhill and Valley-Ivyglen Projects

Riverside County, California

1 **3.3.2 VIG Alternative B1 – Underground along Santiago Canyon Road (115-**  
2 **kV Segment VIG8)**  
3

4 Under this alternative, 115-kV Segment VIG8 would be installed in approximately 3.5 miles of new  
5 underground conduit and approximately ~~15-20~~ 12 vaults along De Palma Road, Santiago Canyon Road, and  
6 Maitri Road, as well as an unnamed road (Figure 3-1). A TSP riser would be installed at the beginning and  
7 end of the underground conduit installation. This alternative would begin approximately 1,800 feet east of  
8 the intersection of De Palma Road and Santiago Canyon Road, where the proposed overhead line would  
9 descend to an underground position and proceed north in a new underground conduit along De Palma Road  
10 to Santiago Canyon Road. The alignment would continue southwest along Santiago Canyon Road  
11 approximately 2,500 feet to an existing (unnamed) road. The alignment would then turn south along  
12 unnamed road for approximately 275 feet and then continue west for approximately 3,000 feet and then  
13 north for approximately 2,000 feet. The alignment would then angle to the northwest for approximately 800  
14 feet before turning west on Maitri Road. The alignment would then follow Maitri Road to Temescal Canyon  
15 Road. From there it would continue east on Temescal Canyon Road to Ivyglen Substation.  
16

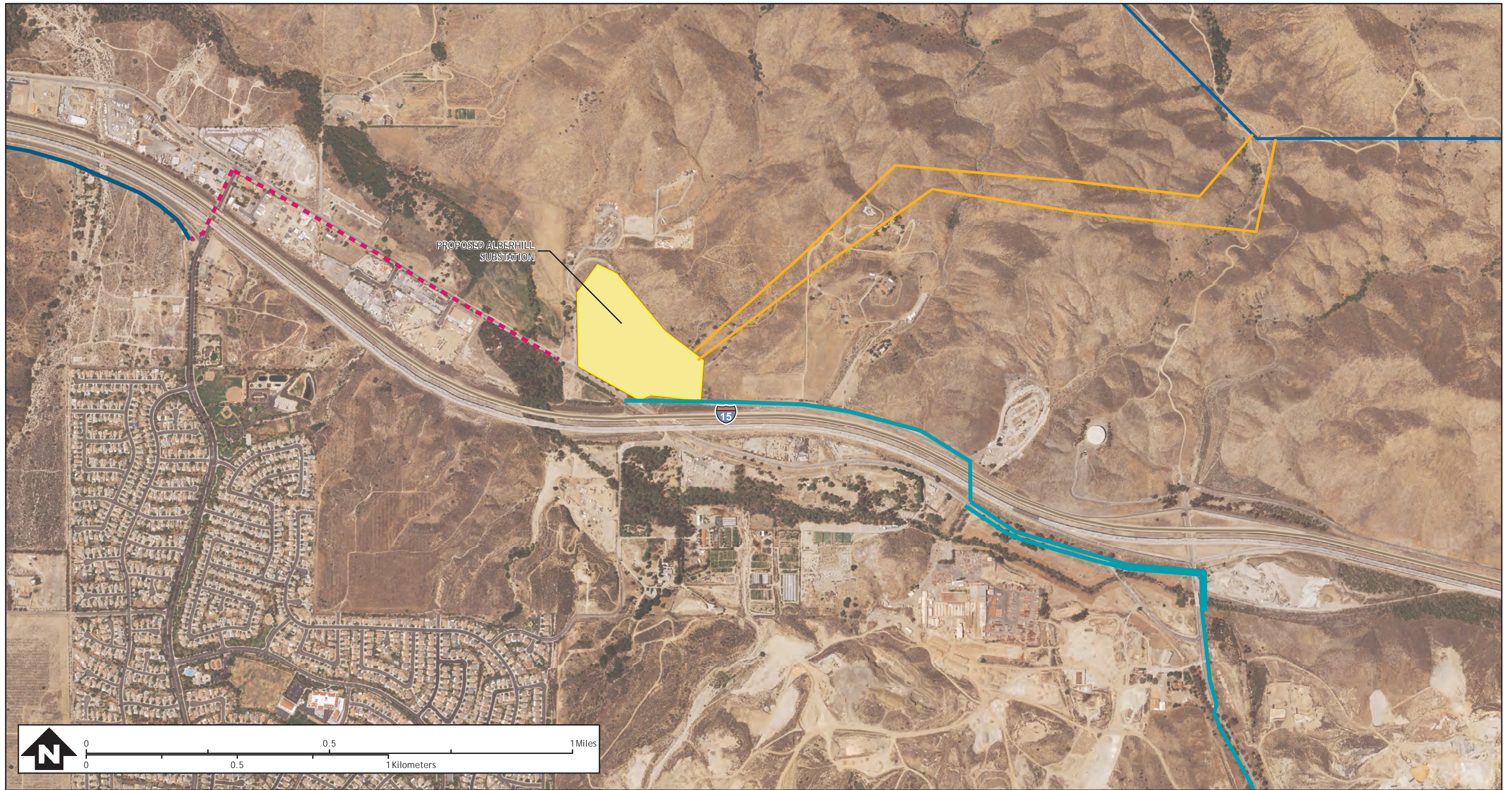
17 **3.3.3 VIG Alternative B2 – Santiago Canyon Road Underground and Overhead**  
18 **(115-kV Segment VIG8)**  
19

20 Under this alternative, 115-kV Segment VIG8 would be installed on new poles and in new underground  
21 conduit for approximately 3.5 miles along De Palma Road, Santiago Canyon Road, and Maitri Road, as  
22 well as an unnamed road (Figure 3-1). This alternative would require approximately 1.5 miles of new  
23 underground duct bank, five vaults, two TSP risers, 60 to 65 LWS poles ranging in height between 75 and  
24 95 feet, and 8 to 10 TSPs ranging in height between 70 and 85 feet.  
25

26 This alternative would begin approximately 1,800 feet east of the intersection of De Palma Road and  
27 Santiago Canyon Road, where the proposed overhead line would descend to an underground position and  
28 proceed north in new underground conduit along De Palma Road to Santiago Canyon Road. The alignment  
29 would continue southwest along Santiago Canyon Road approximately 2,500 feet to an existing unnamed  
30 road. The alignment would then turn south along the unnamed road for approximately 275 feet and rise to  
31 an overhead position. The alternative would then proceed west. The alignment would continue west for  
32 approximately 3,000 feet and then turn north for approximately 2,000 feet. The alignment would then angle  
33 northwest for approximately 800 feet before turning west on Maitri Road. The alignment would then follow  
34 Maitri Road to Temescal Canyon Road. From there, it would continue east on Temescal Canyon Road to  
35 Ivyglen Substation.  
36

37 **3.3.4 VIG Alternative C – Underground along Temescal Canyon Road and**  
38 **Horsethief Canyon Road (115-kV Segment VIG6)**  
39

40 Under VIG Alternative C, a section of 115-kV Segment VIG6 along Temescal Canyon Road  
41 (approximately 1 mile) from ~~Concordia Ranch Road~~ Love Lane to Horsethief Road and then south on  
42 Horsethief Road to De Palma Road would be installed underground in a new conduit (see Figure 3-2).  
43 ~~The existing wood poles along this segment would be removed and the new underground conduit would~~  
44 ~~be capable of supporting two 115-kV circuits (the Valley Elsinore Fogarty Ivyglen 115 kV line and~~  
45 ~~proposed Valley Ivyglen 115 kV line).~~ 115-kV Segment VIG6, instead of continuing west on Hostetter  
46 Road from Temescal Canyon Road, would continue north on Temescal Canyon Road, over I-15, to connect  
47 to the VIG Alternative C alignment of 115-kV VIG6. VIG Alternative C would require approximately 25  
48 fewer LWS poles, 12 fewer TSPs, and three fewer guy poles than the proposed Valley-Ivyglen Project.  
49



Source: Riverside County 2012, ESRI 2010, SCE 2011, 2013

- Proposed 500-kV transmission lines
- 500-kV Serrano Valley Transmission Line
- 115 kV Segment VIG5
- 115 kV Segment VIG7
- VIG Alternative C
- Segment 6 (Temescal Canyon Rd) Underground
- Proposed Alberhill Substation

Figure 3-2

VIG Alternative C

Alberhill and Valley-Ivyglen Projects

Riverside County, California



1 | ~~The proposed Valley-Ivyglen Substation, 500-kV transmission lines,~~ remaining sections of 115-kV  
2 Segment VIG6, and other 115-kV segments would be the same as those for the proposed Valley-Ivyglen  
3 Project.

### 4 5 **3.3.5 VIG Alternative M – Underground along the Entire Proposed Project** 6 **Alignment**

7  
8 Under VIG Alternative M the entire subtransmission line would be installed within new underground  
9 conduit along the proposed project alignment.

### 10 11 **3.3.6 VIG No Project Alternative**

12  
13 The VIG No Project Alternative is the circumstance under which the Valley-Ivyglen Project does not  
14 proceed (CEQA Guidelines Section 15126.6(e)(3)(B)). The purpose of describing and analyzing a No  
15 Project Alternative is to allow decision-makers to compare the effects of approving versus not approving  
16 the proposed project. The No Project Alternative for the Valley-Ivyglen Project scenario includes:

- 17 1. No construction of the Valley-Ivyglen Project
- 18 2. No construction of the Alberhill Project as proposed <sup>2</sup>

#### 19 20 21 **3.3.6.1 Environmental Baseline**

22  
23 The environmental baseline for the VIG No Project Alternative is provided in each resource section of  
24 Chapter 4 of this EIR.

#### 25 26 **3.3.6.2 Reasonably Foreseeable Future Actions or Events**

27  
28 If construction and operation of the proposed Valley-Ivyglen Project does not occur, projected electrical  
29 demand within the Electrical Needs Area (Figure 1-1) may exceed the operating limits of existing  
30 subtransmission facilities; a direct connection between the Valley Substation and the Ivyglen Substation  
31 would not be constructed; system reliability within the Electrical Needs Area would not be increased;  
32 operational and maintenance flexibility on subtransmission lines would not be improved; and the project  
33 needs would not be met in a cost efficient manner or while minimizing environmental impacts. None of the  
34 proposed Valley-Ivyglen Project objectives would be achieved under No Project Scenario A.

35  
36 The following events are anticipated with respect to the proposed Valley-Ivyglen Project under No Project  
37 Scenario A:

- 38
- 39 | • The Valley-Elsinore-Fogarty-Ivyglen 115-kV Subtransmission Line may exceed designed  
40 operating limits as early as 2016 (Table 1-2);
- 41 • Ivyglen and Fogarty substations would continue to operate with a single line of service that  
42 originates at Valley Substation;

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<sup>2</sup> The proposed Alberhill Project's 115-kV Segment ASP2 as described in Chapter 2, "Project Description," is wholly dependent on structures installed as part of the proposed Valley-Ivyglen Project. Should the CPUC decide not to grant the PTC for the Valley-Ivyglen Project with 115-kV Segments VIG4 and VIG5 as proposed, it would be infeasible to construct the Alberhill Project as proposed. Additional CEQA review would be required in this situation should the applicant pursue approval of an iteration of the Alberhill Project that does not rely on construction of the Valley-Ivyglen Project as proposed.

- The Electrical Needs Area may experience 115-kV system overloads resulting from the loss of a single 115-kV element; and
- Flexibility on 115-kV facilities that allows the applicant to avoid interruption of service during maintenance activities would not be improved.

### 3.4 Alberhill Project Alternatives Evaluated in this EIR

This section describes the Alberhill Project alternatives retained for consideration in this EIR. Each of the following alternatives is potentially feasible, would reduce a potentially significant environmental effect of the proposed Alberhill Project, and would meet most of the basic objectives of the proposed Alberhill Project as further discussed in this section and the Alternatives Screening Report (Appendix D).

The alternatives to the Alberhill Project retained for consideration in this EIR are:

- ASP Alternative B—All Gas-Insulated Switchgear at Proposed Alberhill Substation Site
- ASP Alternative DD—Serrano Commerce Center Substation Site
- ASP No Project Alternative

These alternatives are shown in Figure 3-2. Evaluation of the ASP No Project Alternative is required by CEQA Guidelines Section 15126.6(e).

#### 3.4.1 ASP Alternative B—All Gas-Insulated Switchgear at Proposed Alberhill Substation Site

Under this alternative, a 500/115-kV substation with all gas-insulated switchgear for an ultimate build out of three transformers and one spare would be constructed at the proposed Alberhill Substation site. The amount of sulfur hexafluoride (SF<sub>6</sub>) required for the proposed Alberhill Substation would be 51,200 pounds. Under this alternative, the applicant estimates that 65,000 pounds of SF<sub>6</sub> would be required. Hence, an increase of 13,800 pounds of SF<sub>6</sub> would be required for operation of the proposed Alberhill Substation under ASP Alternative B. This alternative would require an approximate 22.2-acre site. The transmission and subtransmission lines for this alternative would be the same as those for the proposed Alberhill Project.

#### 3.4.2 ASP Alternative DD—Serrano Commerce Center Substation Site

Under this alternative, the Alberhill System Project would be built and operated as proposed, except the 500-kV switchrack would be all open air and the microwave antenna tower would be approximately 120-foot to 195-foot tall, and Alberhill Substation would be constructed in the area covered by Riverside County Specific Plan No. 353 (Figure 3-3). The initial build of the Alberhill Substation would connect the 500-kV transmission lines ~~would extend~~ from the Alberhill Substation directly north to tie into the existing Serrano-Valley 500-kV transmission line. Up to five 500-kV Transmission Lines, including a future generation interconnection, may connect to the final build of the substation. Approximately 0.5 ~~Approximately 0.25~~ mile of new access roads would be required for the 500-kV transmission lines under ASP Alternative DD.

115-kV Segment ASP1 and ASP1.5 would not be built as proposed. ~~115-kV Segment ASP1.5 would be expanded to approximately 2 to 4 miles~~ for pole replacement to accommodate a double-circuit configuration along the existing Fogarty-Ivyglen 115-kV Subtransmission line. ASP Alternative DD would construct 115-kV Segment ASP2 aboveground along the path of 115-kV Segments VIG6 and VIG7, requiring taller poles (minimum 10 feet) to accommodate a double-circuit, instead of crossing I-15. This alternative would result in three circuits along Temescal Canyon Road, therefore poles would be located on

1 both sides of Temescal Canyon Road for approximately 2,000 feet near the Indian Truck Trail intersection.  
2 115-kV Segment ASP2 would be placed below ground with 115-kV Segment VIG8 to 115-kV Segment  
3 ~~ASP2 would transition to an aboveground power line and would be constructed to follow the planned~~  
4 extension of Temescal Canyon Road, as proposed in Specific Plan No. 353, where it would transition to an  
5 aboveground single-circuit power line 353, to the Alberhill Substation site. In addition to ASP2, four new  
6 approximately 1.3-mile 115-kV subtransmission lines (one double-circuit and two single-circuit power  
7 lines) would extend above ground near the planned extension of Temescal Canyon Road to the Alberhill  
8 Substation site. New fiber optic cable would be installed along one of the four 115-kV power lines from the  
9 planned extension of Temescal Canyon Road to the Alberhill Substation site. Approximately 2 miles of No  
10 new access roads would be required for the 115-kV lines under ASP Alternative DD. Up to 10 115-kV  
11 subtransmission lines may ultimately extend from the substation, as needed.  
12

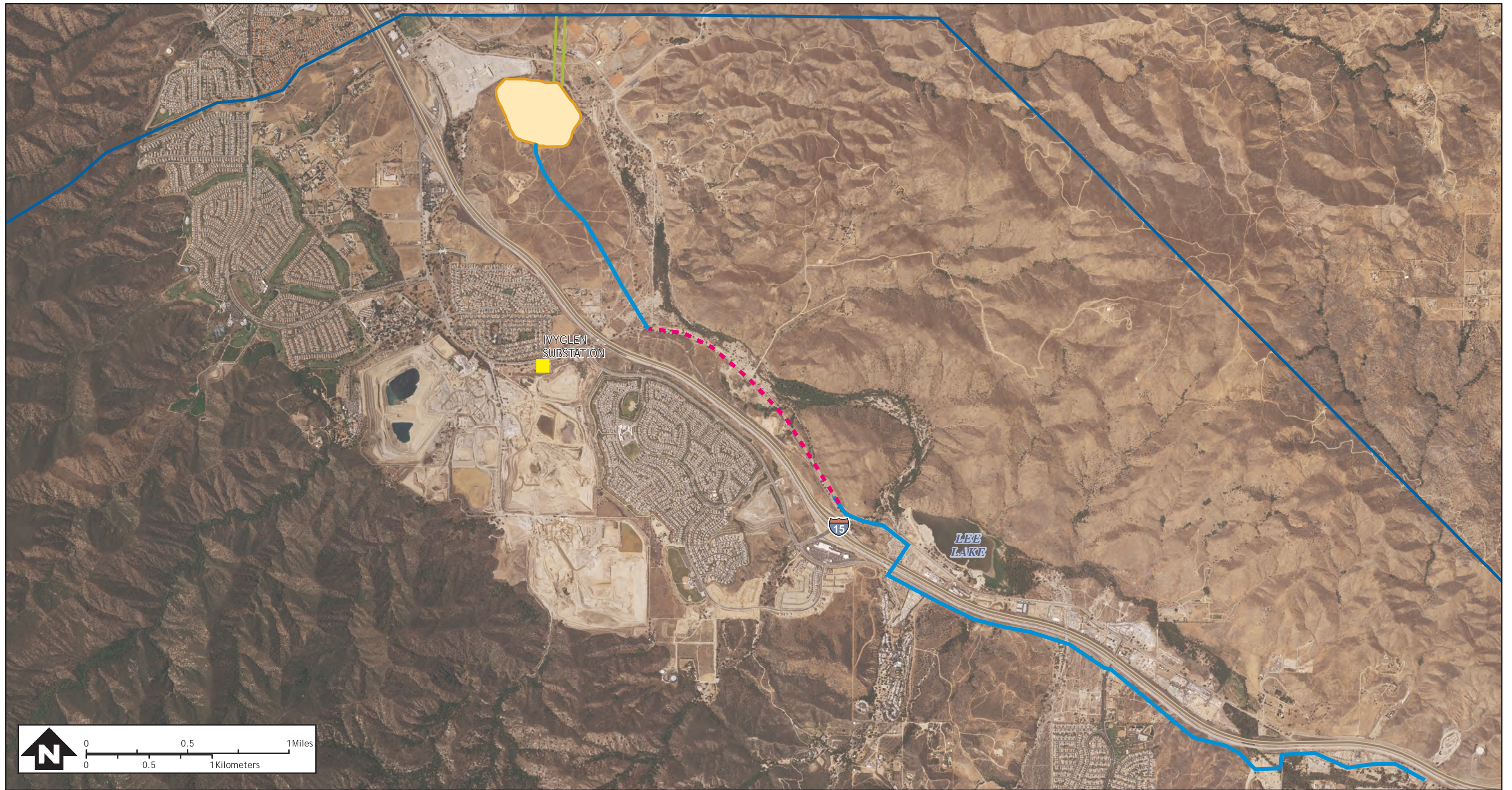
13 Two additional staging areas would be required near the alternative substation site; one would be located on  
14 the west side of Temescal Canyon Road, approximately 800 feet north of Dawson Canyon Road and one  
15 would be located on the southwest side of Mayhew Road and Orange Grove Place.  
16

17 A water line would be extended from Temescal Canyon Road to the Alberhill Substation site.  
18

19 Prior to construction, SCE would select a nearby 12-kV distribution circuit to serve as the temporary power  
20 source during construction activities at the Alberhill Substation site. The wood poles installed for temporary  
21 power would be approximately 40-50 feet tall. It is estimated that 30 wood poles would extend from a  
22 nearby 12-kV distribution circuit to the substation construction site. Temporary power would be in place for  
23 the duration of construction at the substation site.  
24

25 This alterantive would require approximately 1,700-1,870 feet of duct bank, 5-6 vaults, 3-4 TSP risers, 63-  
26 70 LWS poles, 57-63 TSPs, 4 wood pole removals, 8 LSTs, and 2 LST removals.”  
27

28 The applicant has indicated there may not be a clear line-of-sight to Santiago Peak from the ASP  
29 Alternative DD substation location and that construction of a new 185-foot-tall tower installed at Johnstone  
30 Peak Communications in the Angeles National Forest site may be required.



Source: Riverside County 2012, ESRI 2010, SCE 2011, 2013

- Existing Substations
- 500-kV Serrano Valley Transmission Line
- Alternative Substation
- 115kV Aboveground
- 115kV Underground
- 500-kV Lines

Figure 3-3

**ASP Alternative DD**

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### 3.4.5 ASP No Project Alternative

The ASP No Project Alternative is the circumstance under which the proposed project does not proceed (CEQA Guidelines Section 15126.6(e)(3)(B)). The purpose of describing and analyzing a No Project Alternative is to allow decision-makers to compare the effects of approving versus not approving the proposed project. The No Project Alternative for the Alberhill Project scenario includes:

1. Construction of the Valley-Ivyglen Project<sup>1</sup>
2. No construction of the Alberhill Project
3. SCE would modify their planning approach and operating procedures so that the C-Section transformer at the Valley Substation would provide additional power transfer capability and mitigate potential overload conditions on D-Section transformers.

Currently, SCE sets the circuit breaker at the Valley Substation between the C-Section and D-Section transformers at the “normal open” position. Under the No Project Alternative, the circuit breaker settings and operating procedures would be modified so that the circuit breaker between these transformers is closed when D-Section transformers are overloaded. In the short-term, the C-Section transformer would provide additional power transfer capability and would mitigate potential overload conditions on D-Section transformers. However, this alternative would not meet the forecasted electrical capacity needs of the proposed project in the long-term.

#### 3.4.5.1 Environmental Baseline

As described in the introduction to Chapter 4, “Environmental Analysis,” the baseline for most of the Alberhill Project consists of the existing environmental conditions in the project area, which are described in each resource section of Chapter 4 of this EIR. For 115-kV Segment ASP2, the baseline physical conditions are the existing environmental conditions in the project area at the time of the publication of the Notice of Preparation plus 115-kV Segments VIG4 and VIG5 of the Valley-Ivyglen Project.

#### 3.4.5.2 Reasonably Foreseeable Future Actions or Events

If construction and operation of the proposed Alberhill Project does not occur, projected electrical demand that would exceed the operating limit of the two load-serving Valley South 115-kV System transformers would not be relieved; a new 500/115-kV substation would not be constructed within the *Electrical Needs Area*;<sup>3</sup> and system ties between a new 115-kV System and the Valley South 115-kV System would not be maintained. None of the proposed Alberhill Project objectives would be achieved.

Under this scenario, the following specific events are anticipated with respect to the proposed Alberhill Project:

- The two 560-megavolt-ampere transformers that serve the Valley South 115-kV System may overload as early as summer 2019 (Table 1-1);
- The Valley South 115-kV System may experience overloading that results in an electrical shortage within the Electrical Needs Area and blackout;

<sup>3</sup> The Electrical Needs Area for the proposed Alberhill Project is defined in Section 1.1 and shown in Figure 1-1.

- 1 • Valley Substation would continue to be the only 500/115-kV substation serving electrical demand  
2 in the *San Jacinto Region* of southwestern Riverside County—an area encompassing roughly 1,260  
3 square miles and serving approximately 325,000 metered customers;
- 4 • The stand-by spare 560-megavolt-ampere 500/115-kV transformer, which was installed at the  
5 Valley Substation in 2011 to provide back-up transformer capacity in the event of transformer  
6 failure at Valley Substation, may be put into service.  
7

8 **3.5 References**  
9

10 California Department of Transportation (Caltrans). 2011. California Scenic Highway Mapping System.  
11 Updated September 7, 2011. Riverside County.  
12 [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm). Accessed October 15, 2014.  
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14 California Independent System Operator. 2015. 2014-2015 Transmission Plan. Prepared by Infrastructure  
15 Development. Approved by ISO Board of Governors. March 27

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