E.3.4 Land Use

The Route D would diverge from the Interstate 8 Alternative at MP I8-70.3, traversing north through Cleveland National Forest land near the Viejas and Capitan Grande Reservations. At MP D-11, the Route D Alternative would head northwest through CNF and private land, and would rejoin the Proposed Project at MP 114. This alternative route would be approximately 16.8 miles in length.

E.3.4.1 Environmental Setting

Jurisdictions along this alternative route include U.S. Forest Service and County of San Diego. Land uses along this alternative route include grazing operations, Cleveland National Forest, open space, and rural residential. Land use classifications include agriculture, parks and recreation/open space, and residential. Table E.3.4-1 identifies land uses in the vicinity of the Route D Alternative. The locations of these land uses are shown in the Land Use Appendix at the end of Section E.3.4, on Figures Ap.LU E.3-1 through -3. Information on land use related impacts can be found as well in Section E.3.5, Wilderness and Recreation, and Section E.3.6, Agriculture.

Table E.3.4-1. Route D Alternative Land Uses

Location (MP)	Jurisdiction	Land Use Classifications	Specific Land Uses
D-0-7	County of San Diego	Parks and Recreation/ Open Space	Cleveland National Forest, Open Space
D-7-8	County of San Diego	Parks and Recreation/ Open Space	Cleveland National Forest, Open Space, Single-Family Residential
D-8-9	County of San Diego	Parks and Recreation/ Open Space	Cleveland National Forest, Open Space, Single-Family Residential
D-9-10	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential, Water	Cleveland National Forest, Open Space, Single-Family Residential, Grazing Land, Reservoir
D-10-11	County of San Diego	Agriculture, Parks and Recreation/Open Space	Cleveland National Forest, Open Space, Grazing Land
D-11-12	County of San Diego	Parks and Recreation/ Open Space	Cleveland National Forest, Open Space
D-12-13	County of San Diego	Parks and Recreation/ Open Space	Cleveland National Forest
D-13-14	County of San Diego	Parks and Recreation/ Open Space	Cleveland National Forest, Open Space
D-14-15	County of San Diego	Agriculture, Parks and Recreation/Open Space	Cleveland National Forest, Open Space, Orchard
D-15-16	County of San Diego	Parks and Recreation/ Open Space	Cleveland National Forest, Open Space
D-16-16.8	County of San Diego	Parks and Recreation/ Open Space	Open Space

* Bold denotes sensitive land use (recreational uses have been excluded from this category as they are discussed in Section E.3.5, Wilderness and Recreation,). Refer to Section E.3.6, Agriculture, for discussion of agricultural resources.

Table E.3.4-2 shows the number of sensitive receptors within 1,000 feet of the Route D Alternative. These sensitive land uses are identified on Figure Ap.LU E.3-2.

Table E.3.4-2. Sensitive Receptors within 1,000 Feet in Route D Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Boulder Creek Road, Grove Drive (Descanso)	8	5

Table E.3.4-6 identifies U.S. Forest Service Land Use Zones established in the Final Land Management Plan dated September 2005 and that would be traversed by the substation.

Table E.3.4-3. U.S. Forest Service Land Use Zones traversed by the Route D Alternative

Milepost	Land-Use Zone	Land Ownership*	Special Designations
D-0-2	Back Country, Non-motorized; Developed Area Interface	CNF	None
D-2-4	Back Country, Non-motorized; Developed Area Interface; Back Country Motorized Use Restricted	CNF	None
D-4-6	Developed Area Interface; Back Country Motorized Use Restricted	CNF	None
D-6-8	Back Country, Non-motorized; Back Country Motorized Use Restricted	CNF	None
D-8-10	Back Country; Back Country, Non-motorized	Non-Forest System Land	None
D-10-12	Back Country; Back Country Motorized Use Restricted	Non-Forest System Land	None
D-12-14	Back Country; Back Country, Non-motorized; Back Country Motorized Use Restricted	Non-Forest System Land	None
D-14-16.8	Back Country; Back Country, Non-motorized	CNF	Upper San Diego Research Natural Area

* Non-Forest System Land is land found within the CNF boundary (e.g., tribal 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.3.4.2 Environmental Impacts and Mitigation Measures

Table E.3.4-4 summarizes the impacts of the Route D Alternative for land use.

Table E.3.4-4. Impacts Identified – Alternatives – Land Use

Impact No.	Description	Impact Significance
Route D Alternative		
L-1	Construction would temporarily disturb land uses at or near the alignment	Class II, III
L-2	Presence of a transmission line or substation would disrupt land uses at or near the alignment	No Impact
Central South Substation Alternative		
L-1	Construction would temporarily disturb land uses at or near the alignment	Class II

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, and residential uses. Refer to Sections E.3.5, Wilderness and Recreation, and E.3.6, Agricultural Resources, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively. Sensitive land uses in the area include rural residences. No other land uses would be impacted by construction activities associated with this alternative.

Sensitive Land Uses. Several rural residential uses are located within 1,000 feet of the alternative route. For those residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III). Five residences are located between MP D-7 and -9 along Boulder Creek Road and Grove Drive through the community of Descanso (see Figure Ap.LU E.3-2 at the end of this section).

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.3.8 and E.3.11, respectively, but these measures would not eliminate construction-related disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not 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. 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 to residences along the Route D 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 disrupt land uses at or near the alignment (No Impact)

The alternative would cross land used for agriculture, parks and recreation, and residential uses. Sensitive land uses in the area include rural residences. No other land uses would be impacted by presence of the alternative. Refer to Section E.3.5, Wilderness and Recreation and Section E.3.6, Agriculture, for a discussion of operational impacts to these particular resources.

Sensitive 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 use to change. For these reasons, no operational impacts to residential land uses as a result of the presence of the Route D Alternative would occur.

E.3.4.3 Central South Substation Alternative

The Central South Substation would be located on vacant land approximately 4.0 miles southwest of Santa Ysabel. The site is shown on Figure Ap.LU E.3-3.

Environmental Setting

Land uses at this alternative site would include grazing operations, open space, and rural residential. Land use classifications include agriculture, parks and recreation, and residential. Table E.3.4-5 identifies land uses in the vicinity of this alternative. The locations of these land uses are shown in Figure Ap.LU E.3-3. Refer to Section E.3.5 for discussion of open space and recreational land uses, and Section E.3.6 for discussion of agricultural land uses within the Central South Substation Alternative.

Table E.3.4-5. Central South Substation Alternative Land Uses

Jurisdiction	Land Use Classifications	Specific Land Uses
County of San Diego	Agriculture, Parks and Recreation, Residential	Grazing Operations, Open Space, Rural Residential

Table E.3.4-6 shows that there is one sensitive receptor within 1,000 feet of the Central South Substation Alternative. This is identified on Figure Ap.LU E.3-3.

Table E.3.4-6. Sensitive Receptors in Central South Substation Alternative – Residential Buildings within 1,000 Feet

Location Description	Milepost	Residences
Sawday Truck Trail (Ramona)	N/A	1

Construction Impacts

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

The Central South Substation Alternative would be constructed on vacant land near agricultural, open space, and residential uses. Sensitive land uses near the substation include one rural residence. No other land uses would be impacted by construction of the alternative substation.

Sensitive Land Uses. One residence is located within 1,000 feet of the alternative substation along Sawday Truck Trail. Construction of the substation would create temporary disturbance as a result of heavy construction equipment on temporary and permanent access roads and moving building materials to and from construction staging areas and sites. Mitigation measures to reduce noise and air quality impacts are presented in Sections E.3.8 (Noise) and E.3.11(Air Quality) but these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary, it could be significant if construction is not carefully managed and residents are not kept informed. Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize land use impacts relating to construction activities associated with the alternative substation. 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. As such, Mitigation Measure L-1a is required. With incorporation of APMs LU-1, LU-4, and LU-6, as noted above, and implementation of Mitigation Measure L-1a, construction-related land use impacts associated with the Central South Substation 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.

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

The Central South Substation Alternative would be constructed on unoccupied land surrounded by agriculture, open space, and rural residential use. Sensitive uses in the vicinity of the substation include one rural residence. No other uses would be impacted by presence of the alternative substation.

Sensitive Land Uses. Rural residential uses along the alternative route were identified under Impact L-1 above. From an operational perspective, presence of the substation would not disrupt actual use of the residential property or structure. Access to all uses would be fully restored once construction of the substation is complete. The substation would not remove any residences or cause any residential use to change. No land use-related operational impacts to residences would occur due to the Central South Substation Alternative.

E.3.4.4 Future Transmission System Expansion

For the Proposed Project and route alternatives along the Proposed Project route, Section B.2.7 identifies Future Transmission System Expansion routes for both 230 kV and 500 kV future transmission lines. These routes are identified, and impacts are analyzed in Section D of this EIR/EIS, because SDG&E has indicated that transmission system expansion is foreseeable, possibly within the next 10 years. For the SWPL alternatives, 500 kV and 230 kV expansions would also be possible. The potential expansion routes for the Route D Alternative are described in the following paragraphs.

230 and 500 kV Future Transmission System Expansion

The Route D Alternative would begin at approximately MP I8-70 and would head northward until it reached the Central South Substation Alternative at approximately MP 114.5 of the Proposed Project. The Route D Alternative would convert to 230 kV at the Central South Substation and a double-circuit 230 kV line would be constructed southwest from that substation to the Sycamore Canyon Substation. The Central South Substation would accommodate up to six 230 kV circuits and an additional 500 kV circuit. Only two 230 kV circuits are proposed at this time, but construction of additional 230 kV circuits and a 500 kV circuit out of the Central South Substation may be required in the future. There are two routes that are most likely for these future lines; each is addressed below. Figure E.1.1-6 illustrates the potential routes of the future transmission lines.

Additional 230 and 500 kV circuits could follow the Proposed Project corridor starting at MP 114.5. The routes could either: (1) follow the Proposed Project corridor southwest to the Chicarita Substation and then follow the Proposed Project's 230 kV Future Transmission Expansion System (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, D.4.7, D.4.8, and D.4.9 for the Land Use setting, impacts, and mitigation measures for the Central, Inland Valley, and Coastal Links of the Proposed Project. See Section D.4.11 for the Land Use setting, impacts, and mitigation measures for the Future Transmission System Expansion of the Proposed Project.