

## E.4.4 Land Use

The Modified Route D Alternative route is described in Section E.4.1. It includes three main segments: a southwesterly segment that crosses BLM, CNF and private lands before reaching the Cameron Substation, a westerly segment that follows the southern boundary of the CNF, and a northerly segment that is primarily on CNF land and includes the Modified Route D Substation.

### E.4.4.1 Environmental Setting

Jurisdictions along the Modified Route D Alternative route include Caltrans and the County of San Diego. Land uses along this alternative route would include grazing operations, open space, public roadways, and rural residential. Land use classifications include agriculture, parks and recreation/open space, public facilities and utilities, and residential uses. Table E.4.4-1 identifies land uses in the vicinity of this alternative. The locations of these land uses are shown in the Land Use Appendix at the end of Section E.4.4 on Figures Ap.LU E.4-1 through -5. Refer to Section E.4.5, Wilderness and Recreation, for discussion of open space and recreational land uses, Section E.4.6, Agriculture, for discussion of agricultural land uses, and Section E.4.9, Transportation and Traffic, for a discussion of public roadways, within the Modified Route D Alternative. Figures Ap.LU E.4-1 through -5 indicate land uses along the Modified Route D Alternative route.

**Table E.4.4-1. Modified Route D Alternative – Land Uses**

Location	Jurisdiction	Land Use Classifications	Specific Land Uses*
MRD 0-1	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, <b>Rural Residential</b>
MRD 1-3	County of San Diego	Parks and Recreation/Open Space	Open Space
MRD 3-4	County of San Diego	Parks and Recreation/Open Space, Residential	Open Space, <b>Rural Residential</b>
MRD 4-5	County of San Diego	Parks and Recreation/Open Space	Open Space
MRD 5-6	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, <b>Rural Residential</b>
MRD 6-7	County of San Diego	Parks and Recreation/Open Space	Open Space
MRD 7-12	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, <b>Rural Residential</b>
MRD 12-13	County of San Diego	Parks and Recreation/Open Space	Open Space
MRD 13-18	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, <b>Rural Residential</b>
MRD 18-22	County of San Diego	Parks and Recreation/Open Space	Open Space
MRD 22-24	County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, Substation, <b>Rural Residential</b>
MRD 24-27	County of San Diego	Agriculture, Parks and Recreation/Open Space, Public Facilities and Utilities	Grazing Operations, Open Space

**Sunrise Powerlink Project  
Modified Route D Alternative**

**Table E.4.4-1. Modified Route D Alternative – Land Uses**

Location	Jurisdiction	Land Use Classifications	Specific Land Uses*
MRD 27-30	County of San Diego	Parks and Recreation/Open Space	Open Space
MRD 30-31	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, <b>Rural Residential</b>
MRD 31-32	County of San Diego	Parks and Recreation/Open Space	Open Space
MRD 32-34	County of San Diego	Agriculture, Parks and Recreation/Open Space, Residential	Grazing Operations, Open Space, <b>Rural Residential</b>
MRD 34-35	County of San Diego	Parks and Recreation/Open Space	Open Space
MRD 35-36.3	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>

\* 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.4.4-2 shows the number of sensitive receptors within 1,000 feet of the Modified Route D Alternative. These sensitive land uses are identified on Figures Ap.LU E.4-1 through -5. Table E.4.4-3 identifies CNF land use zones that would be crossed by the alternative.**

**Table E.4.4-2. Sensitive Receptors – Modified Route D Alternative – Residential Buildings within 1,000 Feet**

Location Description	Milepost	Residences
South of Interstate 8, North of County Highway S1/Old Highway 80 (Campo)	MRD 0 to 1	1
East of La Posta Road (Campo)	MRD 1 to 3	2
East of Cameron Truck Trail, Approximately 3,000 feet north of La Posta Truck Trail (Campo)	MRD 5 to 6	2
East of Buckman Springs Road, North of Buckman Springs Lane; East of Lake Morena Drive, West of Buckman Springs Road; East of Lake Morena Drive, near its intersection with Big Potrero Truck Trail; Big Potrero Truck Trail, east of Hauser Creek Road/Cottonwood Road (Campo/Buckman Springs/Lake Morena/Potrero)	MRD 7 to 12	11
Terminus of Harris Ranch Road, south and east of South Boundary Road (Potrero)	MRD 13 to 18	3
Barrett Lake Road/Manzanita Way, east of Deerhorn Valley Road; Thyme Way, Cinnamon Drive, Spice Way, north of Deerhorn Valley Road (Jamul)	MRD 22 to 24	12
Japatul Road (Alpine)	MRD 30 to 31	2
Northeast of Japatul Road; Testigo Trail, north and west of Japatul Lane (Alpine)	MRD 32 to 34	2
Alpine Boulevard, east of Willows Road, south of Interstate 8 (Alpine)	MRD 35 to 36.3	7

**Table E.4.4-3. U.S. Forest Service Land Use Zones Traversed by the Modified Route D Alternative**

Milepost	Land Use Zone	Land Ownership*
MRD-22 to 25	N/A	Non-Forest System Land
MRD-25 to 28	Back Country	CNF
MRD-28 to 31	Developed Area Interface	CNF
MRD-34 to 36.3	Back Country, Developed Area Interface	CNF

\* 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.4.4.2 Environmental Impacts and Mitigation Measures

This section presents a discussion of impacts and mitigation measures for the Modified Route D Alternative as a result of construction, operation, and maintenance of the project. Table E.4.4-4 summarizes the impacts of this alternative on land use.

Table E.4.4-4. Impacts Identified – Alternatives – Land Use

Impact No.	Description	Impact Significance
<b>Modified Route D Alternative (South of I-8) (and, Modified Route D Alternative Substation &amp; Star Valley Option)</b>		
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 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, parks and recreation/open space, public facilities and utilities, and residential uses. Refer to Sections E.4.5 and E.4.6, 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 the 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). Following is a summary of residential land uses along the alternative route.

- **MRD 0 to 1.** There is one residence located south of Interstate 8 and north of County Highway S1/Old Highway 80 in the community of Campo.
- **MRD 1 to 3.** There are two residences located east of La Posta Road within the community of Campo.
- **MRD 5 to 6.** There are two residences located east of Cameron Truck Trail and approximately 3,000 feet north of La Posta Truck Trail within the community of Campo.
- **MRD 7 to 12.** There are 11 residences located east of Buckman Springs Road, north of Buckman Springs Lane; east of Lake Morena Drive, west of Buckman Springs Road; east of Lake Morena Drive, near its intersection with Big Potrero Truck Trail; and on Big Potrero Truck Trail, east of Hauser Creek Road/Cottonwood Road within the communities of Campo, Buckman Springs, Lake Morena, and Potrero.
- **MRD 13 to 18.** There are 3 residences located at the terminus of Harris Ranch Road, south and east of South Boundary Road within the community of Potrero.

- **MRD 22 to 24.** There are 12 residences located on Barrett Lake Road/Manzanita Way, east of Deerhorn Valley Road; and on Thyme Way, Cinnamon Drive, and Spice Way, north of Deerhorn Valley Road within the community of Jamul.
- **MRD 30 to 31.** There are two residences located on Japatul Road within the community of Alpine.
- **MRD 32 to 34.** There are two residences located northeast of Japatul Road; and on Testigo Trail, north and west of Japatul Lane within the community of Alpine.
- **MRD 35 to 36.3.** There are seven residences located on Alpine Boulevard, east of Willows Road and south of Interstate 8 within the community of Alpine.

As is true for other sensitive uses, 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 and from sites and construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections E.4.8 and E.4.11, 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, 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 residences along the Modified Route D Alternative would be less than significant (Class II). (See Appendix 12 for full text of the mitigation measures.)

*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 traverse land used for agriculture, parks and recreation/open space, public facilities and utilities, and residential uses. Refer to Section E.4.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/recreation and Section E.4.6, Agriculture, for a discussion of operational impacts to agricultural resources. Sensitive land uses in the area include rural residences. No other land uses would be impacted by presence of the alternative.

*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.4.4.3 Modified Route D Alternative Substation

#### Environmental Setting

As shown on Figure Ap.LU E.4-5, the land surrounding the alternative substation site is vacant. Jurisdictions near this alternative substation site include the County of San Diego. Land uses along this alternative route would include grazing operations, open space, and rural residential. Land use classifications include agriculture, parks and recreation/open space, and residential. Table E.4.4-5 identifies

**Table E.4.4-5. Modified Route D Alternative Substation Land Uses**

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

land uses in the vicinity of this alternative. The locations of these land uses are shown in Figure AP.LU E.4-5. Refer to Section E.4.5 for discussion of open space and recreational land uses, and Section E.4.6 for discussion of agricultural land uses, within the Modified Route D Substation Alternative.

There are no sensitive receptors within 1,000 feet of the Modified Route D Alternative Substation.

#### Environment Impacts and Mitigation Measures

This section presents a discussion of impacts and mitigation measures for the Modified Route D Alternative Substation as a result of construction, operation, and maintenance of the project. Table E.4.4-4 summarizes the impacts of this alternative on land use.

#### Construction Impacts

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

The Modified Route D Substation Alternative would be constructed on vacant land near agricultural and parks and recreation/open space uses. No sensitive land uses are located near the substation, and no other land uses would be impacted by construction of the alternative substation.

#### Operational Impacts

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

As noted previously, the Modified Route D Alternative Substation would be constructed on unoccupied land surrounded by agriculture, open space, and rural residential uses. No sensitive uses are located in the vicinity of the substation, and no other uses would be impacted by presence of the alternative substation.

### E.4.4.4 Star Valley Option

#### Environmental Setting

Jurisdictions within and near this alternative substation site include the County of San Diego. Land uses along this alternative route would include grazing operations, open space, and rural residential uses. Land use classifications include agriculture, parks and recreation/open space, and residential. Table E.4.4-6 identifies land uses in the vicinity of this alternative. The locations of these land uses are shown in Figure E.4-4. Refer to Section E.4.5 for discussion of open space and recreational land uses, and Section E.4.6 for discussion of agricultural land uses, within the Star Valley Option,

Table E.4.4-6. Star Valley Option Land Uses

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

\* 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.

Sensitive receptors within 1,000 feet of the Star Valley Option include rural residences.

#### Environmental Impacts and Mitigation Measures

This section presents a discussion of impacts and mitigation measures for the Star Valley Option as a result of construction, operation, and maintenance of the project. Table E.4.4-4 summarizes the impacts of this alternative on land use.

#### 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. Refer to Sections E.4.5 and E.4.6, 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 the option route.

***Sensitive Land Uses***

Fifteen rural residential uses are located within 1,000 feet of the option route between SV-1 and -3. For residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not significant due to their distance from the alternative (Class III).

As is true for other sensitive uses, construction of the option route 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 and from sites and construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections E.4.8 and E.4.11, 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 mini-

mize 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 (See Appendix 12 for full text of the mitigation measures), construction-related land use impacts to residences along the Star Valley Option 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 traverse land used for agriculture, parks and recreation/open space, and residential uses. Refer to Section E.4.5, Wilderness and Recreation, for a discussion of operational impacts to wilderness/recreation and Section E.4.6, Agriculture, for a discussion of operational impacts to agricultural resources. Sensitive land uses in the area include rural residences. No other land uses would be impacted by presence of the alternative.

*Sensitive Land Uses*

Rural residential uses along the option 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 Star Valley Option would occur.

#### E.4.4.5 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 Modified Route D Alternative would begin at approximately Interstate 8 MP-47 and would head southwest then northward until it reached the Interstate 8 Alternative at approximately MP I8-71. A substation could be built to convert the 500 kV line to 230 kV at approximately MD-34, the Modified Route D Substation Alternative. The double-circuit 230 kV line would exit the substation overhead, then continue north into the CNF, joining the Interstate 8 Alternative at approximately MP I8-71 where it transitions to underground at the east end of Alpine Boulevard. The Modified Route D Substation would accommodate up to six 230 kV circuits and a 500 kV circuit. Only two 230 kV circuits are pro-

posed at this time, but construction of additional 230 kV circuits and a 500 kV circuit out of the Modified Route D Substation may be required in the future. There are three routes that are most likely for these future lines; each is described below. Figure E.1.1-6 illustrates the potential routes of the future transmission lines.

- Two 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. This route would follow the Interstate 8 Alternative route from the Interstate 8 Alternative Substation until MP I8-70.8 where it would transition underground until MP I8-79 where it would transition overhead again. The future transmission line route would continue to follow the Interstate 8 Alternative's overhead 230 kV route to the point where it meets the Proposed Project at MP 131. See Section E.1.4.1 and E.1.4.2 for the Land Use setting, impacts, and mitigation measures along the I-8 route. 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 the Land Use setting, impacts, and mitigation measures for the Inland Valley and Coastal Links. 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 shown in Figure B-12a. See Section D.4.11 for the Land Use setting, impacts, and mitigation measures for the Future Transmission System Expansion of the Proposed Project.
- Additional 230 and 500 kV circuits could follow the Route D Alternative corridor (see description in Section E.3.1) to the north of Descanso, after following the Interstate 8 Alternative 230 kV route from the Interstate 8 Substation to MP I8 70.3. See Section E.3.4.1 and E.3.4.2 for the Land Use setting, impacts, and mitigation measures along Route D. 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, 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.
- The future 230 and 500 kV lines could follow the Modified Route D Alternative corridor (within the 368 Corridor identified by the Department of Energy's Draft West-wide Corridor Programmatic EIS) south for 8 miles to MP MD-26. See Section E.4.4.1 and E.4.4.2 for the Land Use setting, impacts, and mitigation measures along Modified Route D. At MP MD-26, new 230 or 500 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. See Section E.1.4.5 for the Land Use setting, impacts, and mitigation measures along MP MD-26 to MP I8-79 corridor. This route would meet up with the Interstate 8 Alternative at approximately MP I8-79 and would follow the Interstate 8 Alternative's overhead 230 kV route to the point where it meets the Proposed Project at MP 131 (for a description of the Interstate 8 transmission corridor see Section E.1.1). 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 System (see description in Section B.2.7) from Chicarita to the Escondido Substation. See Section D.4.11 for the Land Use setting, impacts, and mitigation measures for the Future Transmission System Expansion of the Proposed Project.