

## E.2 BCD Alternative – Contents

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## E.2 BCD Alternative

The BCD Alternative has the following route options, which are described and analyzed in the sections defined below:

- BCD Alternative and BCD South Option (Draft EIR/EIS Section E.2)
- BCD Alternative and BCD South Option Revisions (Recirculated Draft EIR/Supplemental Draft EIS Section 3.3.2)
- Mitigation Measure WR-2b, a mitigation reroute that would modify the BCD Alternative Revision (Recirculated Draft EIR/Supplemental Draft EIS Section 3.3.2, as modified in the Final EIR/EIS)

### E.2.1 Description of the BCD Alternative

This alternative was developed to avoid ABDSP and also avoid the residential areas through which the existing 69 kV lines pass (along SDG&E's routes B, C, and D). Much of this route paralleled the Interstate 8 freeway, so the portions following the freeway have been consolidated into a single route (described in Section E.1 as the Interstate 8 Alternative). The BCD Alternative would replace the portion of that alternative between MP I8-39.5 to -58 (18.5 miles) with a route that is one mile longer (19.5 miles long). The BCD Alternative route is shown on Figures E.2.1-1a and E.2.1-1b.

This 500 kV alternative would diverge from the Interstate 8 Alternative southeast of Boulevard, where it would cross I-8 to the north. The route would pass one mile east of the town of Boulevard and, heading north-northwest, generally paralleling McCain Valley Road. It would pass directly adjacent to and west of the Carrizo Gorge Wilderness ACEC from MP BCD-2 through MP BCD-6 on BLM and private lands.

The route would pass within one mile and east of Lark Canyon Campground and OHV Area at MP BCD-4. At MP BCD-6.5 the route would turn northwest for 2.5 miles on BLM land, crossing Lost Valley Road and McCain Valley Road, and passing about three miles southwest of the Carrizo Overlook at MP BCD-8 before heading west through BLM land at MP BCD-9 for approximately five miles. The route would pass within two miles of the Cottonwood Campground at MP BCD-10 and cross Lost Valley Road, Manzanita Cottonwood Road, Canebrake Road, and Old Mile Road.

The route would enter the Cleveland National Forest at MP BCD-13 and head west for 6.5 miles, crossing Thing Valley Road (La Posta Truck Trail), Fred Canyon Road, and the Pacific Crest National Scenic Trail, and passing within one mile of Cibbets Flat Campground at MP BCD-17. The route would cross Kitchen Creek Road three times and Sheephead Mountain Road once before crossing Interstate 8 at MP I8-19.5.

Within the Forest, the BCD Alternative would pass through three Land Use Zones: Back Country, Back Country Non-Motorized, and Back Country Motorized Use Restricted. CNF Land Use Zones are shown in Figure E.2.1-3.

After passing through the CNF, the route would join the Interstate 8 Alternative at MP I8-58. The 19.5-mile BCD alternative would include 6.5 miles within the CNF, 11 miles on BLM land, 0.2 miles on State of California conservation land, and 1.8 miles on private lands.

There is no substation associated with the BCD Alternative. The Interstate 8 Alternative Substation would be used in conjunction with the BCD Alternative (see description in Section E.1.1).

## BCD South Option

The BCD South Option was developed to avoid impacts to tribal lands (which would be affected by the Interstate 8 Alternative) and National Forest lands (affected by the western end of the BCD Alternative). This option is shown on Figure E.2.1-2. The transmission line route would allow connection with either the I-8 Alternative (at MP I8-51) or with the Modified Route D Alternative (at MP MRD-2.5).

The BCD South Option would begin by diverging from the BCD Alternative at MP BCD-13.7 (the BCD Alternative's crossing of La Posta Truck Trail) turning southwest. It would continue for approximately 5.6 miles from the BCD Alternative near to the point of intersection with the Modified Route D Alternative route south of I-8. From the point of divergence from the BCD Alternative route, the BCD South Option would generally follow La Posta Truck Trail south, crossing La Posta Valley, just north of I-8 and then spanning I-8 and ascending the ridges south of I-8. The BCD South Option would terminate at the Modified Route D Alternative route at MP BCDS-5.6 and near Modified Route D MP MRD-2.5.

### Transmission Line Reroutes

BCD Alternative and BCD South Option Revisions. Revision of these two alternative segments was suggested by SDG&E with input from the U.S. Forest Service, as well as the CPUC and BLM, to avoid back country non-motorized land use zones on the Cleveland National Forest and to minimize disturbance and visibility on the Forest. The BCD Alternative and BCD South Option Revisions would replace part of the BCD Alternative and all of the BCD South Option. The BCD Alternative Revision would diverge from the BCD Alternative at MP BCD-9. It would head to the northwest for just over four miles and then turn and head south-southwest for two miles to where it would cross the original BCD Alternative. This is the point where the BCD South Option Revision begins. The BCD South Option Revision would roughly parallel the BCD South Option's original route for 3.8 miles, crossing Interstate 8 approximately 0.25 miles west of the original BCD South Option crossing. The revised route would remain approximately 0.5 miles west of the original BCD South Option and join the Modified Route D Alternative at MP MRD-3.6.

These reroutes are shown on revised Figures E.2.1-1a, E.2.1-1b, and E.2.1-2 of the Final EIR/EIS and Figure 3-7 of the RDEIR/SDEIS. Impact analysis for these reroutes is presented in Section 3.3.2 of the RDEIR/SDEIS.

Section 3.3.2.4 of the RDEIR/SDEIS presents an additional mitigation reroute for the BCD Alternative Revision that would shorten the alternative revision by 0.56 miles. The mitigation reroute is shown on Figure 3-7A of the RDEIR/SDEIS.

Figure E.2.1-1a. BCD Alternative (MPs BCD-0 to 9)

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Figure E.2.1-1b. BCD Alternative (MPs BCD-10 to 20.6)

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Figure E.2.1-2. BCD South Option Alternative

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Figure E.2.1-3. BCD Alternative: Cleveland National Forest Land Use Zones

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