D.11 Land Use and BLM Realty

This section describes the affected environment for Land Use and BLM Realty in Section D.11.1 and presents the relevant regulations and standards in Section D.11.2. Sections D.11.3 through D.11.5 describe the impacts of the Proposed Project and the alternatives. Section D.11.6 presents the mitigation measures and mitigation monitoring requirements, and D.11.7 lists references cited. The portions of this section that pertain to BLM Realty are retained for information only, and do not relate to the CPUC's decision-making authority.

D.11.1 Environmental Setting / Affected Environment

D.11.1.1 Regional Setting and Approach to Data Collection

The project study area is defined as the locations where work associated with the Proposed Project, as described in Section B (Description of Proposed Project), would take place. Figures D.11-1a through D.11-1k show the General Plan land uses designations in a 500-foot buffer from the centerline of all Proposed Project components. Sets of figures showing both General Plan Land Use and Zoning are found at the end of this section. They provide context regarding surrounding land uses. This buffer area is not included in the analysis of land use impacts; the analysis addresses only the project study area.

The project study area includes the cities of Banning, Beaumont, Calimesa, Colton, Grand Terrace, Loma Linda, Palm Springs, Rancho Cucamonga, Redlands, San Bernardino, and Yucaipa, and unincorporated areas of Riverside and San Bernardino Counties. In the City of Rancho Cucamonga, the Proposed Project is limited to improvements to the Mechanical Electrical Equipment Room (MEER) at Etiwanda Substation. Because this work would take place within an existing facility and would not affect land use, the City of Rancho Cucamonga is excluded from further analysis.

The Proposed Project begins in the urbanized areas of Grand Terrace and Loma Linda on the west and ends near the City of Palm Springs on the east. The project study area transects urban and suburban areas, canyons, low desert areas, and portions of the reservation trust land (the reservation) of the Morongo Band of Mission Indians (Morongo). See Figure B-2a through Figure B-7a, in Section B, Description of the Proposed Project. Except for a 3-mile section of Segment 5, the project's 220 kV transmission lines would be located within the existing WOD corridor. In addition to housing electric transmission infrastructure, the project corridor includes trails and open space (see Section D.15, Recreation) and some areas of agricultural/nursery use. The project study area passes through drainages, roadways, parks, a portion of a landfill property, and an aggregate (sand and gravel) operation. Land uses near the project study area include residences, commercial businesses, agriculture, schools and fire stations, landfill operations, and the Banning Municipal Airport.

Two federal agencies have jurisdiction over segments of the Proposed Project: Bureau of Land Management (BLM), in portions of Segment 6, and the Bureau of Indian Affairs (BIA), in portions of Segments 4 and 5. The location of this project is within BLM-designated Corridor K and contingent Corridor S of the California Desert Conservation Area Plan, so a plan amendment would not be required. If this project is approved, then the BLM-managed portions of the three sections of BLM-managed land in contingent Corridor S that are a part of this project will be designated as an active corridor.

As noted in Section A, the CPUC has jurisdiction over the siting and design of the Proposed Project because the CPUC regulates and authorizes the construction of investor-owned public utility (IOU) facilities. These projects are exempt from local land use and zoning regulations and permitting; however

CPUC General Order (GO) No. 131-D, Section III.C requires that "the utility to communicate with, and obtain the input of, local authorities regarding land-use matters and obtain any nondiscretionary local permits." Therefore local and State land use plans are discussed as part of this analysis.

Existing land use information is based on General Plans and review of aerial photographs and is depicted in Figures D.11-1a through D.11-1k. Zoning designations are based on adopted zoning maps for the relevant jurisdictions. Zoning is shown on Figures D.11-2a through D.11-2k. The Proposed Project overlaps with two adopted Habitat Conservation Plans (HCPs): the Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) and the Coachella Valley Multiple Species Habitat Conservation Plan (CV-MSHCP). See Section D.4 (Biological Resources – Vegetation) and Section D.5 (Biological Resources – Wildlife) for more information on these HCPs.

D.11.1.2 Environmental Setting by Segment

Table D.11-1 shows general plan land use designations by Proposed Project component, and Table D.11-2 shows general plan land uses by jurisdiction.

Table D.11-1. General Plan Land Use Designations by Proposed Project Component (acres)

Project Component	Agricultural	Commercial	Industrial	Office	Open Space	Public Facilities	Residential	Specific Plan	Transportation	Total
Transmission	71.3	77.8	339.2	5.3	1,282.8	22.9	513.4	287.3	5.1	2,605.1
Subtransmission	0.0	71.6	39.2	6.5	5.2	1.3	19.1	1.9	2.7	147.5
Telecommunications	0.0	4.5	0.0	1.5	91.7	220.6	170.7	0.6	0.0	489.6
Access roads	11.1	2.1	6.9	0.7	124.1	1.6	26.7	34.9	0.1	208.2
Distribution	0.0	15.8	0.0	1.0	1.0	0.5	15.3	12.6	2.3	48.4
Staging yards	0.0	3.7	~~0.0~~ 21.0	42.9	0.0	19.6	49.0	0.0	0.0	136.2 ~~115.2~~
TOTAL	82.4	175.5	406.4 ~~385.4~~	57.8	1,504.7	266.5	794.2	337.3	10.2	3,632.0 ~~3,611.0~~

Table D.11-2. General Plan Land Uses for the Proposed Project by Jurisdiction (acres)

Jurisdiction	Agricultural	Commercial	Industrial	Office	Open Space	Public Facilities	Residential	Specific Plan	Transportation	Total
Banning	81.6	7.6	57.2 ~~36.2~~	44.4	152.3	4.6	155.3	0.0	0.0	503.0 ~~482.0~~
Beaumont	0.0	9.3	0.0	0.0	123.4	0.0	115.9	0.6	0.0	249.3
Calimesa	0.0	7.6	0.0	0.0	0.0	0.0	20.2	111.3	0.0	139.1
Colton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.3	0.0	71.3
Grand Terrace	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.9
Loma Linda	0.0	7.9	1.6	9.6	141.9	0.0	15.7	153.9	3.8	334.4
Palm Springs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rancho Cucamonga	0.0	0.0	12.7[1]	0.0	0.0	0.0	0.0	0.0	0.0	12.7
Redlands	0.8	55.6	2.1	0.0	133.4	14.9	0.0	0.0	0.0	206.7
San Bernardino	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.1
~~Yucaipa~~	~~0.0~~	~~0.0~~	~~0.0~~	~~0.0~~	~~0.0~~	~~0.0~~	~~1.9~~[2]	~~0.0~~	~~0.0~~	~~1.9~~
County of Riverside	0.0	20.4	307.1	0.0	937.0	245.3	424.8	0.2	3.1	1,937.9

Table D.11-2. General Plan Land Uses for the Proposed Project by Jurisdiction (acres)

Jurisdiction	Agricultural	Commercial	Industrial	Office	Open Space	Public Facilities	Residential	Specific Plan	Transportation	Total
County of San Bernardino	0.0	67.2	38.4	3.8	16.7	1.8	53.3	0.0	3.3	184.5
TOTAL	82.4	175.5	406.4 ~~385.4~~	57.8	1,504.7	266.5	792.3 ~~794.2~~	337.3	10.2	3,611.0

1 - Acreage of Etiwanda Substation
~~2 - Acreage of Tennessee Substation~~

D.11.1.2.1 Segment 1: San Bernardino

Segment 1 is shown on Figure D.11-1a. This segment includes San Bernardino Substation, the 220 kV transmission lines, the San Bernardino–Redlands-Timoteo 66 kV Subtransmission Line, the San Bernardino–Redlands-Tennessee 66 kV Subtransmission Line, distribution lines, telecommunications lines, access roads, and the Mountain View 1 and Lugonia staging yards. This segment is entirely within San Bernardino County, within unincorporated portions of the County and the Cities of Redlands and Loma Linda.

In addition to existing transmission infrastructure, Segment 1 currently consists of commercial, industrial, office, and residential uses. The proposed Mountain View 1 staging yard is currently a vacant lot, and the Lugonia staging yard is being used as a staging area for a pipeline project. South of Redlands Boulevard there is a trail within the project corridor that was developed by the City of Loma Linda. San Bernardino International and Redlands Municipal Airports are approximately 1 mile north and 5 miles east, respectively, of the Proposed Project corridor.

General Plan. Within the City of Redlands Segment 1 of the Proposed Project corridor includes the following General Plan classifications: commercial, industrial, public facilities, and open space. The City of Loma Linda General Plan land use classifications include: office, commercial, specific plan, industrial, transportation, open space, and residential. The City of Loma Linda's mission Road Special Planning Area designates residential use within the project corridor. The County of San Bernardino's General Plan designates commercial and residential areas within the project corridor. The Mountain View 1 staging yard is designated as residential in the City of San Bernardino General Plan, and the Lugonia staging yard is designated for commercial use in the City of Redlands General Plan.

Zoning. Within the City of Redlands the project corridor is zoned for commercial, residential, public facilities, and industrial use. Within the City of Redland's East Valley Corridor Specific Plan, the project corridor is zoned for commercial use. Within the City of Loma Linda, the project corridor is zoned for open space, residential, office, industrial, public facility, and commercial use. Within the City of Loma Linda's Mission Road Special Planning Area, the project study area is zoned for residential use. Segment 1 zoning within the County of San Bernardino includes open space and residential. The Mountain View 1 staging yard is zoned by the City of San Bernardino for public facilities. The Lugonia staging yard is part of the City of Redlands's East Valley Corridor Specific Plan and is zoned Commercial. Figure D.11-2a shows zoning designations in Segment 1.

D.11.1.2.2 Segment 2: Colton and Loma Linda

Segment 2, shown on Figure D.11-1b, includes Vista Substation, the 220 kV transmission lines, telecommunications lines, access roads, and the Grand Terrace staging yard. Segment 2 is in San Bernardino County and passes through the cities of Grand Terrace, Colton, and Loma Linda. Currently, Segment 2 consists primarily of residential and open space uses. The Grand Terrace staging yard is currently a vacant lot, but it is part of an existing SCE utility corridor.

General Plan. Various plans cover Segment 2. The portion of Segment 2 under the City of Colton's Reche Canyon Specific Plan designates its area as residential and open space. The City of Grand Terrace General Plan designates its portion of Segment 2 for residential use. The portion of Segment 2 under the City of Loma Linda's General Plan is designated as open space and residential, and the County of San Bernardino General Plan designates its portions as commercial and residential. The City of Grand Terrace General Plan designates the Grand Terrace staging yard as residential.

Zoning. The City of Colton's Reche Canyon Specific Plan zones a portion of Segment 2 as residential and open space. In the City of Grand Terrace, zoning classifications within the Proposed Project corridor are residential, industrial, transportation, and public facilities. City of Loma Linda zoning classifications are open space and residential. San Bernardino County zoning classifications are open space and residential. A portion of San Bernardino County is zoned for rural residential use under a Specific Plan. The City of Grand Terrace classifies the Grand Terrace staging yard as a residential zone. Figure D.11-2b shows zoning designations in Segment 2.

D.11.1.2.3 Segment 3: San Timoteo Canyon

Segment 3, shown on Figures D.11-1b through D.11-1d, includes El Casco Substation, the 220 kV transmission lines, telecommunications lines, access roads, and the Poultry and San Timoteo staging yards. Segment 3 passes through the City of Redlands. About half of Segment 3 is in San Bernardino County and half is in Riverside County. Existing land uses in this segment are primarily agricultural and open space. The Poultry and San Timoteo staging yards are both currently vacant lots.

General Plan. The County of San Bernardino General Plan classifies a portion of Segment 3 as open space. The areas of Segment 3 covered by the City of Redlands General Plan are classified as agriculture, open space, and public facility. The County of Riverside General Plan classifies the segment as open space, commercial, and residential; the Poultry and San Timoteo staging yards are designated for residential use.

Zoning. The County of San Bernardino zones a portion of Segment 3 as open space/parks/recreation. Within the City of Redlands, the segment is zoned for agriculture. County of Riverside zoning classifications for the segment are controlled development area and agricultural. The Poultry and San Timoteo staging yards are zoned controlled development area by the County of Riverside. Figure D.11-2b, through Figure D.11-2d show zoning designations in Segment 3.

D.11.1.2.4 Segment 4: Beaumont and Banning

Segment 4, shown on Figures D.11-1d through Figure D.11-1h, includes the 220 kV transmission lines, telecommunications lines (including telecommunications work at Maraschino Substation), access roads, and the Beaumont 1 and Beaumont 2 staging yards. Segment 4 passes through the cities of Calimesa, Beaumont, and Banning and through the Morongo reservation. The entire segment is within Riverside County.

General Plan. The City of Calimesa's General Plan classifies Segment 4 as residential and commercial, and Calimesa's Summerwind Ranch Specific Plan designates a portion of Segment 4 as residential and open space. The City of Beaumont classifies Segment 4 as open space, residential, and commercial. The City of Banning General Plan classifies areas of Segment 4 as open space, commercial, and residential. The County of Riverside General Plan designates a section of Segment 4 as agriculture. The Beaumont 1 staging yard is designated industrial and commercial by the City of Beaumont, and the Beaumont 2 staging yard is designated commercial.

Zoning. The City of Calimesa zones a portion of Segment 4 as residential, and Calimesa's Summerwind Ranch Specific Plan zones a portion as residential and open space. The City of Beaumont zones sections as residential, open space, commercial, and industrial. The City of Banning zones portions of Segment 4 as open space, commercial, agriculture, public facilities, and residential. The County of Riverside zoning includes controlled development area and public facilities. Both the Beaumont 1 and Beaumont 2 staging yards are zoned as commercial by the City of Beaumont. Zoning designations in Segment 4 are shown in Figures D.11-2d through D.11-2h.

D.11.1.2.5 Segment 5: Morongo Tribal Lands and Surrounding Areas

General Plan Land Use for Segment 5 is shown in Figures D.11-1g through D.11-1i. Segment 5 includes the 220 kV transmission lines, telecommunications lines (including telecommunications work at Banning Substation), access roads, and the Hathaway 1 and Hathaway 2 staging yards. Segment 5 passes through the City of Banning and the Morongo reservation within the County of Riverside. Residential and open space are the dominant existing land uses. Banning Municipal Airport is approximately 2 miles south of Segment 5. Both the Hathaway 1 and Hathaway 2 staging yards are currently vacant lots. The Matich staging yard is not shown on Figure D.11-1g but would be located northwest of Hathaway 1. The Hathaway 1 area was previously disturbed and contains concrete and fencing; the Hathaway 2 lot is undeveloped. The Matich yard was previously disturbed and contains concrete.

General Plan. The City of Banning General Plan classifies Segment 5 as open space, public facility, residential, industrial, and agricultural. A portion of this segment is in both the City of Banning and the Morongo reservation; this portion is designated residential, open space, commercial, office, and public facility. Another section that is within only the Morongo reservation General Plan area is designated as industrial, residential, open space, commercial, office, and public facility. The County of Riverside designates sections of Segment 5 as transportation, commercial, residential, industrial, and open space. The Hathaway 1 and Hathaway 2 staging yards are designated as office by the City of Banning General Plan. The Matich staging yard is designated as Industrial – Mineral Resources by the City of Banning General Plan.

Zoning. The City of Banning zones portions of Segment 5 as open space, residential, industrial, and commercial. A portion of this segment is in both the County of Riverside and the Morongo reservation; this portion is zoned residential, open space, commercial, and controlled development area. Other areas of Riverside County zoning include commercial, residential, and controlled development area. The Hathaway 1 and Hathaway 2 staging yards are zoned by the City of Banning as commercial. The Matich staging yard is zoned as industrial by the City of Banning. Zoning designations in Segment 5 are shown in Figures D.11-2g through D.11-2i.

D.11.1.2.6 Segment 6: Whitewater and Devers

Segment 6 is shown in Figures D.11-1j and D.11-1k. The segment includes Devers Substation, the 220 kV transmission lines, telecommunications lines, access roads, and the Devers staging yard. Segment 6 passes through the City of Palm Springs, the County of Riverside, and on BLM lands; the entire segment is in Riverside County. Existing land uses are primarily residential and open space. The Devers staging yard is currently being used as a staging area for an electrical project.

General Plan. The City of Palm Springs General Plan designates a portion of Segment 6 as public facility. The County of Riverside General Plan designates residential, open space, and public facility uses. BLM designates a section of Segment 6 as open space. The Devers staging yard is designated as public facility by the County of Riverside.

Zoning. The City of Palm Springs zones a portion of Segment 6 as industrial. The County of Riverside zones portions of the segment as residential, controlled development area, and industrial. BLM areas within Segment 6 are zoned residential and controlled development area. The Devers staging yard is zoned industrial by the County of Riverside. Segment 6 zoning designations are shown in Figure D.11-2j and Figure D.11-2k.

D.11.1.3 Environmental Setting for Connected Actions

The study area for land use and BLM lands is the locations of the connected actions described in Section B.7.2, as well as the land uses adjacent to the connected actions. Where applicable, land use setting information already provided in Section D.11.1.2 is briefly summarized below with references to the specific sections. Additional setting information has been provided for areas not already covered under the setting discussion in D.11.1.2.

Desert Center Area. Projects in the Desert Center area would include the approximately ~~1,960~~4,000-acre Palen Solar Power Project and the 1,208-acre Desert Harvest Project, both of which are located on BLM-administered land, and approximately 2,400 acres for two other solar PV developments at unspecified locations. This region of the Colorado Desert is a relatively flat area known as the Chuckwalla Valley. It is generally undeveloped with the exception of high-voltage transmission lines that cross the area (CEC, 2013). Within the area, populated locations include the unincorporated town of Desert Center, the Lake Tamarisk Park development, and Eagle Mountain Village. The nearest incorporated population centers are outside of the area, and include Coachella, Indio, and Blythe in Riverside County, and Twentynine Palms in San Bernardino County.

As discussed in Section B.7.2.1, two known projects in the Desert Center Area are considered connected actions to the Proposed Project: the Desert Harvest Solar Project and the Palen Solar Power Project. In addition to the communities at and near Desert Center, area development includes the now operational 550 MW Desert Sunlight Solar Farm. The Desert Harvest Solar Project would be located chiefly on BLM land; therefore, the BLM's CDCA MUC designations and plan elements would apply. Other existing land uses in the vicinity of the solar facility include a number of easements, ROWs, and claims related to utility corridors, transmission lines, telephone lines, pipelines, railroads, roads, water transmission facilities, and mining claims (BLM, 2012).

The Palen project site is 0.25 miles north of I-10 and 10 miles east of Desert Center, approximately halfway between the Cities of Indio and Blythe, in Riverside County, California. The site is on BLM lands within a BLM-designated Solar Energy Zone (SEZ); therefore, the BLM's CDCA MUC designations and plan elements would apply, along with the guidelines applicable to the SEZ. The land surrounding the site is undeveloped BLM land.

Blythe Area. The 3 connected solar PV projects in the Blythe area would cover approximately 4,200 acres. The area overall is bounded by the Big Maria Mountains on the northwest, the McCoy Mountains on the west, the Mule Mountains on the southwest, and the Colorado River on the east. The mountain ranges trend northwest to southeast, creating a natural barrier between the Colorado River and the greater Colorado Desert. Land uses in the Blythe area include private undeveloped and agricultural lands as well as BLM-administered lands in eastern Riverside County. Other land uses in this area includes residences, the Blythe Airport, the Blythe Generating Plant, electrical transmission lines, and commercial businesses. The City of Blythe is in the eastern portion of the area, surrounded by agriculture. Depending on the locations of the solar projects, the individual sites could be under the jurisdiction of Riverside County and/or BLM and the plans, policies, and land use designations of the applicable BLM or County plans would apply.

D.11.2 Applicable Regulations, Plans, and Standards

D.11.2.1 Federal

Federal Land Policy Management Act

The Federal Land Policy Management Act of 1976 (FLPMA) is administered by the BLM with the goals of preserving and promoting multiple use principles for federal public lands. FLPMA requires federal management agencies to coordinate with other federal agencies, states, and local governments regarding land use planning and management (Title 43, United States Code Annotated Section 1712[c][9]).

Federal Aviation Regulations

The Federal Aviation Administration's (FAA) Federal Aviation Regulations (Title 14 Part 77) include restrictions on structures taller than 200 feet or within 20,000 feet of an airport. The Proposed Project is approximately 1 mile from the San Bernardino International Airport and 0.6 miles from the Banning Municipal Airport. Federal Aviation Regulations include standards intended to: (1) evaluate the effects of construction or alteration of structure on airport operating procedures; (2) evaluate potential hazards to air navigation; and (3) identify measures to enhance safety. The FAA requires filing of FAA form 7460-1 (Notice of Proposed Construction or Alteration) when requested by the FAA or if any of the following criteria are met for any construction or alteration:

- More than 200 feet high
- Greater height than an imaginary surface extending outward and upward at one of the following slopes:
  - 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport with at least one runway more than 3,200 feet in actual length, excluding heliports.
  - 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified with its longest runway no more than 3,200 feet in actual length, excluding helicopters.
  - 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport.
- Any highway, railroad, or other traverse way whose prescribed adjusted height would exceed the standards presented above
- Any construction or alteration located on a public use airport or heliport regardless of height or location.

Bureau of Land Management

BLM has jurisdiction over rights-of-way on federal public lands in the project study area, and will publish a Final EIS for the West of Devers Upgrade Project in 2016. SCE has submitted an application to BLM to amend its existing right-of-way authorization. BLM will make a determination regarding consistency with its land use and management plans: South Coast Resource Management Plan (1994), Draft South Coast Regional Management Plan and Environmental Impact Statement (2011), and the California Desert Conservation Area Plan of the BLM's California Palm Springs–South Coast Field Office.

BLM South Coast Resource Management Plan

The existing and Draft South Coast Resource Management plans require that new utility rights-of-way on BLM land be avoided if feasible, especially in recreational areas. BLM lands in the project study area

occur on or near Segments 5 and 6, as shown in Figure D.15-1j and Figure D.15-1k, found in Section D.15 Recreation. The Draft South Coast Resource Management Plan indicates that pre-existing permits, leases, and rights-of-way would be protected.

BLM California Desert Conservation Area Plan

The California Desert Conservation Area (CDCA) was established as part of the passage of FLPMA in 1976. The CDCA covers 12,000,000 acres of BLM-administered public lands. There are five recovery units in the CDCA: upper Virginia River, Eastern Mojave, Northwestern Mojave, Western Mojave, and Colorado Desert. The eastern section of the Proposed Project is within the Colorado Desert recovery unit.

The CDCA prioritizes preservation of threatened and endangered species, including desert tortoise, and designates Desert Wildlife Management Areas (DWMAs), but the project area is not within a DWMA.

The CDCA includes designation of lands in four Multiple Use Classes (MUC; BLM, 2015), as defined below. The Proposed Project does not fall into any of these Classes.

- Class C (controlled use): About 4 million acres including 69 wilderness areas totaling 3,667,020 acres. These lands are to be preserved in a natural state and access is generally limited to non-motorized, non-mechanized means (i.e., by foot or horseback).
- Class L (limited use): About 4 million acres that are managed to protect sensitive, natural, scenic, ecological, and cultural resource values. They provide for generally lower-intensity, carefully controlled multiple uses that do not significantly diminish resource values.
- Class M (moderate use): About 1.5 million acres managed in a controlled balance between higher intensity use and protection. A wide variety of uses, such as mining, livestock grazing, recreation, energy, and utility development are allowed. Any damage caused by permitted uses must be mitigated.
- Class I (intensive use): About 500,000 acres are managed for concentrated use to meet human needs. Reasonable protection is provided for sensitive natural values, and mitigation of impacts and rehabilitation of impacted areas will occur when possible.

D.11.2.2 State

California Public Utilities Commission

The CPUC is charged with the regulation of certain investor-owned public utilities within the State of California, including electric transmission facilities. The CPUC is the Lead Agency for CEQA review of the Proposed Project and has authority for project approval. The CPUC will ensure that the Proposed Project complies with local regulations to the greatest degree feasible to minimize project conflicts with local conditions, in accordance with General Order 131-D.

D.11.2.3 Local

The California Public Utilities Commission (CPUC) regulates and authorizes the construction of investor-owned utility facilities and has jurisdiction over the siting and design of the Proposed Project. Although these projects are exempt from local land use and zoning regulations and permitting, CPUC's General Order No. 131-D, Section III.C requires that the utility "communicate with, and obtain the input of, local authorities regarding land-use matters and obtain any nondiscretionary local permits." Appendix 9 (Policy Screening Report) identifies county and city plans and policies regarding land use and resources of concern to planners. The Appendix indicates policies that are potentially applicable to the Proposed

Project and whether the project would be consistent with the plan or policy. These policies are numerous and are not repeated here.

Morongo Indian reservation

The Proposed Project would pass through approximately 8 miles of the tribal trust lands that are part of the Morongo Indian reservation east of the City of Banning. Five of the 8 miles would use the existing transmission corridor that SCE has used since 1945 and has subsequently expanded. Three miles would be in a new corridor between Malki Road and the western boundary of the reservation. Use of the Morongo reservation's trust lands is subject to approval by the Morongo Band's General Membership, which includes all enrolled adult voting members. With limited exceptions, the Morongo Band does not release its internal laws to the public. The 2011 Morongo Band Indian reservation General Plan Land Use Element designates six land use categories throughout the reservation: commercial, culturally sensitive, industrial, mixed-use, open space, and residential. The existing SCE ROW is near the center of the Central Morongo Community Area. The Proposed Project would pass through the same land use designations, but would be farther south of the Central Morongo Community Area.

In November 2012, the Morongo Band's General Membership consented to the Bureau of Indian Affairs' grants to SCE of the rights-of-way and easements necessary for SCE to continue operating its existing 220 kV facilities on the Morongo reservation and to replace and upgrade those facilities with the Proposed Project. The Morongo Band's approval of these grants of rights-of-way and easements includes relocating approximately 3 miles of the existing corridor west of Malki Road into a new corridor.

City of Banning Airport Land Use Plan

The Banning Municipal Airport is identified as a general aviation utility airport in the 2007 Banning Municipal Airport Master Plan Update. The airport serves as a base for local pilots and hosts recreational flying, flight training, and emergency/medical transport. The Proposed Project would not pass through airport property or the runway protection zone. However, a portion is located in the FAR Part 77 Conical Surface Limits area of the Banning Municipal Airport Master Plan Update.

D.11.3 Environmental Impacts of the Proposed Project

D.11.3.1 Approach to Impact Assessment

This analysis is based largely on assessment of land use plans and policies in the Proposed Project area. There are no specific metrics for analysis of land use impacts.

D.11.3.1.1 Applicant Proposed Measures

SCE proposed no Applicant Proposed Measures (APMs) related to land use, and no APMs relevant to other issue areas are addressed in this section.

D.11.3.2 CEQA Significance Criteria

The significance criteria listed below are based on the Environmental Checklist form in Appendix G of the CEQA guidelines. They are used to determine whether the project and its alternatives would result in significant impacts related to land use as defined by CEQA. According to the CEQA Checklist, a project would cause a potentially significant impact if it would:

- Physically divide an established community;
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Proposed Project would generally occur within an existing utility corridor and new areas of corridor would be in undeveloped areas and would not physically divide an existing community. Therefore, the first significance threshold in the CEQA checklist is not analyzed further in this EIR. Potential conflicts with applicable habitat conservation plans or natural community conservation plans are addressed in Section D.4 (Biological Resources – Vegetation) and Section D.5 (Biological Resources – Wildlife) and are not considered further in this section.

The CEQA Checklist also lists an additional consideration:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;

As noted in Section D.11.2.2 above, the CPUC has responsibility for and jurisdiction over transmission line siting and approval, superseding local jurisdictions, which do not have jurisdiction. Therefore, this criterion would now apply. However, conflicts or inconsistencies with local jurisdictions are given consideration by the CPUC during its review process. To that end, Appendix 9 provides an evaluation of local plans and policies relative to the Proposed Project and identifies where they are consistent and where there may be an inconsistency. Appendix 9 (Policy Screening Report) provides a detailed a review of project consistency with local land use plans and policies.

For the purposes of this Land Use analysis, land use impacts may be significant if the Proposed Project would:

- Directly or indirectly disrupt an established or recently approved land use.

D.11.3.3 Impacts and Mitigation Measures

Impact LU-1: Project would disrupt an established or recently approved land use

Because construction and operation of the Proposed Project would occur largely within an existing utility corridor, the severity of environmental impacts related to established land uses would be much less than would occur from establishment of a new corridor. The existing WOD corridor traverses a wide range of uses, including but not limited to residential, commercial, agricultural, recreation, and open space land uses.

All substation-related work would take place within existing substation walls or fence lines. Existing structures and existing conductor would be removed and replaced within the existing ROW, except for an approximately 3-mile portion of Segment 5 on the Morongo reservation. Construction activities would involve the use of one or more of the possible temporary staging yards listed in Table B-5 (Potential Staging Yard Locations) and shown in Figure B-16 (Proposed Staging Yard Locations). Staging yards would cover 3 to 20 acres and would be restored to pre-construction conditions (or other conditions agreed to by the landowner) after construction is completed.

Proposed Project construction would affect established recreational and agricultural land uses in several areas of the project corridor. The City of Beaumont uses a portion of the corridor for public recreation; the County of Riverside uses the existing ROW access roads as part of its trail network; and the City of Loma Linda has incorporated a trail within the corridor south of Redlands Boulevard. Access to these recreation areas would be temporarily restricted during construction. See Section D.15 (Recreation) for more detail on potential recreation impacts. Impacts to existing agricultural uses are addressed in Section D.6 (Agriculture). Potential impacts on existing public services near the project study area are assessed in Section D.17 (Utilities and Public Services).

In addition to temporarily eliminating some recreational and agricultural land uses in the project corridor, construction of the Proposed Project would have adverse effects on existing land uses through increasing the amount of activity along SCE's ROW and creating temporary nuisance impacts (e.g., noise, traffic, visual impacts). These impacts would be reduced by the implementation of Mitigation Measure LU-1a (Prepare construction notification plan). In addition, mitigation measures identified below for other specific resource topics would help reduce this impact.

Operation of the Proposed Project would generally be controlled remotely, but would include some continued on-site work as necessary. Most regular operation and maintenance activities would be performed from existing access roads, although some repairs could occur in undisturbed areas. Ongoing effects on existing land uses during operations and maintenance would be temporary and would involve very minimal disruption.

Mitigation Measure for Impact LU-1: Project would disrupt an established or recently approved land use

LU-1a **Prepare construction notification plan.** Sixty days prior to construction, SCE shall prepare and submit a Construction Notification Plan to the CPUC and BLM for approval. The Plan shall identify the procedures to ensure that SCE will inform property and business owners of the location and duration of construction, identify approvals that are needed prior to posting or publication of construction notices, and include template copies of public notices and advertisements (i.e., formatted text). The details of notification, as described below, may be modified in consultation with CPUC and BLM as warranted by circumstances. To ensure effective notification of construction activities, the plan shall address at a minimum the following components:

Public notice mailer. No less than 15 days prior to construction that would affect property access, a public notice mailer shall be distributed. The notice shall identify construction activities that would restrict, block, or require a detour to access existing residential properties, retail and commercial businesses, wilderness and recreation facilities, and public facilities (e.g., schools and memorial parks). The notice shall state the type of construction activities that will be conducted, and the location and duration of construction. SCE shall mail the notice to all residents or property owners within 300 feet of the right-of-way and to specific public agencies with facilities that could be impacted by construction. If construction delays of more than seven days occur, ~~an additional notice shall be prepared and distributed~~SCE shall notify residents or property owners of the delay and provide an estimated of when construction would occur.

Newspaper advertisements. Fifteen days prior to construction, within a route segment a newspaper advertisement shall be placed in local newspapers and bulletins of general circulation in the area. The advertisement shall state when and where construction will occur and provide information on the public liaison person and hotline identified below. If construction is delayed as noted above, an additional round of newspaper ads shall be placed to discuss the status and schedule of construction.

Public venue notices. Thirty days prior to construction, notice of construction shall be posted at public venues such as trail crossings, rest stops, desert centers, resource management offices (e.g., Bureau of Land Management field offices, San Bernardino National Forest Ranger Station), and other public venues to inform residents and visitors of the purpose and schedule of construction activities. For public trail closures, SCE shall post information regarding the closure and any related trail detour at applicable resource management offices and post the notice within 2 miles north and south of any such point of trail closure and detour. For

recreation facilities, the notice shall be posted along the access routes to known recreational destinations that would be restricted, blocked, or detoured and shall provide information on alternative recreation areas that may be used during the closure of these facilities.

Public liaison person and toll-free information hotline. SCE shall identify and provide a public liaison person before and during construction to respond to concerns of neighboring property owners about noise, dust, and other construction disturbance. Procedures for reaching the public liaison officer via telephone or in person shall be included in notices distributed to the public. SCE shall also establish a toll-free telephone number for receiving questions or complaints during construction and shall develop procedures for responding to callers. Procedures for handling and responding to calls shall be addressed in the Construction Notification Plan. SCE shall provide CPUC and BLM an itemized monthly summary of complaints and inquiries received and their resolution. This shall include the name and telephone number of the caller, if provided, and the location and resolution of the complaint or inquiry.

The full text of the following mitigation measures is found in the sections noted in parentheses.

- AG-3a: Establish agreement and coordinate construction activities with agricultural landowners (Section D.2.3.3, Agriculture)
- N-1a: Implement best management practices for construction noise (Section D.13.3.3, Noise)
- N-1b: Implement a helicopter noise control strategy (Section D.13.3.3, Noise)
- R-1a: Coordinate construction schedule and activities with the authorized officer for the recreation area (Section D.15.3.3, Recreation)
- R-1b: Coordinate with local agencies to identify alternative recreation areas (Section D.15.3.3, Recreation)
- T-1b: Prepare Traffic Control Plans (Section D.16.3.3, Transportation and Traffic)
- T-1c: Restrict lane closures (Section D.16.3.3, Transportation and Traffic)
- T-1d: Minimize disruption of bus and transit service (Section D.16.3.3, Transportation and Traffic)
- T-1e: Ensure pedestrian and bicycle circulation and safety (Section D.16.3.3, Transportation and Traffic)
- T-1f: Provide access to property (Section D.16.3.3, Transportation and Traffic)
- T-3a: Avoid conflicts with planned transportation improvements (Section D.16.3.3, Transportation and Traffic)
- T-6a: Notify public of short-term elimination of public parking spaces (Section D.16.3.3, Transportation and Traffic)
- T-7a: Prepare and implement a helicopter use plan (Section D.16.3.3, Transportation and Traffic)
- VR-1a: Screen construction activities from view (Section D.13.3.3, Noise)
- VR-2a: Minimize vegetation removal and ground disturbance (Section D.18.3.3, Visual Resources)
- VR-3a: Reduce color contrast of retaining walls and land scars. (Section D.18.3.3, Visual Resources)
- VR-4a: Minimize in-line views of retaining walls and land scars (Section D.18.3.3, Visual Resources)
- VR-5a: Prohibit construction marking of natural features (Section D.18.3.3, Visual Resources)
- VR-7a: Minimize night lighting at project facilities (Section D.18.3.3, Visual Resources)
- VR-9a: Minimize visual contrast in project design (Section D.18.3.3, Visual Resources)
- VR-10a: Treat structure surfaces (Section D.18.3.3, Visual Resources)

D.11.3.4 Environmental Impacts for Connected Actions

Impact LU-1: Project would disrupt an established or recently approved land use

Project activities associated with the connected actions would affect land uses and BLM lands in the Desert Center and Blythe areas. Undeveloped desert land is the dominant characteristic of land uses surrounding the projects. However, other existing land uses occur, including rural residences, agricultural production, recreational resources, and mineral production. Construction activities would have adverse effects on existing land uses, particularly occupied land uses, by increasing the level of activity and creating temporary impacts (e.g., noise, traffic, visual impacts). These impacts would be reduced by the implementation of Mitigation Measure LU-1a (Prepare construction notification plan). In addition, as applicable, mitigation measures identified above for the Proposed Project would help reduce this impact.

Routine operation and maintenance activities would be performed within a project site. Ongoing effects on existing land uses during operations and maintenance would be temporary and would involve minimal disruption.

D.11.3.5 CEQA Significance Determination for Proposed Project and Connected Actions

Impact LU-1: Project would disrupt an established or recently approved land use (Class II)

Construction of the Proposed Project would temporarily disrupt some existing land uses, including recreation and agriculture, and would cause temporary nuisance impacts related to traffic, noise, and aesthetics. With implementation of Mitigation Measure LU-1a (Prepare construction notification plan) and the mitigation measures identified above for agriculture, noise, recreation, transportation & traffic, and visual resources, this impact would be less than significant (Class II).

Construction and operation of the connected solar projects could temporarily disrupt some existing land uses, including recreation and agriculture, and would cause temporary impacts related to traffic, noise, and aesthetics. With implementation of Mitigation Measure LU-1a (Prepare construction notification plan) and the mitigation measures identified above, this impact would be less than significant (Class II).

D.11.4 Environmental Impacts of Project Alternatives

Three alternatives are considered in this section; all of these alternatives would be located within the existing WOD ROW. The No Project Alternative is evaluated in Section D.11.5. Alternatives are described in detail in Appendix 5 (Alternatives Screening Report) and are summarized in Section C.

Land use and BLM realty within the ROW are described by segment in Section D.11.1.2 above; the description of the environmental setting would apply equally to the alternatives.

D.11.4.1 Tower Relocation Alternative

The Tower Relocation Alternative would locate certain transmission structures in Segments 4, 5, and 6 farther from existing homes than would be the case under the Proposed Project.

One impact related to land use and BLM realty was identified for the Proposed Project. This impact also would apply to the Tower Relocation Alternative, which overall would be the same as the Proposed Project, with the exception of the relocated transmission towers that are described above and in Appendix 5.

Impact LU-1: Project would disrupt an established or recently approved land use

In general, the relocated towers would be moved approximately 50 feet farther from the southern edge of the ROW. The minor adjustment to the location of these towers would not lead to a more extensive or more severe disruption to an established or recently approved land use compared to the Proposed Project. The same as for the Proposed Project, this alternative would disrupt established recreational and agricultural land uses in several areas of the project corridor.

The City of Beaumont uses a portion of the corridor for public recreation. The County of Riverside and the City of Loma Linda have incorporated trails within the corridor. Access to these recreation areas would be temporarily restricted during construction. A small amount of agriculture would be adversely affected by construction of this alternative. Adverse effects to existing agricultural uses are addressed in Section D.2 (Agriculture). In addition to temporarily eliminating some recreational and agricultural land uses in the project corridor, construction of this alternative would have adverse effects on existing land uses through the creation of temporary nuisance (e.g., noise, traffic, visual impacts). These adverse effects would be reduced through implementation of the mitigation measures listed below. The full text of all mitigation measures referenced is found in the sections noted in parentheses.

- LU-1a: Prepare construction notification plan (Section D.11.3.3)
- AG-3a: Establish agreement and coordinate construction activities with agricultural landowners (Section D.2.3.3, Agriculture)
- N-1a: Implement best management practices for construction noise (Section D.13.3.3, Noise)
- N-1b: Implement a helicopter noise control strategy (Section D.13.3.3, Noise)
- R-1a: Coordinate construction schedule and activities with the authorized officer for the recreation area (Section D.15.3.3, Recreation)
- R-1b: Coordinate with local agencies to identify alternative recreation areas (Section D.15.3.3, Recreation)
- T-1b: Prepare Traffic Control Plans (Section D.16.3.3, Transportation and Traffic)
- T-1c: Restrict lane closures (Section D.16.3.3, Transportation and Traffic)
- T-1d: Minimize disruption of bus and transit service (Section D.16.3.3, Transportation and Traffic)
- T-1e: Ensure pedestrian and bicycle circulation and safety (Section D.16.3.3, Transportation and Traffic)
- T-1f: Provide access to property (Section D.16.3.3, Transportation and Traffic)
- T-3a: Avoid conflicts with planned transportation improvements (Section D.16.3.3, Transportation and Traffic)
- T-6a: Notify public of short-term elimination of public parking spaces (Section D.16.3.3, Transportation and Traffic)
- T-7a: Prepare and implement a helicopter use plan (Section D.16.3.3, Transportation and Traffic)
- VR-1a: Screen construction activities from view (Section D.13.3.3, Noise)
- VR-2a: Minimize vegetation removal and ground disturbance (Section D.18.3.3, Visual Resources)
- VR-3a: Reduce color contrast of retaining walls and land scars. (Section D.18.3.3, Visual Resources)
- VR-4a: Minimize in-line views of retaining walls and land scars (Section D.18.3.3, Visual Resources)
- VR-5a: Prohibit construction marking of natural features (Section D.18.3.3, Visual Resources)
- VR-7a: Minimize night lighting at project facilities (Section D.18.3.3, Visual Resources)
- VR-9a: Minimize visual contrast in project design (Section D.18.3.3, Visual Resources)
- VR-10a: Treat structure surfaces (Section D.18.3.3, Visual Resources)

With implementation of the mitigation measures listed above, this adverse effect would be minor.

CEQA Significance Determination for Tower Relocation Alternative

The CEQA significance determination for each land use and BLM realty impact in this alternative is presented below.

Impact LU-1: Project would disrupt an established or recently approved land use (Class II)

Construction of the Tower Relocation Alternative would temporarily disrupt some existing land uses, including recreation and agriculture, and would cause temporary nuisance impacts related to traffic, noise, and aesthetics. With implementation of the mitigation measures identified above for land use, agriculture, noise, recreation, transportation and traffic, and visual resources, this impact would be reduced to a less than significant level (Class II).

D.11.4.2 Iowa Street 66 kV Underground Alternative

The Iowa Street 66 kV Underground Alternative would place a 1,600-foot segment of subtransmission line underground, rather than overhead.

One impact was identified under the Proposed Project for land use and BLM realty. This impact also would apply to the Iowa Street 66 kV Underground Alternative, which overall would be the same as the Proposed Project, with the exception of the underground portion of the subtransmission line that is described above and in Appendix 5.

Impact LU-1: Project would disrupt an established or recently approved land use

This short underground segment would create slightly more severe construction disruption than would occur with the Proposed Project's overhead poles, because there would be more noise, traffic, and air emissions impacts associated with construction of the underground segment. These adverse effects would be reduced through implementation of mitigation measures. The applicable mitigation measures are listed in Section D.11.4.1 (Tower Relocation Alternative). With implementation of the mitigation measures listed, this adverse effect would be minor.

CEQA Significance Determination for Iowa Street 66 kV Underground Alternative

The CEQA significance determination for each land use and BLM realty impact in this alternative is presented below.

Impact LU-1: Project would disrupt an established or recently approved land use (Class II)

Construction of the Iowa Street 66 kV Underground Alternative would temporarily disrupt some existing land uses, including residential areas, and would cause temporary nuisance impacts related to traffic, noise, and aesthetics. With implementation of the mitigation measures identified above for land use, agriculture, noise, recreation, transportation and traffic, and visual resources, this impact would be reduced to a less than significant level (Class II).

D.11.4.3 Phased Build Alternative

The Phased Build Alternative would retain existing double-circuit 220 kV transmission structures to the extent feasible, remove single-circuit structures, add new double-circuit 220 kV structures, and string all structures with higher-capacity conductors.

One impact related to land use and BLM realty was identified for the Proposed Project. This impact also would apply to the Phased Build Alternative.

Impact LU-1: Project would disrupt an established or recently approved land use

The Phased Build Alternative and the Proposed Project would occur in the same ROW, where there are existing transmission facilities already in place. As with the Proposed Project, this alternative would disrupt established recreational and agricultural land uses in several areas of the project corridor. Access to these areas would be temporarily restricted during construction. A small amount of agriculture would be adversely affected by construction of this alternative. Adverse effects to existing agricultural uses are addressed in Section D.2 (Agriculture). In addition to temporarily eliminating some recreational and agricultural land uses in the project corridor, construction of this alternative would have adverse effects on existing land uses through the creation of temporary nuisance (e.g., noise, traffic, visual impacts). Because the alternative would require less construction than the Proposed Project, these impacts would be less. Less demolition of towers would be required and less tower construction would occur. The adverse effects that would occur would be reduced through implementation of mitigation measures. The applicable mitigation measures are listed in Section D.11.4.1 (Tower Relocation Alternative). The full text of the measures is found in the sections noted in parentheses. With implementation of the mitigation measures listed, this adverse effect would be minor.

CEQA Significance Determination for Phased Build Alternative

The CEQA significance determination for each land use and BLM realty impact in this alternative is presented below.

Impact LU-1: Project would disrupt an established or recently approved land use (Class II)

Construction of the Phased Build Alternative would temporarily disrupt some existing land uses, including recreation and agriculture, and would cause temporary nuisance impacts related to traffic, noise, and aesthetics. With implementation of the mitigation measures identified above for land use, agriculture, noise, recreation, transportation and traffic, and visual resources, this impact would be less than significant (Class II).

D.11.5 Environmental Impacts of No Project Alternative

D.11.5.1 No Project Alternative Option 1

The No Project Alternative Option 1 is described in Section C.6.3.1. It would consist of a new 500 kV circuit, primarily following the Devers-Valley transmission corridor and extending 26 miles between Devers Substation. It would also require a new 40-acre substation south of Beaumont, and 4 new 220 kV circuits extending 7 miles from the new Beaumont Substation to El Casco Substation, primarily following the existing El Casco 115 kV ROW. The remainder of the No Project Alternative, from El Casco Substation to the San Bernardino and Vista Substations, would be identical to the Proposed Project. Information on environmental resources and project impacts is derived from the Devers–Palo Verde 500 kV No. 2 Project EIR/EIS (CPUC and BLM, 2006) and the El Casco System Project Draft EIR (CPUC, 2007); which include nearly all of the No Project alignment.

Other specific impacts of concern to land use in general (e.g., visual resources, noise, traffic, and air quality) are addressed in the individual resource sections of this EIR.

Devers to Beaumont Substation. Much of the land is open space and recreation, with concentrations of residential and commercial/industrial uses. Residential development is primarily in the unincorporated Riverside County community of Cabazon (through Cabazon Estates), and south of Banning and Beaumont. Leaving Devers Substation crosses private land and BLM-managed public lands, before entering the Santa Rosa and San Jacinto National Monument and National Forest lands. Adding a new line or circuit in the Devers-Valley corridor would require a Special Use authorization from the USDA Forest Service where it would be on National Forest System lands. After leaving the mountains and federal lands, the route would pass through Cabazon Estates, with houses and lots on either side of SCE's ROW. Next, the route crosses through open land with scattered residential uses. South of Banning it passes in the vicinity of commercial and institutional uses as well as open and grazing land. South of Beaumont, it passes south of a residential development and along the northern edge of the Potrero ACEC, where it turns north and leaves the D-V ROW. In the analysis of the Devers to Valley alignment in the DPV2 EIR/EIS, impacts to land use that would result in temporary land us impacts or permanent preclusion of a land use were less than significant or less than significant with mitigation.

The new 500 kV line would turn north into the new Beaumont Substation site in new ROW, and one of the existing D-V 500 lines also would loop into the substation. Impacts would be similar to those that occurred during construction of the Devers-Valley No. 2 500 kV transmission line. Disturbance to nearby land uses, particularly residential uses, would require mitigation, such as requiring notices to residents and business of construction plans and coordination of schedules with public and community facilities. Time of day limitation on work and noise and dust abatement may be required. Because the line would be in or adjacent to the existing ROW, impacts such as dividing a community would not occur.

Beaumont Substation. The substation site is in grassland east of SR 79 near Laird Road, between the highway and the 121-acre Childhelp Merv Griffin Village. An existing power line and a commercial property are in open land to the north. To the south of the site is open grassland and the Potrero ACEC. Based on its location, the substation site is not expected to adversely affect adjacent land uses through disturbance or permanent preclusion of use of adjacent lands.

Beaumont to El Casco Substation. Between Beaumont and El Casco Substation, four 220 kV circuits would be installed and would follow the existing 115 kV SCE ROW on two sets of new double-circuit structures. The land uses along the corridor are mostly low-density. They include rural, estate, and very low-density residential uses, open space and agriculture, rural mountainous lands, a freeway, and open space recreation and conservation habitat. As with construction of the 500 kV segment, impacts would be from disturbance associated with construction activities and would be addressed by providing notification of construction plans and coordinating with public and community facilities, as well as measures required for specific impacts such as noise, traffic, and dust.

D.11.5.2 No Project Alternative Option 2

No Project Alternative Option 2 would require the construction of over 40 miles of new 500 kV transmission line, following the existing Valley-Serrano 500 kV line. The alternative is described in Section C.6.3.2, and illustrated on Figure C-6b. Much of the land is open space and recreation, with concentrations of residential land uses at the eastern and western ends of the corridor. Residential development is primarily in Perris Valley at the eastern end of the route and the City of Orange at the western end of the route.

The existing 500 kV corridor traverses a wide range of uses, including but not limited to residential, agricultural, recreation, and open space land uses. Construction of this alternative would affect established recreational and agricultural land uses in several areas of the corridor. Agricultural uses are concentrated in the Perris Valley. Recreational areas include the Lake Mathews–Estelle Mountain reserve, the

Cleveland National Forest, and Weir Canyon Regional Park. Access to these recreation areas would be temporarily restricted during construction. Adding a new line or circuit in the existing corridor would require a Special Use authorization from the USDA Forest Service where it would be on National Forest System lands.

In addition to temporarily eliminating some recreational and agricultural land uses in the project corridor, construction of this alternative would have adverse effects on existing land uses through increasing the amount of activity along the ROW and creating temporary nuisance impacts (e.g., noise, traffic, visual impacts). These impacts would be reduced by the preparation of a construction notification plan as well as mitigation measures identified for other specific resource topics, including agriculture, noise, recreation, and traffic. Time of day limitation on work and noise and dust abatement may be required. Operation of the new 500 kV circuit would generally be controlled remotely, but would include some continued on-site work as necessary. Most regular operation and maintenance activities would be performed from existing access roads, although some repairs could occur in undisturbed areas. Ongoing effects on existing land uses during operations and maintenance would be temporary.

D.11.6 Mitigation Monitoring, Compliance, and Reporting

Table D.11-3 presents the mitigation monitoring, compliance, and reporting actions for land use and BLM Realty.

Table D.11-3. Mitigation Monitoring Program – Land Use and BLM Realty

MITIGATION MEASURE	LU-1a: Prepare construction notification plan. Sixty days prior to construction, SCE shall prepare and submit a Construction Notification Plan to the CPUC and BLM for approval. The Plan shall identify the procedures to ensure that SCE will inform property and business owners of the location and duration of construction, identify approvals that are needed prior to posting or publication of construction notices, and include template copies of public notices and advertisements (i.e., formatted text). The details of notification, as described below, may be modified in consultation with CPUC and BLM as warranted by circumstances. To ensure effective notification of construction activities, the plan shall address at a minimum the following components: Public notice mailer. No less than 15 days prior to construction that would affect property access, a public notice mailer shall be distributed. The notice shall identify construction activities that would restrict, block, or require a detour to access existing residential properties, retail and commercial businesses, wilderness and recreation facilities, and public facilities (e.g., schools and memorial parks). The notice shall state the type of construction activities that will be conducted, and the location and duration of construction. SCE shall mail the notice to all residents or property owners within 300 feet of the right-of-way and to specific public agencies with facilities that could be impacted by construction. If construction delays of more than seven days occur, ~~an additional notice shall be prepared and distributed~~SCE shall notify residents or property owners of the delay and provide an estimated of when construction would occur. Newspaper advertisements. Fifteen days prior to construction, within a route segment a newspaper advertisement shall be placed in local newspapers and bulletins of general circulation in the area. The advertisement shall state when and where construction will occur and provide information on the public liaison person and hotline identified below. If construction is delayed as noted above, an additional round of newspaper ads shall be placed to discuss the status and schedule of construction. Public venue notices. Thirty days prior to construction, notice of construction shall be posted at public venues such as trail crossings, rest stops, desert centers, resource management offices (e.g., Bureau of Land Management field offices, San Bernardino National Forest Ranger Station), and other public venues to inform residents and visitors of the purpose and schedule of construction activities. For public trail closures, SCE shall post information regarding the closure and any related trail detour at applicable resource management offices and post the notice within 2 miles north and south of any such point of trail closure and detour. For recreation facilities, the notice shall be posted along the access routes to known recreational destinations that would be restricted, blocked, or detoured and shall provide information on alternative recreation areas that may be used during the closure of these facilities. Public liaison person and toll-free information hotline. SCE shall identify and provide a public liaison person before and during construction to respond to concerns of neighboring property owners about noise, dust, and other construction disturbance. Procedures for reaching the public liaison officer via telephone or in person shall be included in notices distributed to the public. SCE shall also establish a toll-free telephone number for receiving questions or complaints during construction and shall develop procedures for responding to callers. Procedures for handling and responding to calls shall be addressed in the Construction Notification Plan. SCE shall provide CPUC and BLM an itemized monthly summary of complaints and inquiries received and their resolution. This shall include the name and telephone number of the caller, if provided, and the location and resolution of the complaint or inquiry.
Location	Construction activity in all segments.
Monitoring / Reporting Action	CPUC/BLM monitor verifies that SCE submits Construction Notification Plan, which identifies complete notification and public inquiry process.
Effectiveness Criteria	Residents, landowners and others potentially impacted are informed of construction activities; procedures are established and documented for taking and responding to construction comments and concerns.
Responsible Agency	CPUC; BLM Palm Springs–South Coast Field Office.

Table D.11-3. Mitigation Monitoring Program – Land Use and BLM Realty

Timing	Plan submitted 60 days prior to construction; public venue notices 30 days prior to construction; public notice mailer and newspaper advertisements 15 days prior to construction. Monthly summary of complaints and their resolution

D.11.7 References

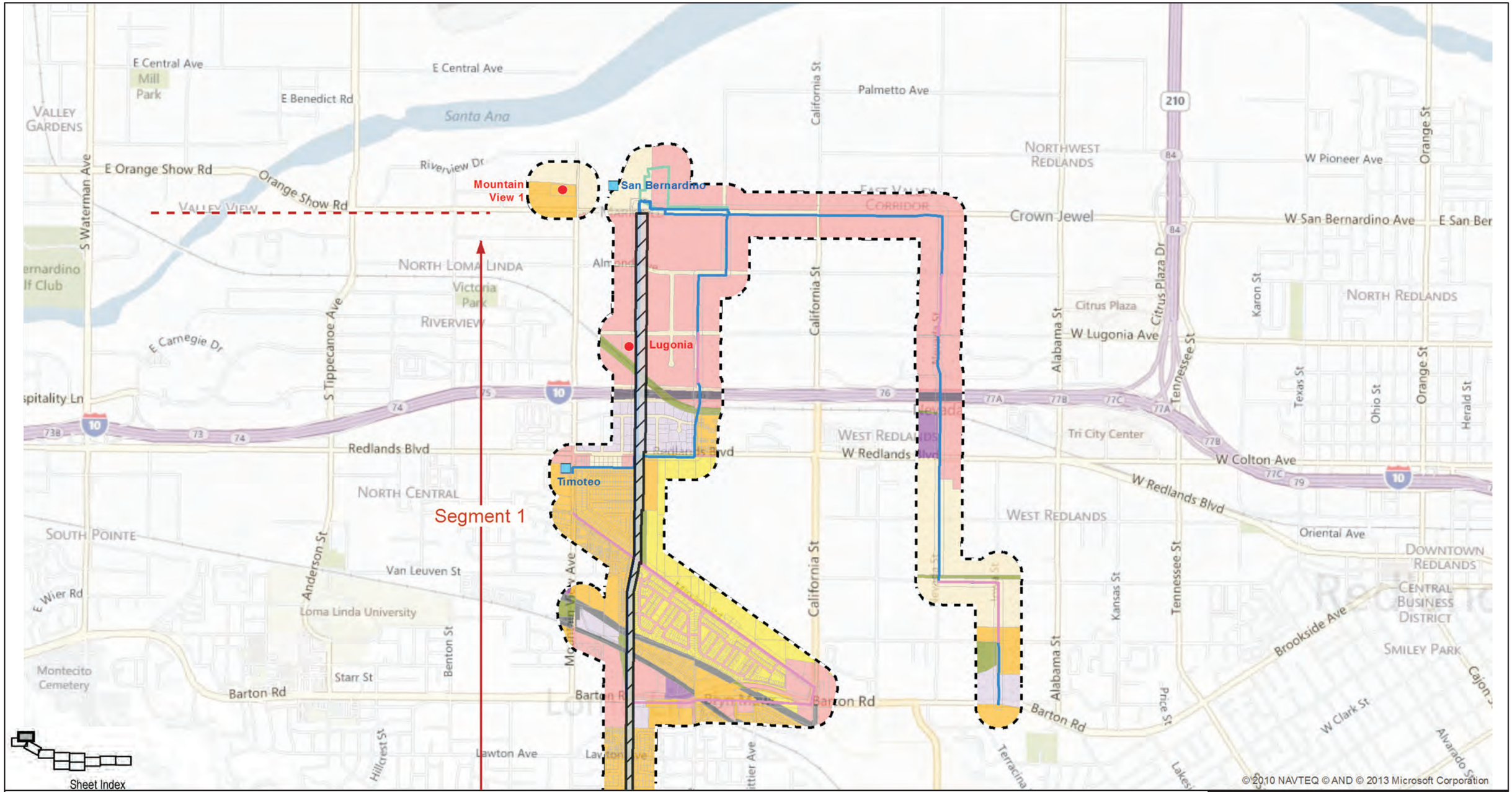
BLM (Bureau of Land Management). 2015. California Desert Conservation Area. http://www.blm.gov/ca/st/en/fo/cdd/cdca_highlights.html. Accessed January 14.

CPUC (California Public Utilities Commission). 2007. SCE El Casco System Project Draft EIR, individual resource Sections. http://www.cpuc.ca.gov/environment/info/aspen/elcasco/toc-deir.htm. Accessed April 15, 2015.

CPUC and BLM. 2006. SCE Devers–Palo Verde 500 kV No. 2 Project EIR/EIS, Sections on West of Devers Alternative. http://www.cpuc.ca.gov/environment/info/aspen/dpv2/toc-deir.htm. Accessed April 15, 2015.

CPUC and USDA (United States Department of Agriculture) Forest Service. 1984. Devers-Valley 500 kV, Serrano-Valley 500 kV and Serrano–Villa Park 220 kV Transmission Line Project Final EIS/EIR. August.

SCE (Southern California Edison). 2013. Proponent's Environmental Assessment for the West of Devers Upgrade Project. Application A.13-10-020. October 25, 2013.



Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both
- Staging Yards
- Substations
- Junction
- Telecommunication Line Routes
- Relocated Subtransmission Line Routes
- Relocated Distribution Line Routes
- Segment Breaks
- U.S. Bureau of Land Management
- Morongo Indian Reservation
- Land Use Study Area

Planned Land Use

- Agriculture
- Commercial
- Flood Control
- Industrial
- Office
- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-1a

General Plan Land Use, Segment 1

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Segment 1

Segment 2

Segment 3

Grand Terrace

Vista

San Bernardino

Sheet Index

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both
- Staging Yards
- Substations
- Junction
- Telecommunication Line Routes
- Relocated Subtransmission Line Routes
- Relocated Distribution Line Routes
- Segment Breaks
- U.S. Bureau of Land Management
- Morongo Indian Reservation
- Land Use Study Area

Planned Land Use

- Agriculture
- Commercial
- Flood Control
- Industrial
- Office
- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-1b

General Plan Land Use, Segment 2

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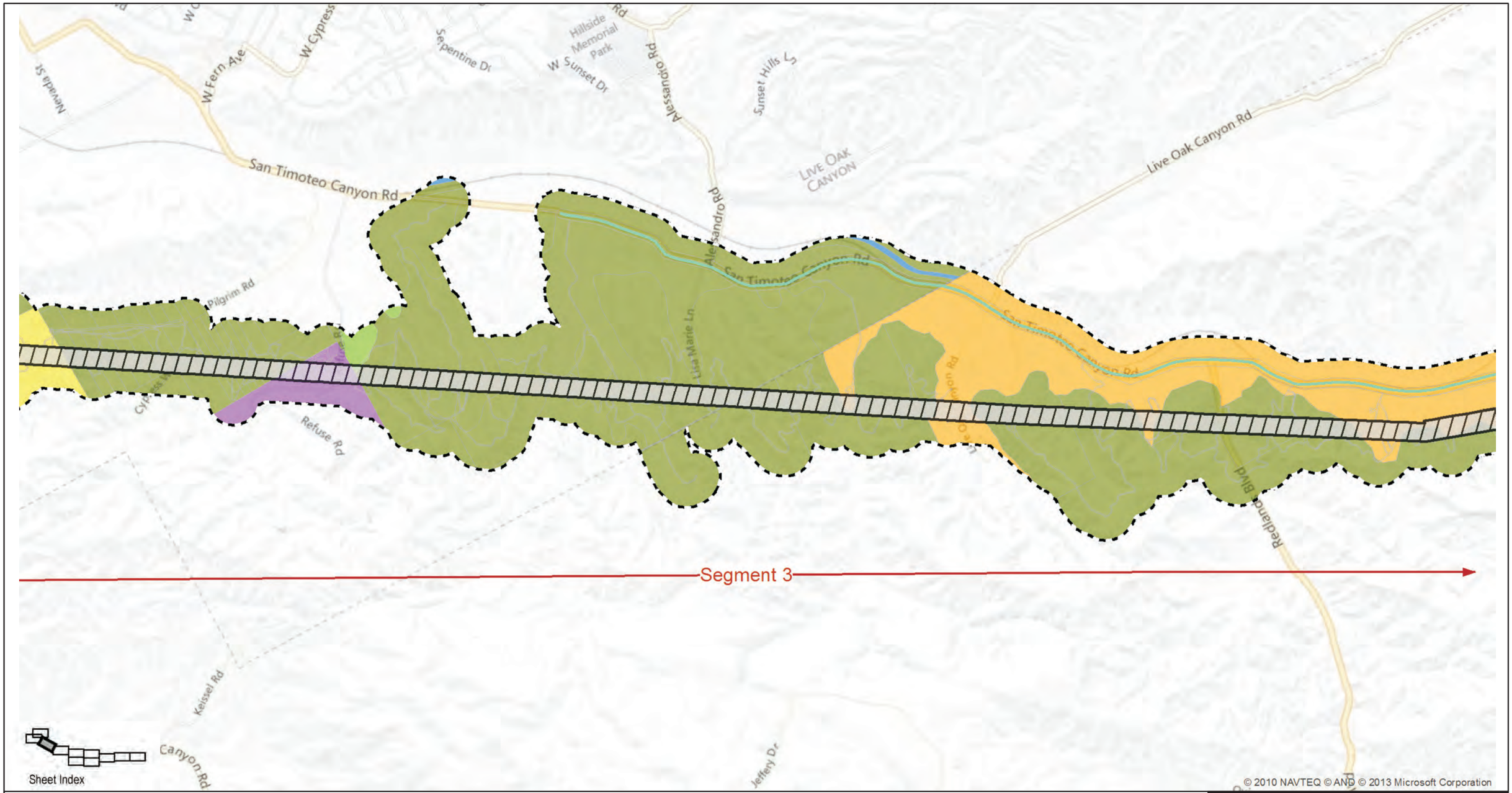

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both
- Staging Yards
- Substations
- Junction
- Telecommunication Line Routes
- Relocated Subtransmission Line Routes
- Relocated Distribution Line Routes
- Segment Breaks
- U.S. Bureau of Land Management
- Morongo Indian Reservation
- Land Use Study Area

Planned Land Use

- Agriculture
- Commercial
- Flood Control
- Industrial
- Office
- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000
FEET

West of Devers Upgrade Project

Figure D.11-1c

General Plan Land Use, Segment 3

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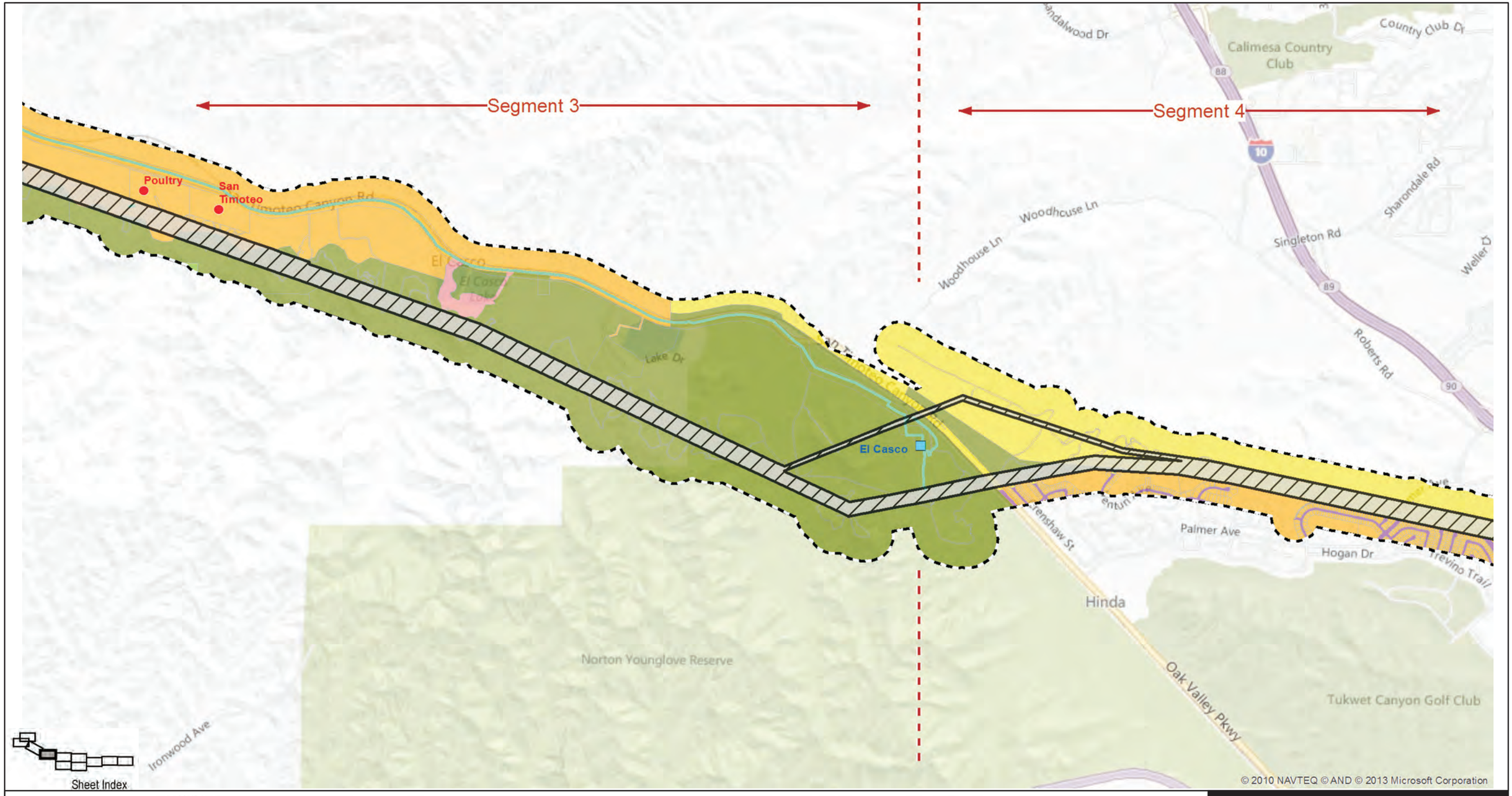

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both
- Staging Yards
- Substations
- Junction
- Telecommunication Line Routes
- Relocated Subtransmission Line Routes
- Relocated Distribution Line Routes
- Segment Breaks
- U.S. Bureau of Land Management
- Morongo Indian Reservation
- Land Use Study Area

Planned Land Use

- Agriculture
- Commercial
- Flood Control
- Industrial
- Office
- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-1d

General Plan Land Use, Segments 3 & 4

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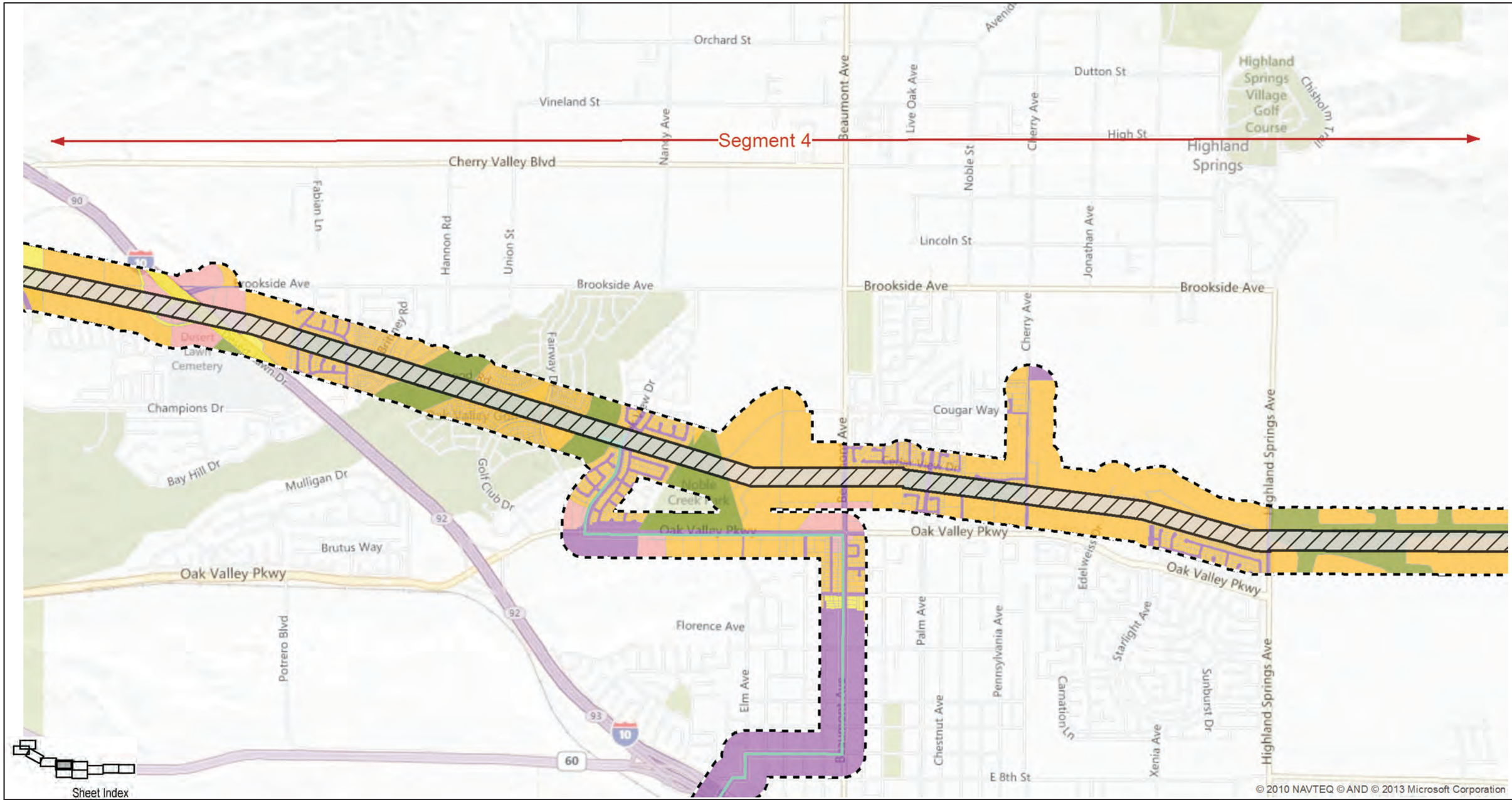

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both
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- Telecommunication Line Routes
- Relocated Subtransmission Line Routes
- Relocated Distribution Line Routes
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- U.S. Bureau of Land Management
- Morongo Indian Reservation
- Land Use Study Area

Planned Land Use

- Agriculture
- Commercial
- Flood Control
- Industrial
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- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-1e

General Plan Land Use, Segment 4

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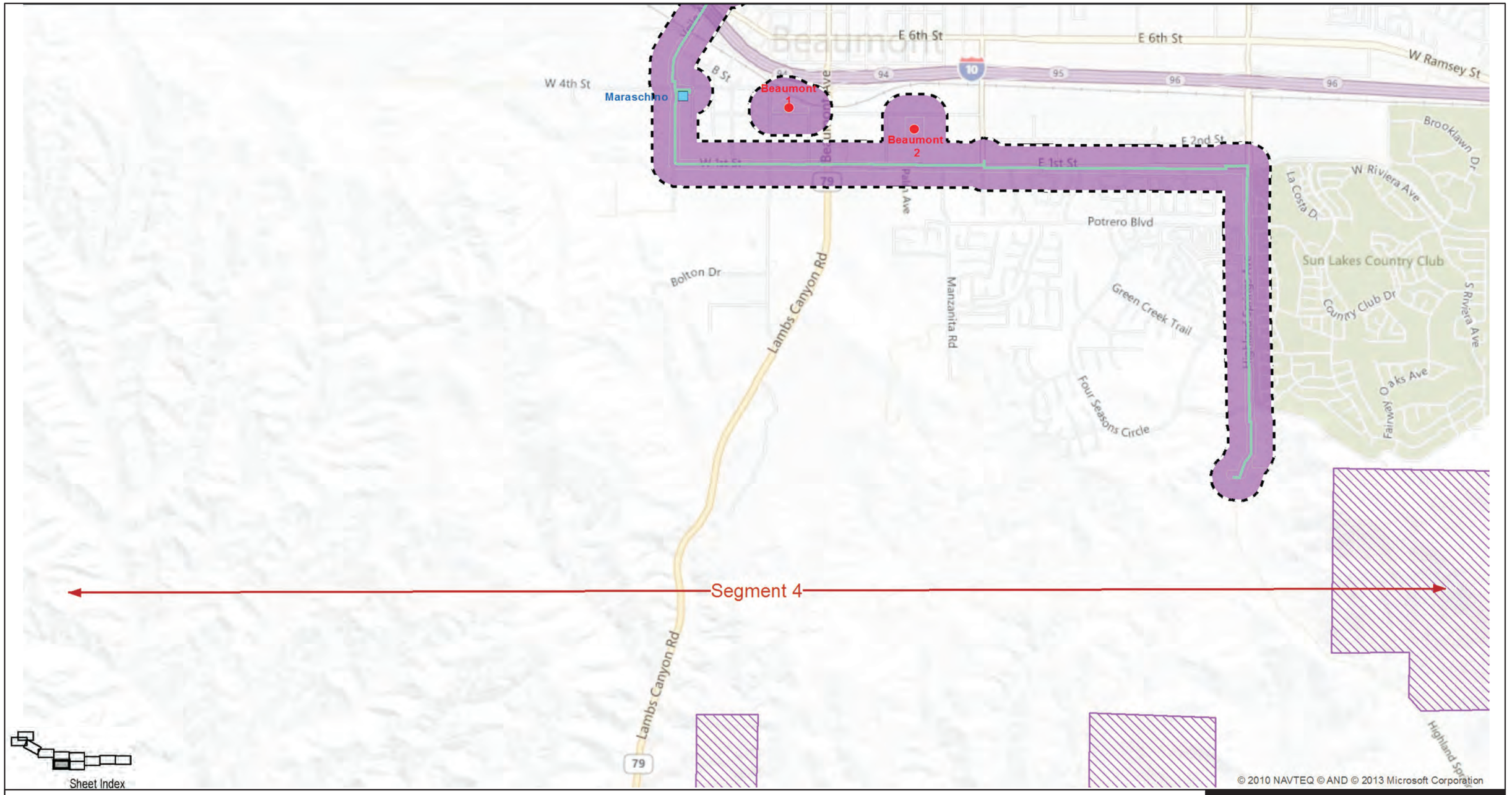

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both
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- Relocated Subtransmission Line Routes
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- Land Use Study Area

Planned Land Use

- Agriculture
- Commercial
- Flood Control
- Industrial
- Office
- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-1f

General Plan Land Use, Segment 4

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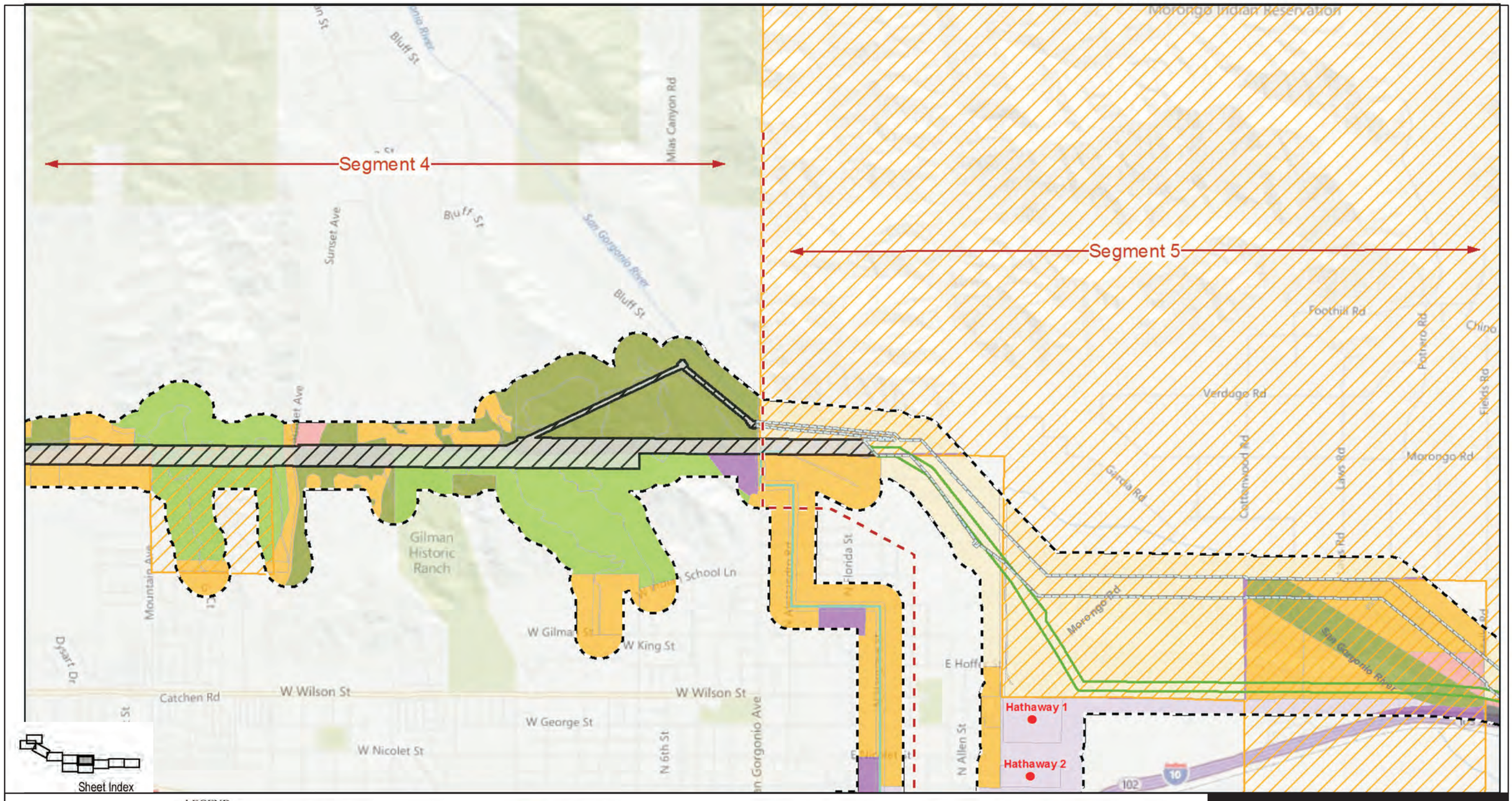

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Alternative Transmission Line Right of Way
- Staging Yards
- Substations
- Junction
- Telecommunication Line Routes
- Relocated Subtransmission Line Routes
- Relocated Distribution Line Routes
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- U.S. Bureau of Land Management
- Morongo Indian Reservation
- Land Use Study Area

Planned Land Use

- Agriculture
- Commercial
- Flood Control
- Industrial
- Office
- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-1g

General Plan Land Use, Segments 4 & 5

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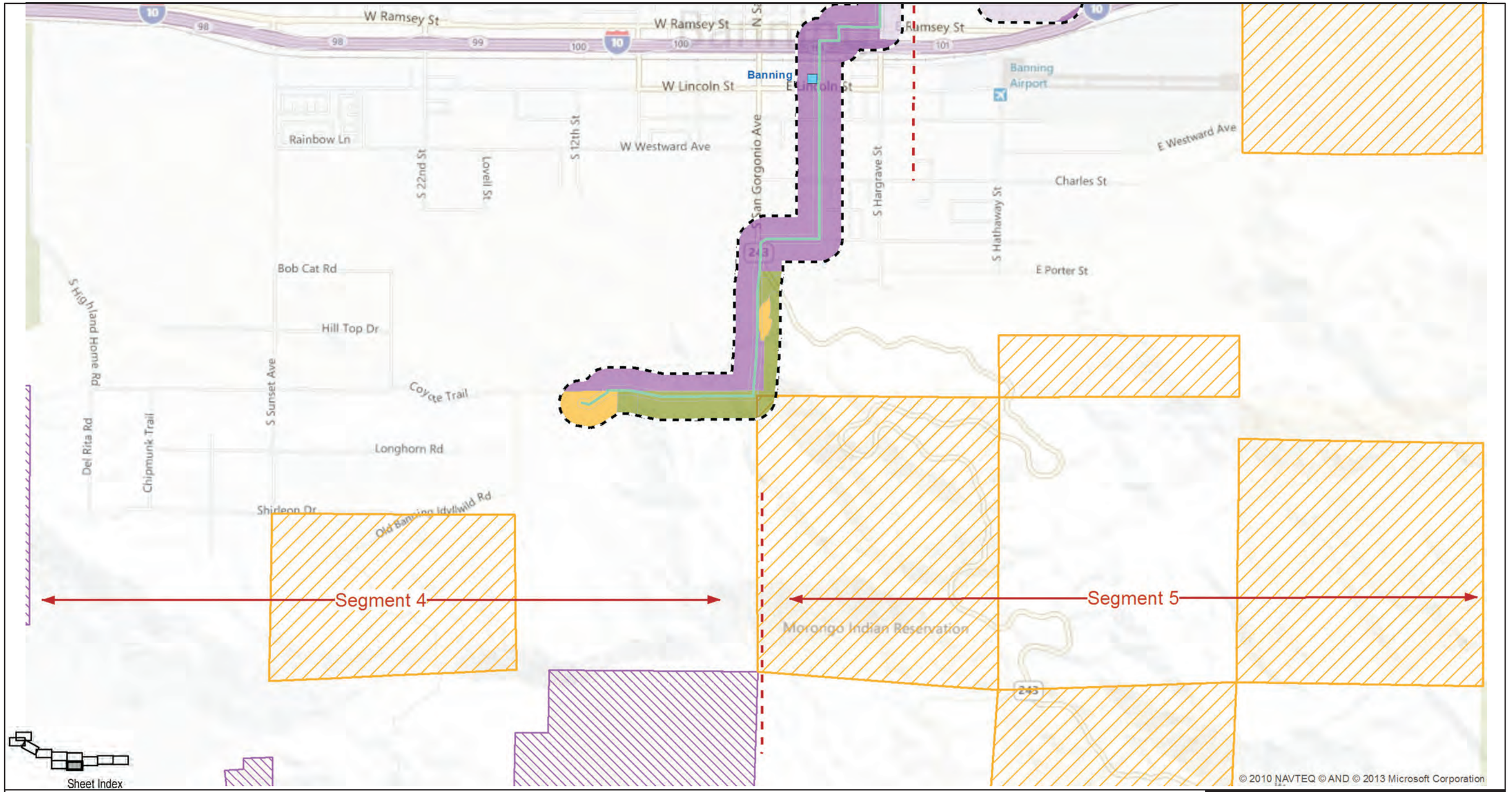

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
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Planned Land Use

- Agriculture
- Commercial
- Flood Control
- Industrial
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- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-1h

General Plan Land Use, Segments 4 & 5

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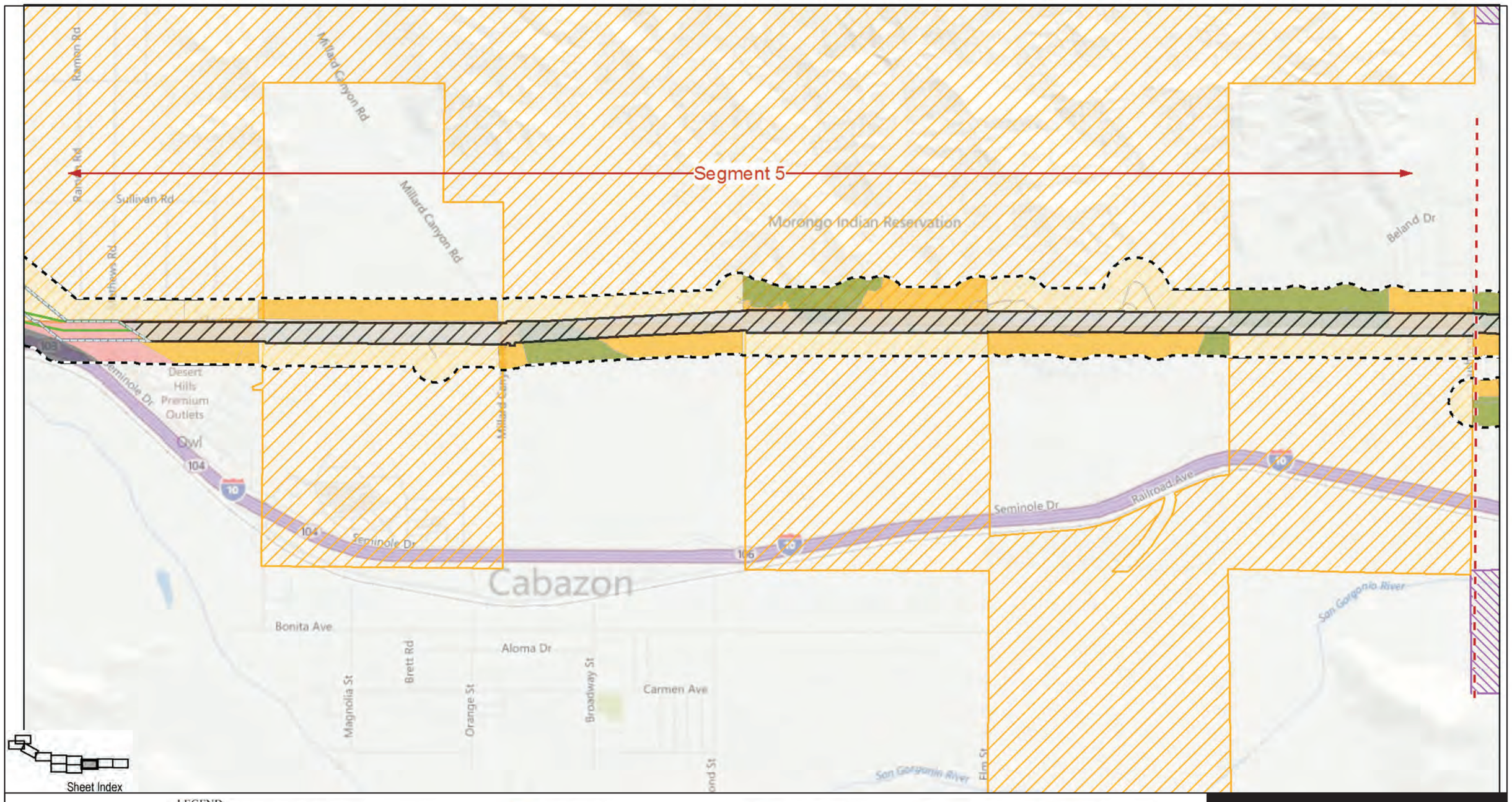

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Alternative Transmission Line Right of Way
- Staging Yards
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Planned Land Use

- Agriculture
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- Flood Control
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- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-1i

General Plan Land Use, Segment 5

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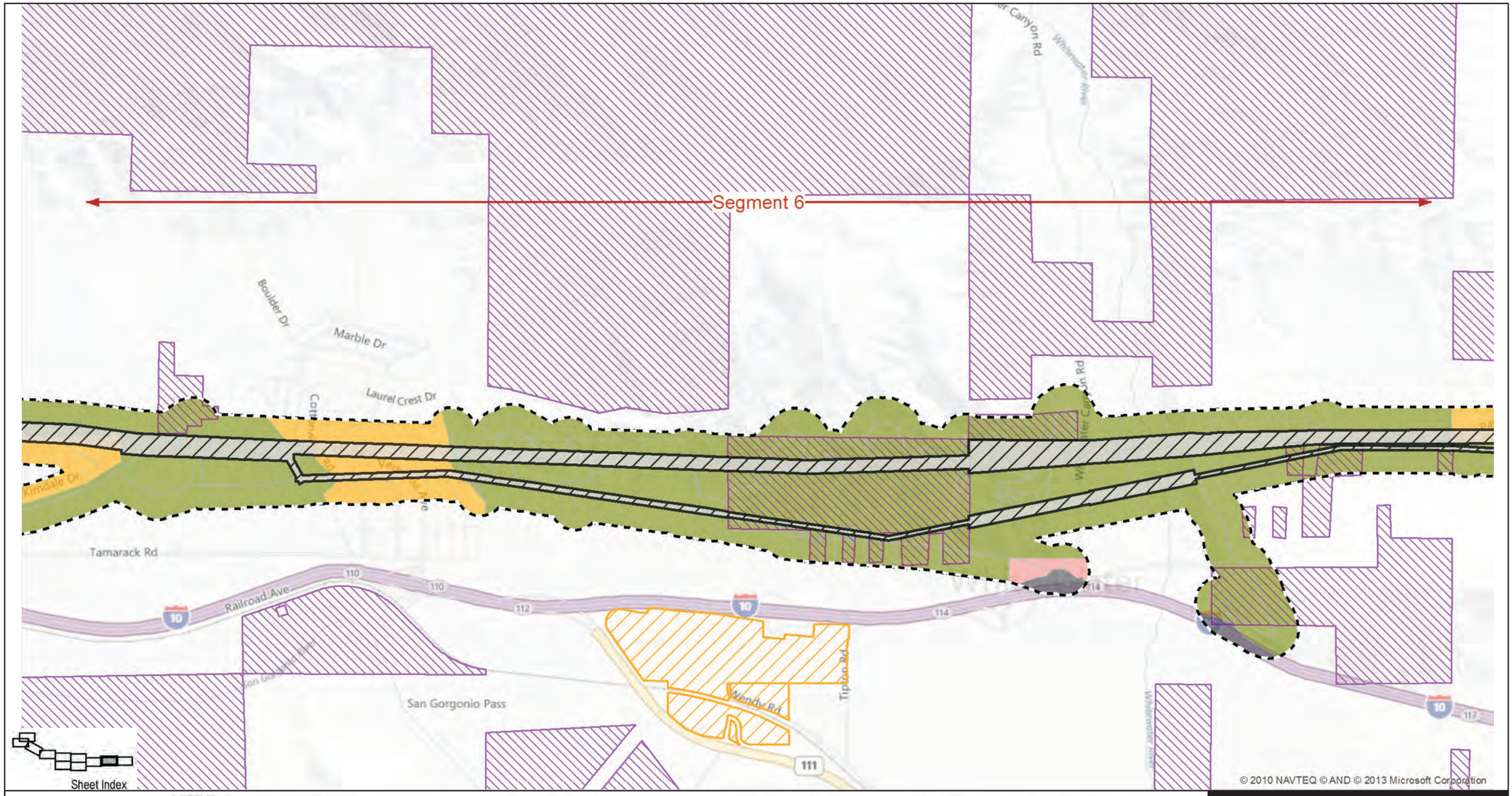

Source: SCE, 2013.

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FEET

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
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Planned Land Use

- Agriculture
- Commercial
- Flood Control
- Industrial
- Office
- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

West of Devers Upgrade Project

Figure D.11-1j

General Plan Land Use, Segment 6

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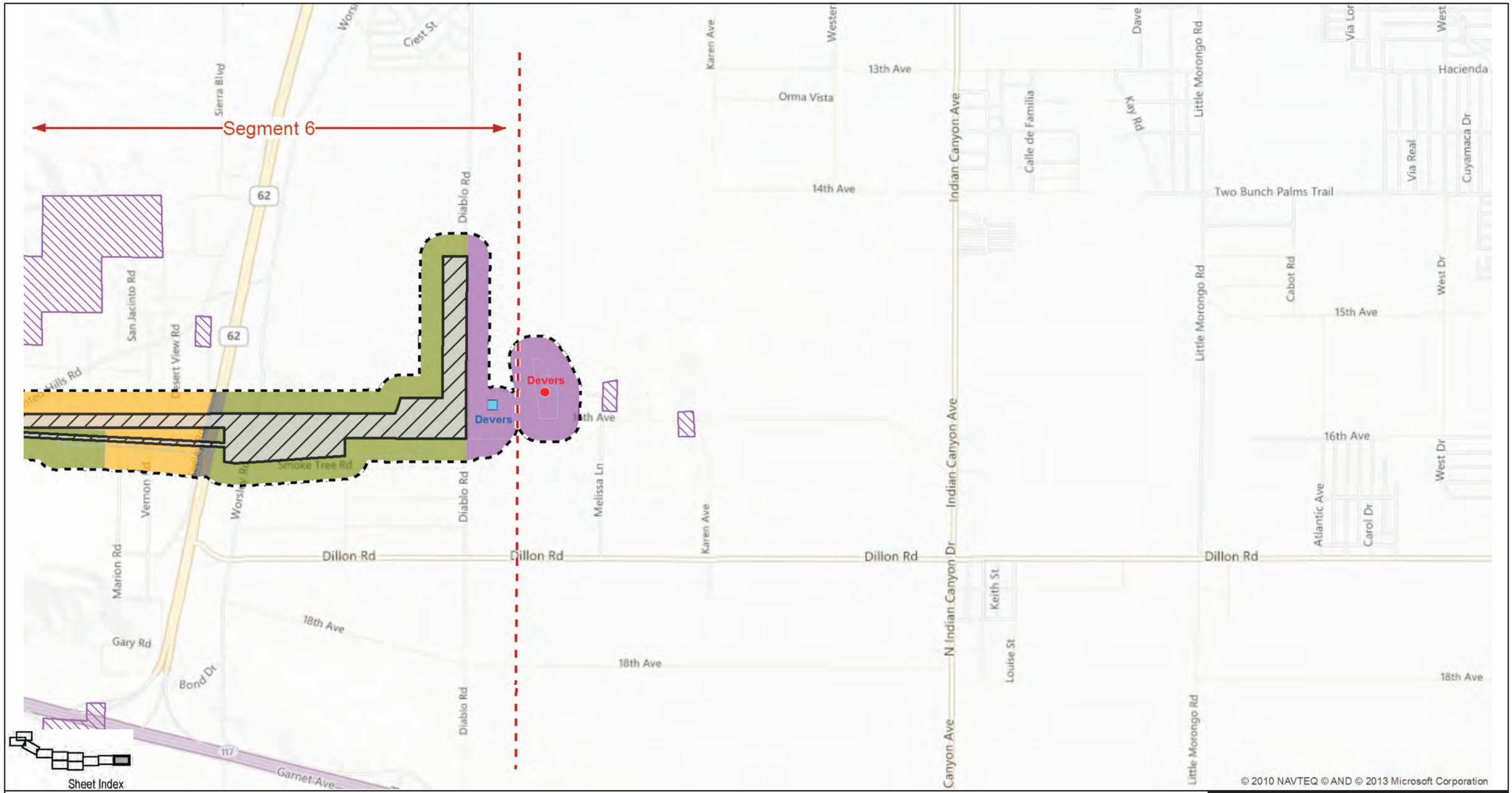

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
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Planned Land Use

- Agriculture
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- Flood Control
- Industrial
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- Open Space
- Public Facilities
- Residential
- Specific Plan
- Transportation

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-1k

General Plan Land Use, Segment 6

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Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
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- Segment Breaks
- Zoning Study Area

Zoning Designations

- Agriculture
- Commercial
- Controlled Development Area
- Industrial
- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-2a

Zoning, Segment 1

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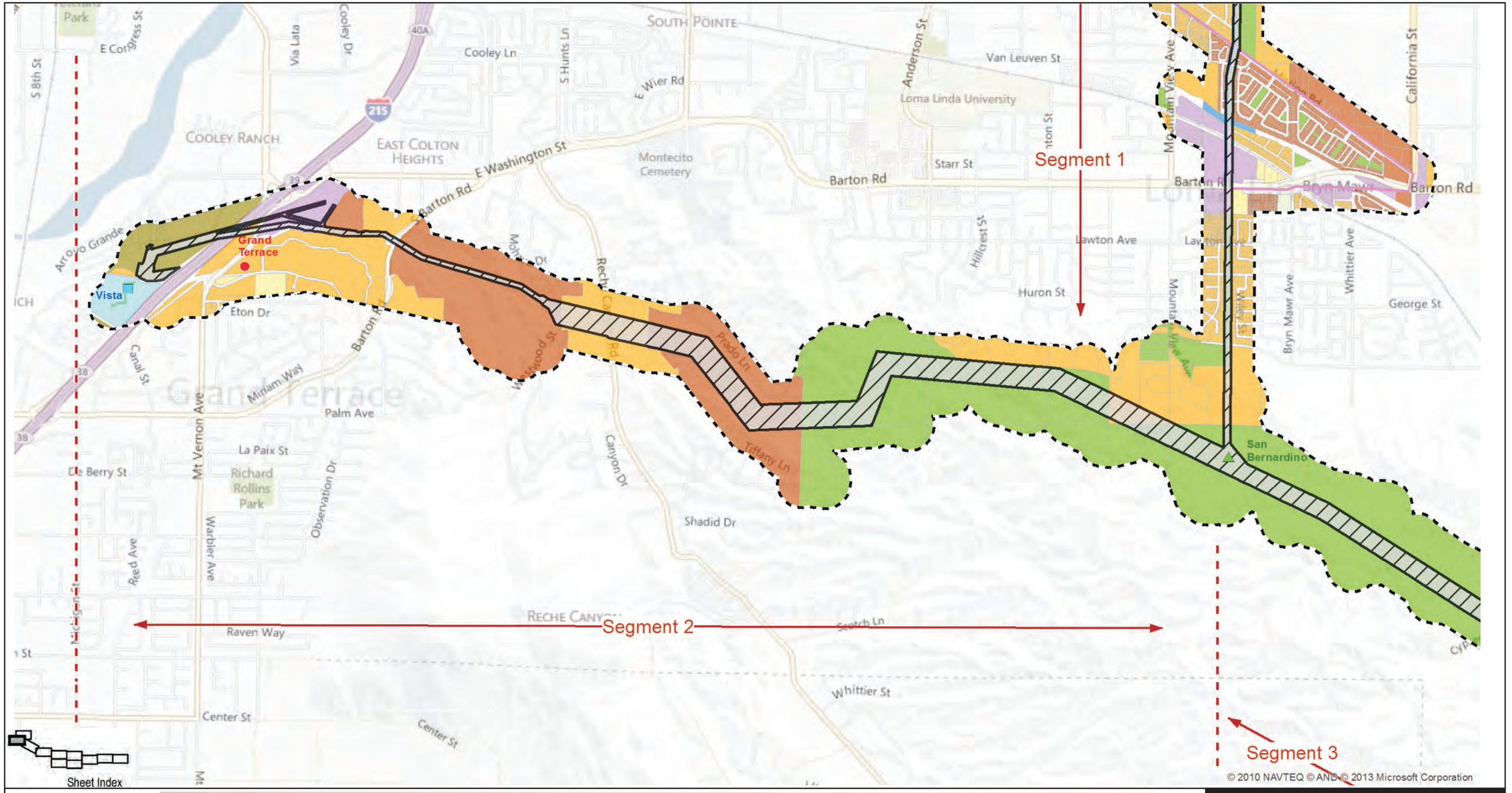

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
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Zoning Designations

- Agriculture
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- Controlled Development Area
- Industrial
- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-2b

Zoning, Segment 2

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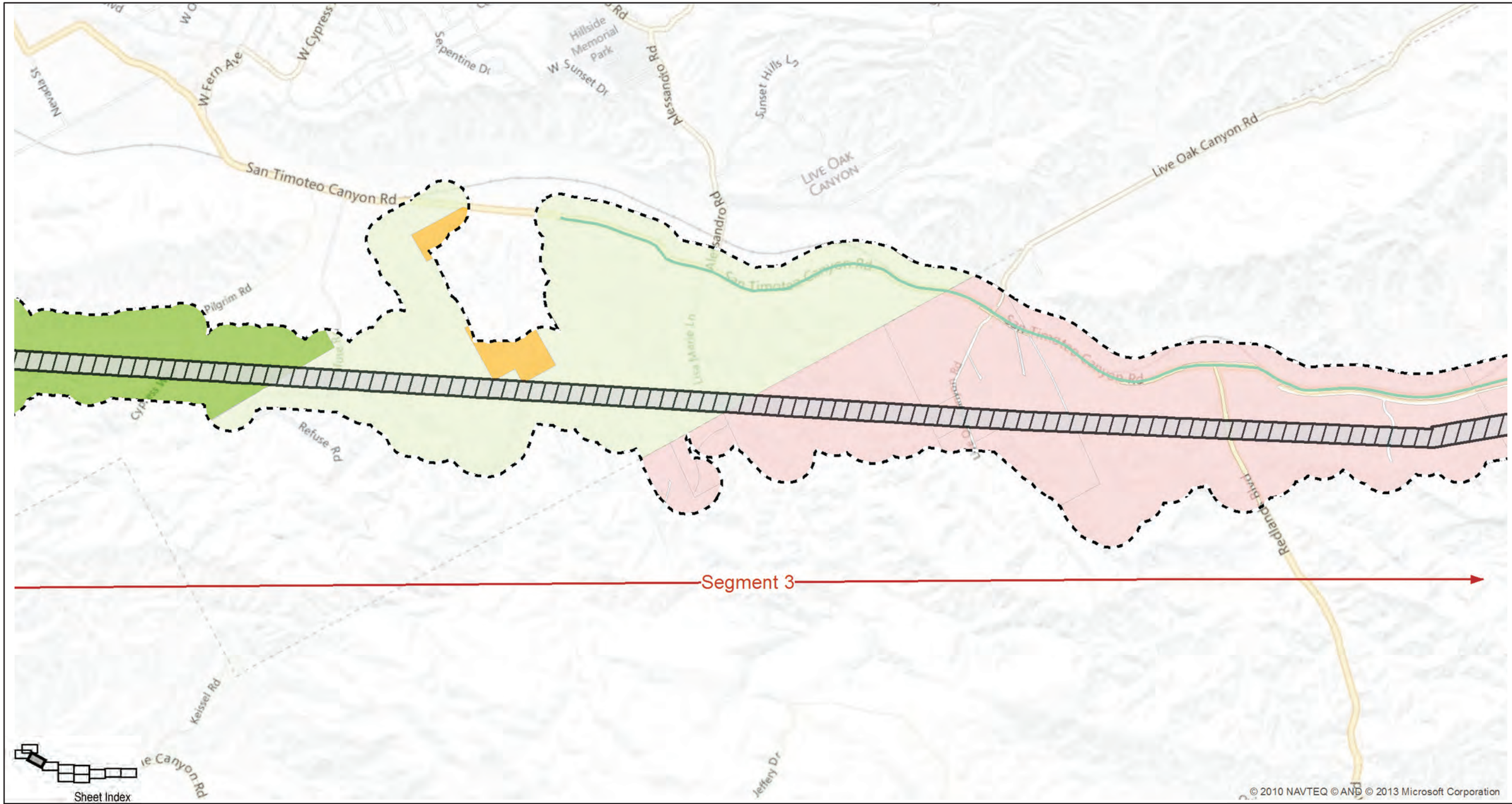

Source: SCE, 2013.

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FEET

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
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Zoning Designations

- Agriculture
- Commercial
- Controlled Development Area
- Industrial
- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

West of Devers Upgrade Project

Figure D.11-2c

Zoning, Segment 3

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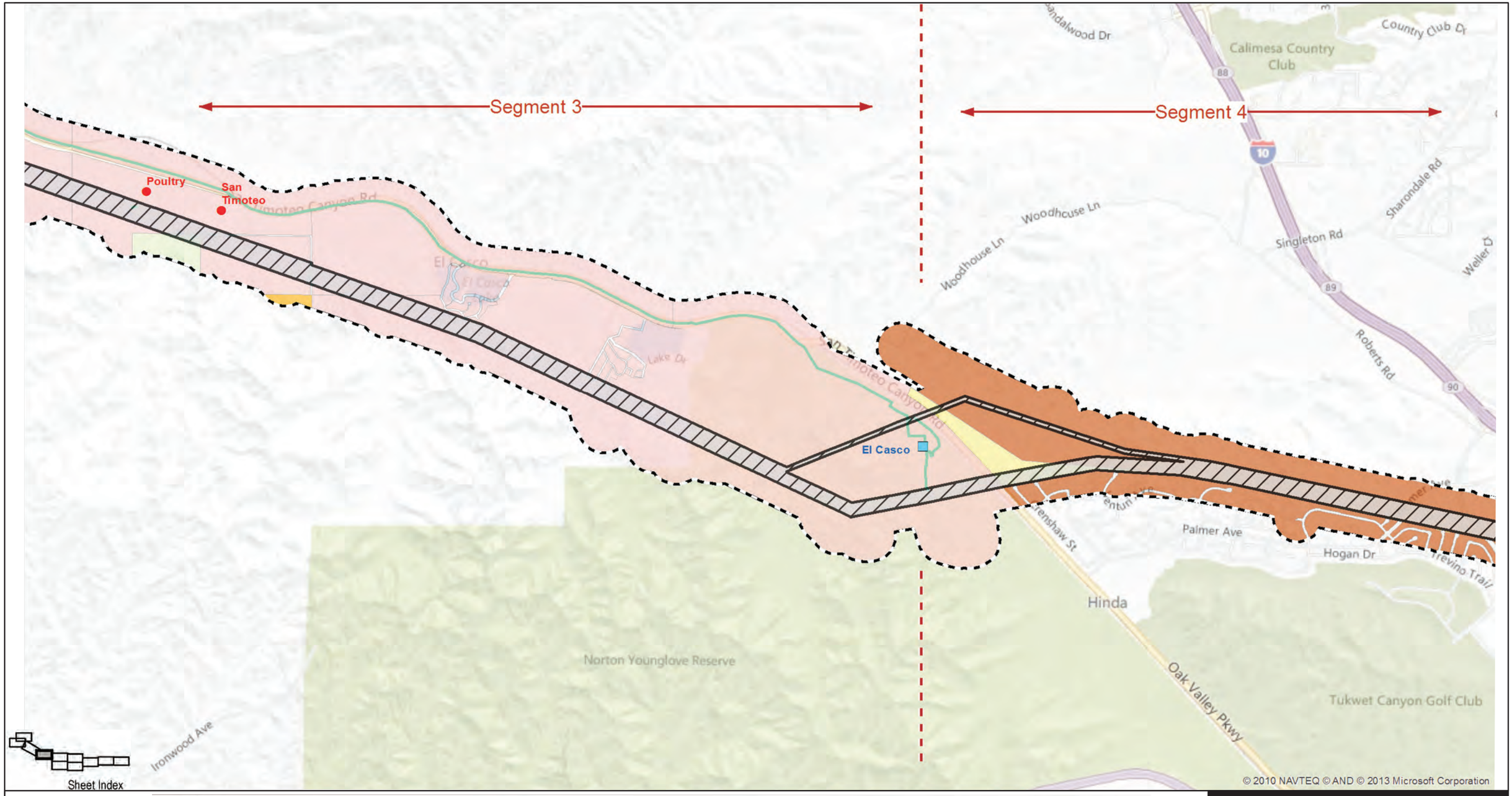

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
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Zoning Designations

- Agriculture
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- Industrial
- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-2d

Zoning, Segment 3 & 4

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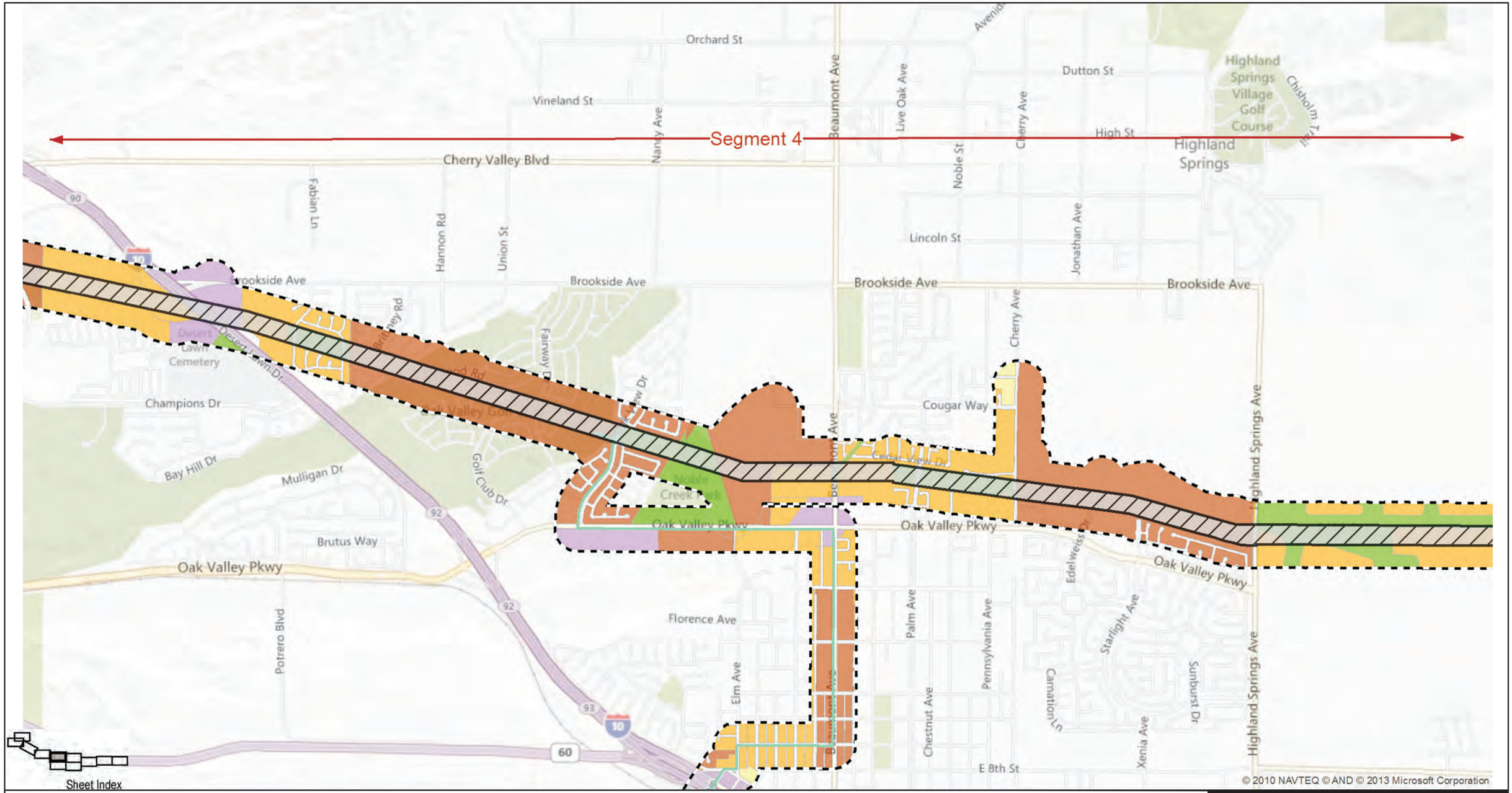

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
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Zoning Designations

- Agriculture
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- Industrial
- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-2e

Zoning, Segment 4

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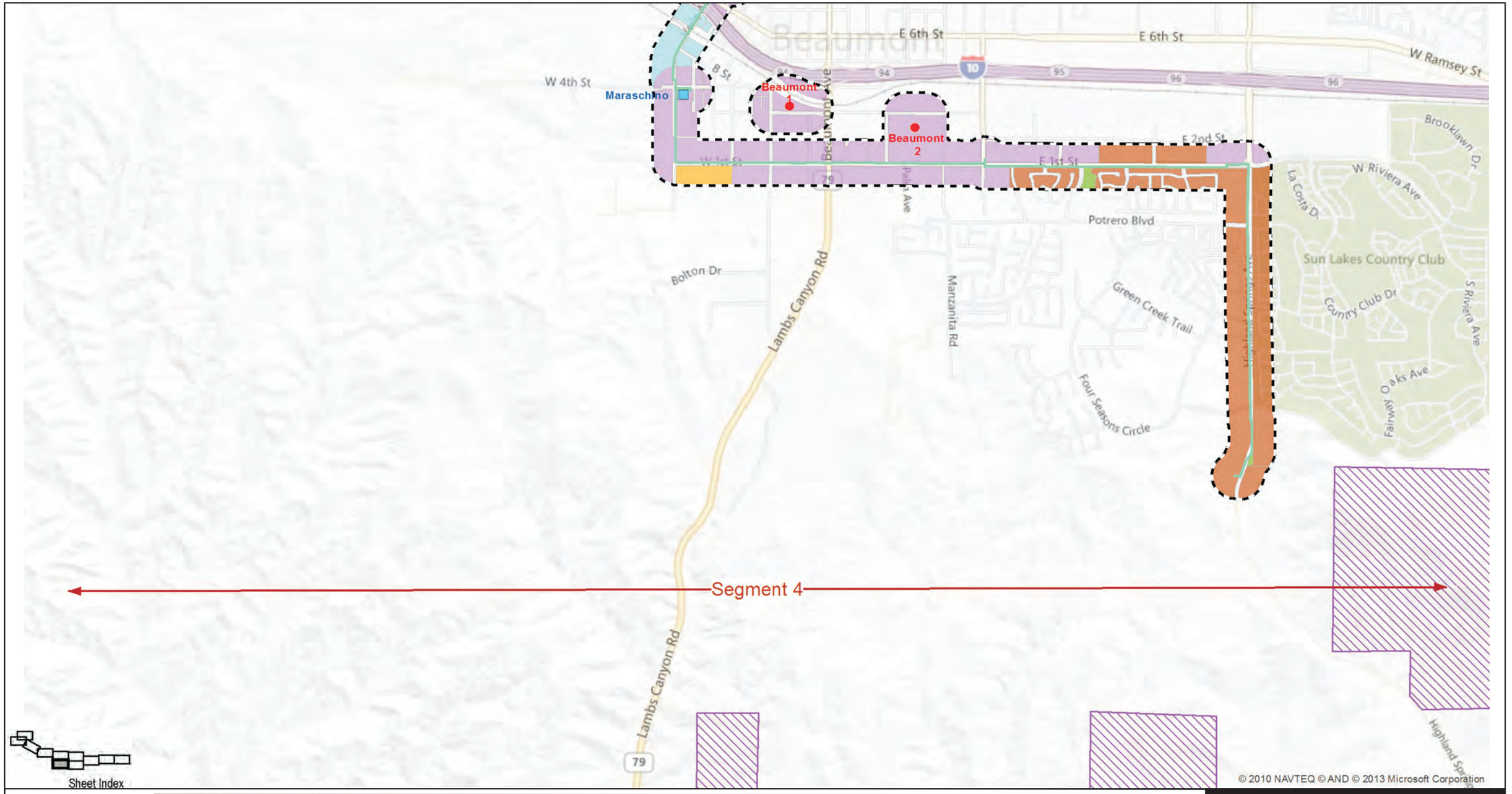

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
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- Segment Breaks
- Zoning Study Area

Zoning Designations

- Agriculture
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- Industrial
- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-2f

Zoning, Segment 4

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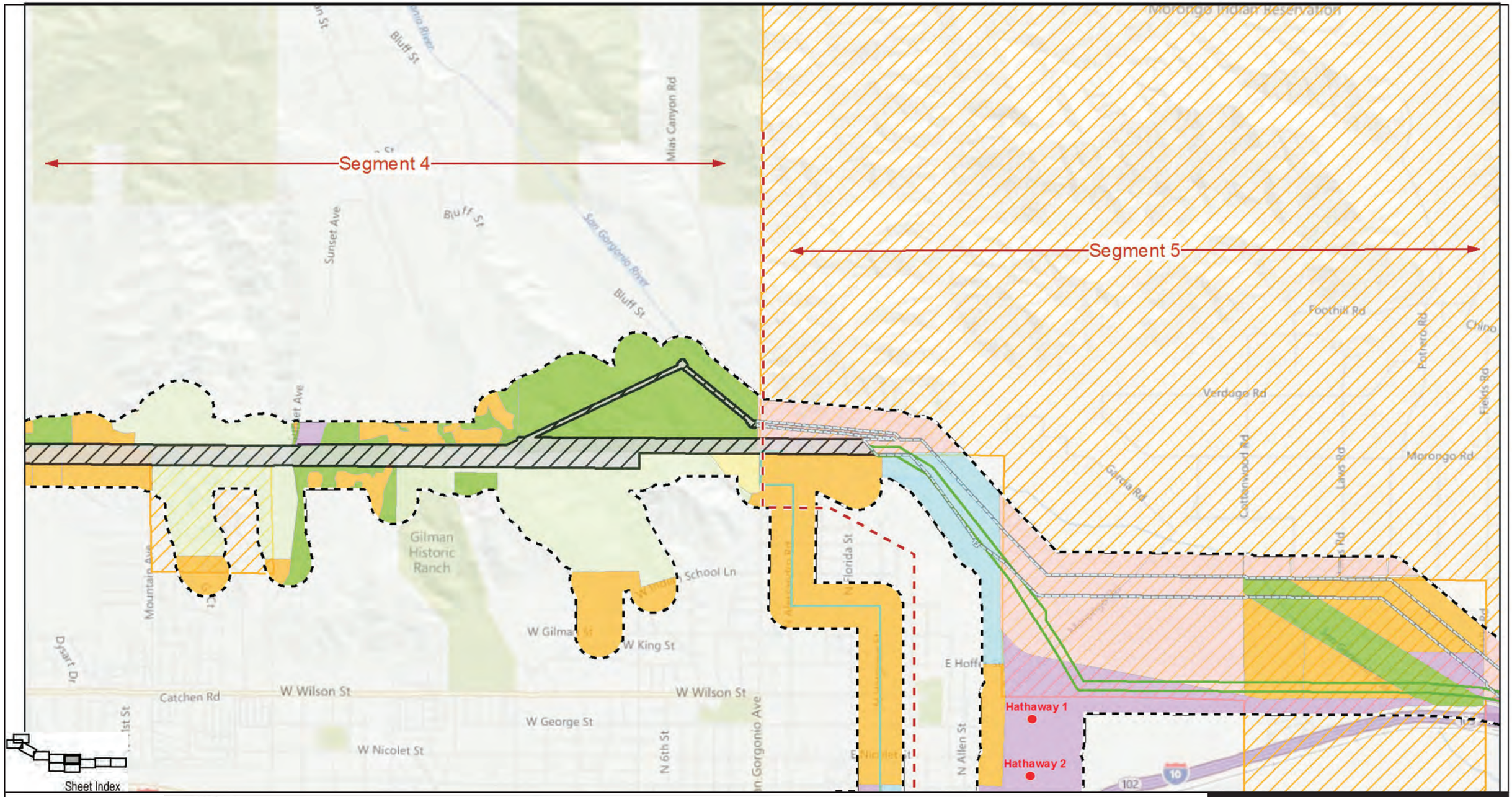

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
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Zoning Designations

- Agriculture
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- Controlled Development Area
- Industrial
- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-2g

Zoning, Segment 4 & 5

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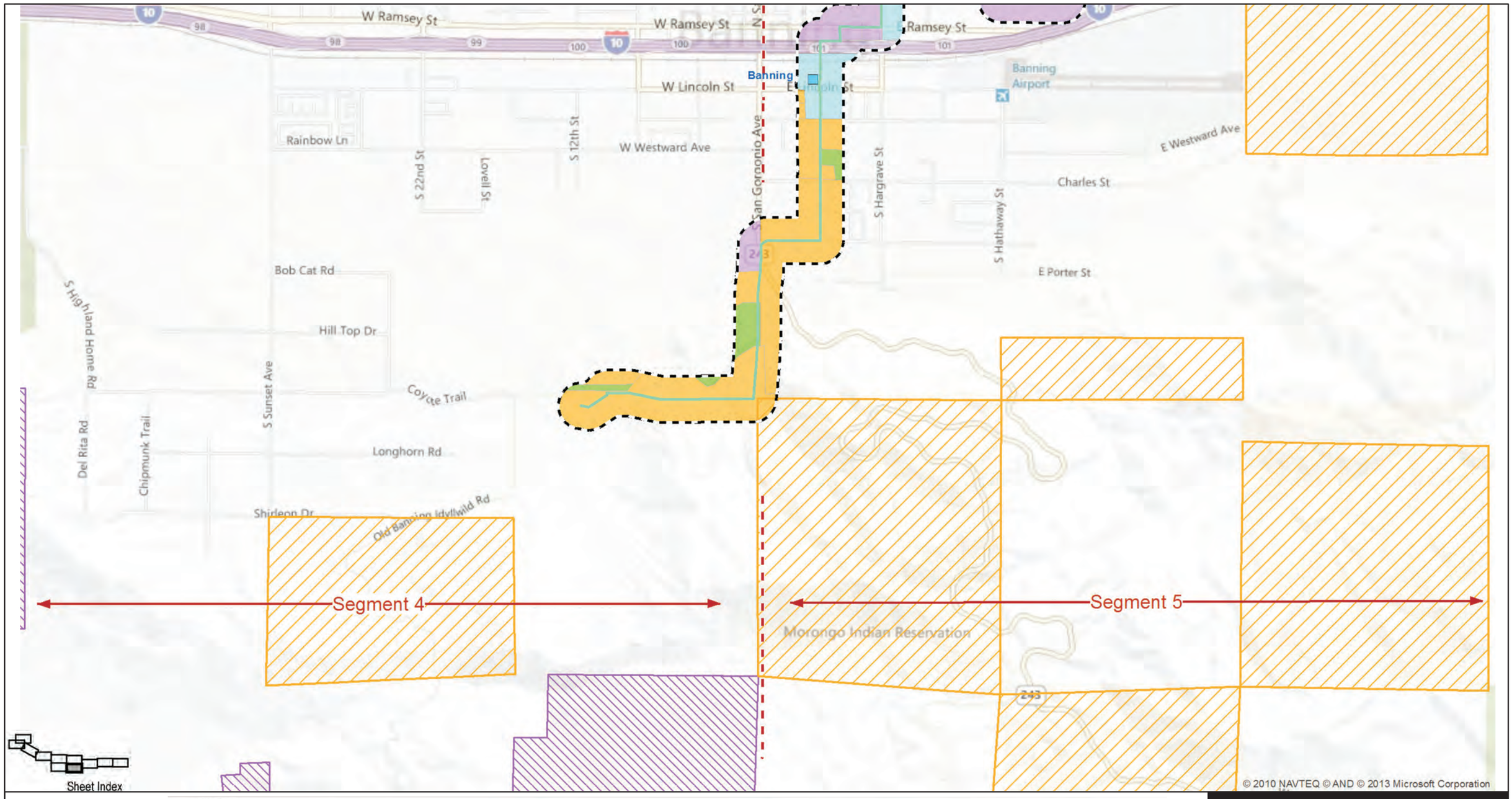

Source: SCE, 2013.

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FEET

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both
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- Controlled Development Area
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- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

West of Devers Upgrade Project

Figure D.11-2h

Zoning, Segment 4 & 5

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Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
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Zoning Designations

- Agriculture
- Commercial
- Controlled Development Area
- Industrial
- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

0 1000 2000 FEET

Sheet Index

West of Devers Upgrade Project

Figure D.11-2i

Zoning, Segment 5

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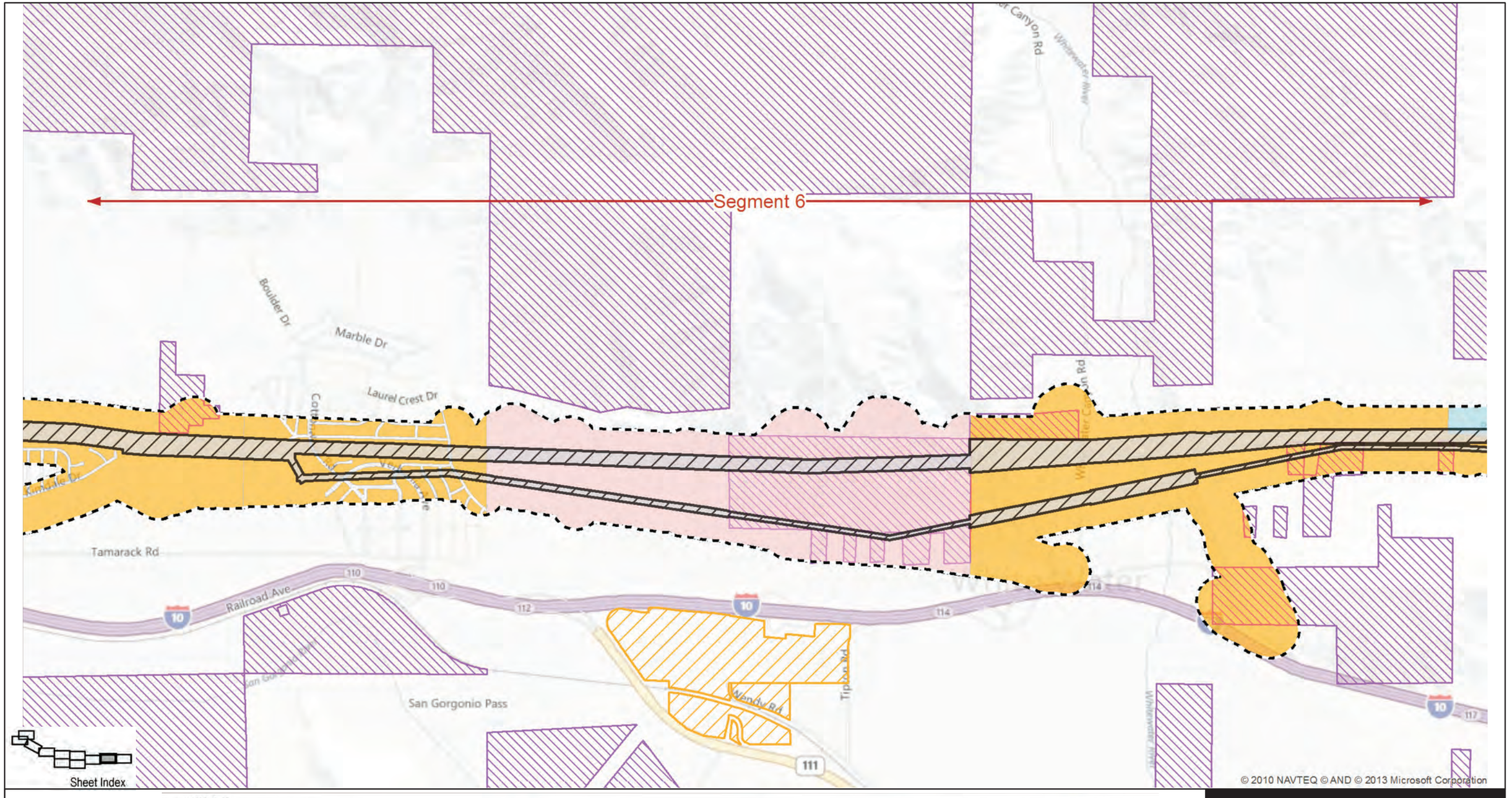

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
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- Open Space/Parks/Recreation
- Planned Community
- Public Facilities
- Residential
- Specific Plan
- Water

0 1000 2000 FEET

West of Devers Upgrade Project

Figure D.11-2j

Zoning, Segment 6

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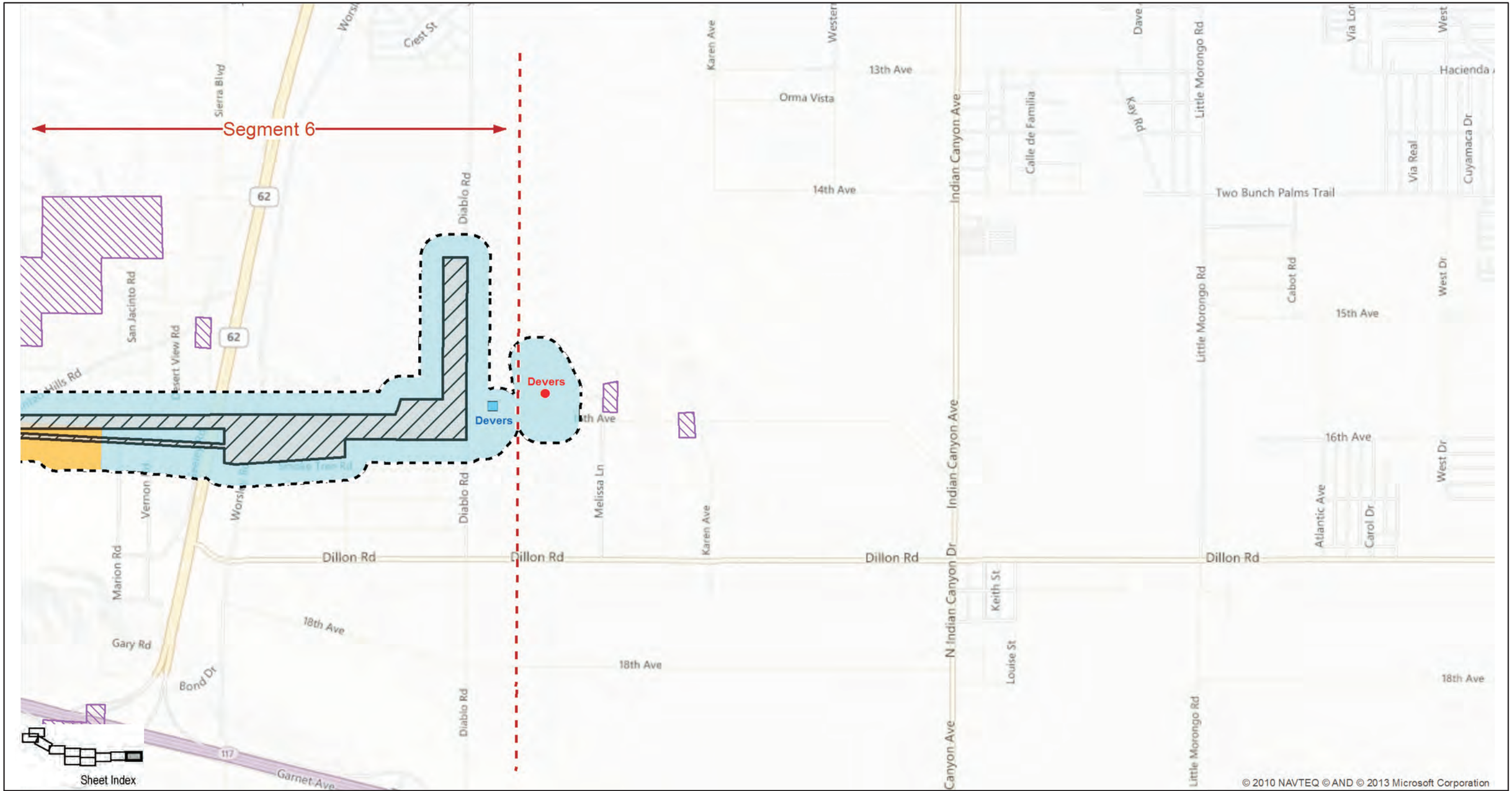

Source: SCE, 2013.

LEGEND

- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
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Zoning Designations

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- Open Space/Parks/Recreation
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- Public Facilities
- Residential
- Specific Plan
- Water

N

0 1000 2000
FEET

West of Devers Upgrade Project

Figure D.11-2k

Zoning, Segment 6

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