

Section 4.9

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4.9 LAND USE AND PLANNING

This section discusses the existing and planned land uses within the vicinity of the Proposed Project, consistency with applicable land use policies and regulations, and the potential impacts to existing land use from the Proposed Project. Even though the Proposed Project is exempt from local land use requirements, SCE has considered local and state land use plans as part of the current environmental review and Proposed Project design process.

4.9.1 Applicable Laws, Regulations, and Standards

4.9.1.1 Federal Regulations – Department of Interior, Bureau of Land Management

Pursuant to the Federal Land Policy and Management Act of 1976 (FLPMA), a ROW grant is required for construction and operation of any portion of a proposed power line that crosses public lands managed by the BLM. SCE has requested that the BLM (Palm Springs Field Office) issue the ROW grant for the Proposed Farrell-Garnet 115 kV Subtransmission Line (Route 1) for that portion of the Proposed Project that would be located on BLM land, which includes the segment located west of Gene Autry Trail and south of the UPRR tracks, a distance of approximately 750 feet. In compliance with the NEPA and FLPMA, the BLM could approve the ROW grant based on either a Categorical Exclusion, or a Finding of No Significant Impact, issued after preparation of an Environmental Assessment.

4.9.1.2 Local Land Use and Zoning Regulations

The Proposed Project is exempt from local land use and zoning regulations. However, because SCE is complying with CPUC regulations governing transmission lines, CPUC General Order No. 131-D, Section XIV. B requires the utility to consult with local agencies regarding land use matters. SCE has considered local and state land-use plans as part of the current environmental review process. The following local plans were reviewed:

- The County of Riverside General Plan (Western Coachella Valley Area Plan). The General Plan outlines standards and policy for unincorporated territory within the County of Riverside. The Western Coachella Valley Area Plan does the same and includes a land use plan, specifically for the Western Coachella Valley.
- The City of Cathedral City Comprehensive General Plan. The Cathedral City General Plan includes goals, policies, and programs used in making land use decisions for the future of Cathedral City.
- The City of Palm Springs General Plan. The Palm Springs General Plan includes goals and objectives that aim to preserve and guide the development of the City of Palm Springs.
- City of Palm Desert Comprehensive General Plan. This plan includes policy, goals, and objectives for an area that includes the unincorporated community of Thousand Palms in Riverside County.
- The City of Rancho Mirage General Plan. The Rancho Mirage General Plan includes goals and policies as a basis for the city council to make land use decisions.

4.9.1.3 Federal Aviation Administration

Federal Aviation Administration (FAA) regulations address potential aircraft obstruction for structures taller than 200 feet or within 20,000 feet of an airport. Specifically, Federal Regulation Title 14, Part 77, establishes standards and notification requirements for objects that have the potential to affect navigable airspace. These standards are intended to (1) evaluate the effect of the construction or alteration of structures on airport operating procedures; (2) determine if there is a potential hazard to air navigation; and (3) identify measures to enhance safety. Specifically, the FAA requires notification through the filing of FAA Form 7460, Notice of Proposed Construction or Alteration, if any of the following criteria are met with regards to a proposed action (Title 14, Part 77.13):

- Any construction or alteration of more than 200 feet in height
- Any construction or alteration of 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 heliports
 - 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
- When requested by the FAA
- Any construction or alteration located on a public use airport or heliport regardless of height or location

4.9.2 Significance Criteria

Impacts to land use and planning are considered potentially significant if the project would:

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

4.9.3 Applicant Proposed Measures

SCE proposes the following APM with respect to aeronautical considerations for the Farrell-Garnet 115 kV Subtransmission Line (Route 1) and the 115 kV subtransmission line reconfigurations at the intersection of Varner Road and Date Palm Drive, and the installation of two TSPs and the 115 kV subtransmission line rearrangements at Eisenhower Substation:

LU-1. Aeronautical Considerations. As indicated in the Study of Aeronautical Considerations (2007), SCE would submit notice to the FAA electronically, in accordance with FAA procedures and as far in advance of construction as possible.

No further APMs are proposed for land use and planning.

4.9.4 Environmental Setting

In general, the landscape in the vicinity of the Proposed Project is desert and mountainous, with large, open areas and rapid development within the City of Palm Springs and surrounding cities. For the purpose of the land use analysis, a study area that included lands within an approximate 0.5-mile radius surrounding the proposed and alternative subtransmission line routes and the proposed 220 kV transmission line loop-in was assessed. In addition, those areas associated with the proposed subtransmission line reconfigurations and substation modifications were assessed. The study area(s) are all within Riverside County, California, including portions of the cities of Palm Springs, Rancho Mirage, Palm Desert, Cathedral City, and Indian Wells. The remaining portions of the study area are located within unincorporated Riverside County, including the community of Thousand Palms. A portion of the Proposed Farrell-Garnet 115 kV Subtransmission Line (Route 1) crosses a BLM parcel on the west side of Gene Autry Trail, south of the UPRR tracks (See inset Figure 2.3: New Devers 115kV Subtransmission Area – Proposed Project and Alternatives). Primary land uses within the study area include residential, open space, commercial, utilities, and transportation. Jurisdictional boundaries, existing land use, and planned land use designations are shown on Figure 4.9-1: Land Jurisdiction, Figures 4.9-2a: Existing Land Use, Farrell-Garnet Project Area, and 4.9-2b: Existing Land Use, Mirage-Santa Rosa Project Area, and Figures 4.9-3a: Planned Land Use, Farrell-Garnet Project Area, and 4.9-3b: Planned Land Use, Mirage-Santa Rosa Project Area.

4.9.4.1 Transmission

Existing 220 kV transmission lines and 115 kV subtransmission lines are located within SCE's existing ROW along the Vista de Oro roadway. Land use in the immediate area can be characterized as open desert, low density residential, and utilities. Land uses located to the south of the Mirage Substation include the residential golf course community of Tri-Palm Estates, commercial, and other residential development.

The Proposed Devers-Coachella Valley 220 kV Loop-In would be located within unincorporated Riverside County, near the community of Thousand Palms. The Proposed Devers-Coachella Valley 220 kV Loop-In would include the construction of approximately 0.8 mile of 220 kV transmission line within existing SCE ROW and franchise locations between the Mirage Substation, to the south, and the existing Devers-Coachella Valley 220 kV transmission line ROW, to the north. Construction of the proposed 220 kV transmission line loop-in would include eight LSTs and one TSP. From Mirage Substation to the existing Devers-Coachella Valley 220 kV transmission line, the proposed route would travel north on the east side of Vista de Oro and adjacent to an existing access road (both are dirt roads), and east of the existing 115 kV subtransmission line located on the western boundary of SCE's existing ROW, which also contains two existing 220 kV transmission lines.

The Proposed Devers-Coachella Valley 220 kV Loop-In would cross or run adjacent to lands zoned as Open Space, Residential, Utilities, and Commercial.

4.9.4.2 Subtransmission

Proposed Farrell–Garnet 115 kV Subtransmission Line (Route 1)

Land use in the Palm Springs portion of the study area can be characterized primarily as open space and residential, with large areas under construction and pockets of commercial use.

The Proposed Farrell-Garnet 115 kV Subtransmission Line (Route 1) would include the replacement of approximately 5.3 miles of existing single-circuit 115 kV subtransmission line with new, higher-capacity double-circuit 115 kV subtransmission lines and the replacement of support structures within existing SCE ROWs and franchise locations between the Farrell and Garnet substations, in the City of Palm Springs. Adjacent to Farrell Substation, land uses include commercial, open space/vacant, and residential. The Palm Springs International Airport and land under construction are located south of Farrell Substation.

From Farrell Substation, the proposed subtransmission line route would head north, following the east side of Gene Autry Trail for approximately 1.8 miles, before crossing to the west side of Gene Autry Trail. Along Gene Autry Trail, the proposed route crosses a wide expanse of open desert and the Whitewater River drainage (designated a watercourse zone). The route then heads northwest, crossing approximately 750 feet of BLM land before reaching and crossing the UPRR. North of the railroad, the route continues northwest across the open desert landscape, and then follows the south side of Salvia Road in a northwest direction, before reaching I-10. At this point, the route would parallel I-10 on the south side, and continue in a westward direction to Garnet Substation. Near Garnet Substation, land uses include commercial development, off of the I-10 exit, and open desert. Large wind farms are located to the west of Garnet Substation. The Massey Rock and Sand Company owns a large mine due south of Garnet Substation, just south of the UPRR tracks and west of Indian Avenue.

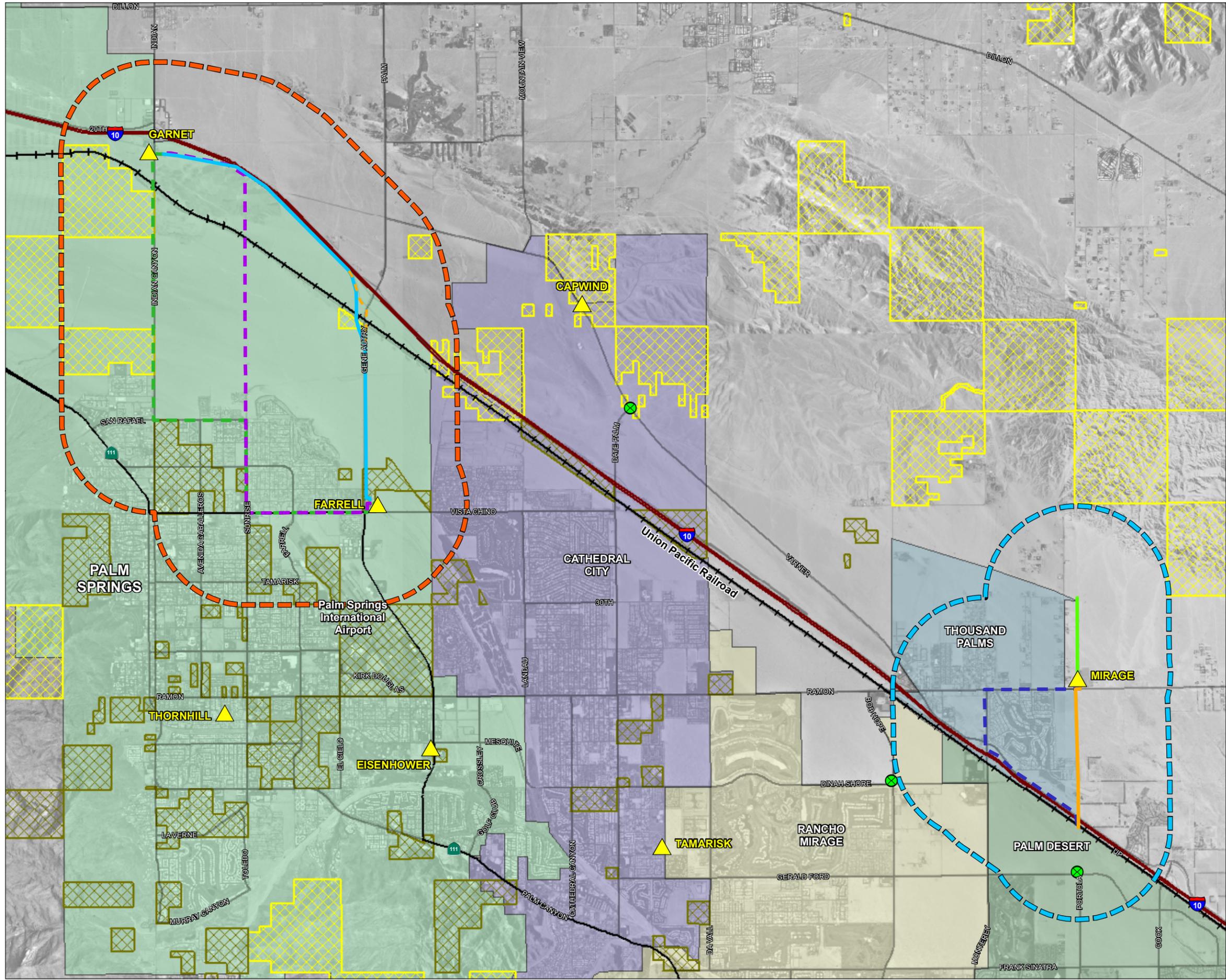
The Farrell Substation is located within land zoned Industrial. As the route proceeds north, it crosses or runs adjacent to lands zoned as Single-Family Residential (the Contempo/Alexander development), Watercourse, and Open-Space. The proposed Contempo/Alexander development project, involving the subdivision of 3.5 acres into ten lots north of via Escuela and west of Gene Autry Trail, has been approved by the Palm Springs City Council.

Proposed Mirage-Santa Rosa 115 kV Subtransmission Line (Route 4)

The proposed Mirage-Santa Rosa 115 kV Subtransmission Line (Route 4) would be located within Riverside County, in the unincorporated community of Thousand Palms. Land use in the area can be characterized as open desert areas, residential golf course communities, commercial uses, and other residential development.

The Proposed Mirage-Santa Rosa 115 kV Subtransmission Line (Route 4) would include the replacement of approximately 1.5 miles of existing single-circuit 115 kV subtransmission lines with double-circuit 115 kV subtransmission lines and the replacement of support structures within existing SCE ROWs and franchise locations between the Mirage Substation and the existing Santa Rosa-Tamarisk 115 kV subtransmission line.

**Figure 4.9-1
Land Jurisdiction**



- LEGEND**
- Farrell - Garnet Project Area
 - Mirage - Santa Rosa Project Area
 - BLM Land
 - Tribal Land
 - Proposed Project**
 - SCE Substations - Proposed Modification
 - Subtransmission Line Reconfiguration
 - Farrell-Garnet 115 kV Route #1
 - Mirage-Santa Rosa 115 kV Route #4
 - Devers-Coachella 220 kV Loop-In
 - Alternative Subtransmission Line Routes**
 - Farrell-Garnet 115 kV Route #1 Option A
 - Farrell-Garnet 115 kV Route #2
 - Farrell-Garnet 115 kV Route #3
 - Mirage-Santa Rosa 115 kV Route #5
 - Transportation (TBM, 2006)**
 - Interstate Highway
 - State Highway
 - Major Road
 - Railroad



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 Custodian: John Le
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 Date: July 25, 2007

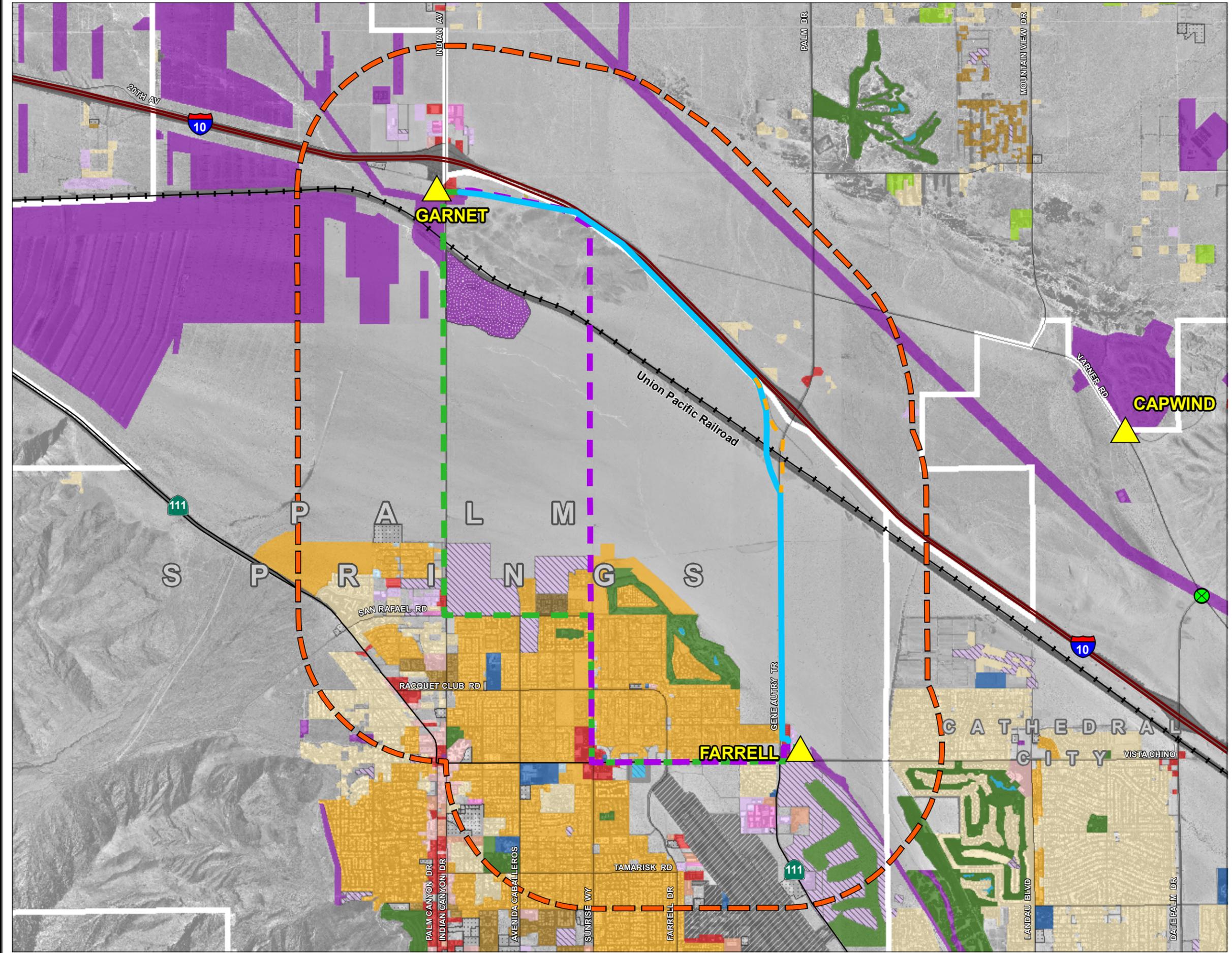
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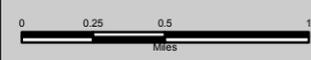
Figure 4.9-2a

Existing Land Use
Farrell-Garnet Project Area



LEGEND

- Farrell - Garnet Project Area
- Proposed Project**
- ▲ SCE Substations - Proposed Modification
- Subtransmission Line Reconfiguration
- Farrell-Garnet 115kV Route #1
- Alternative Subtransmission Line Routes**
- Farrell-Garnet 115 kV Route #1 Option A
- Farrell-Garnet 115 kV Route #2
- Farrell-Garnet 115 kV Route #3
- Transportation (TBM, 2006)**
- Interstate Highway
- State Highway
- Major Road
- Railroad
- Existing Land Use (2006)**
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Park
- Hotel/Resort
- Commercial
- Business/Office Park
- Mixed Use
- Industrial
- Mining
- Utilities
- Under Construction
- Church
- Public Facilities
- Transportation
- Airport Zone
- School
- Junk Yard
- Agriculture
- Open Space/Parks
- Retention Basin
- Water
- Vacant
- City/Community Boundary



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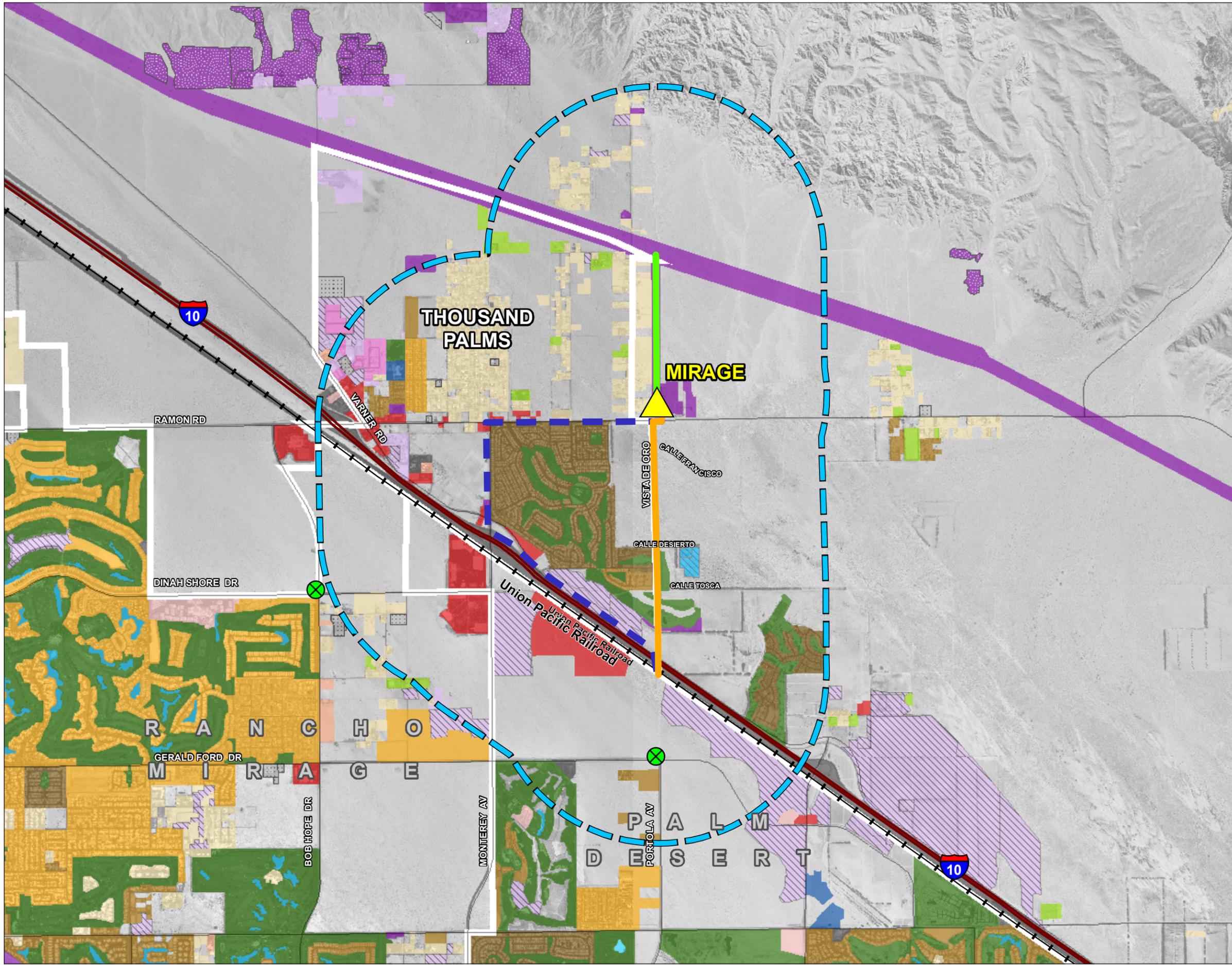
Sources: EPG, Inc., 2007; SCAG, 2006; City of Rancho Mirage, 2007; City of Palm Desert, 2007.

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Figure 4.9-2b
Existing Land Use
Mirage-Santa Rosa Project Area



LEGEND

- Mirage - Santa Rosa Project Area
- Proposed Project**
- SCE Substations - Proposed Modification
- Subtransmission Line Reconfiguration
- Mirage-Santa Rosa 115kV Route #4
- Devers-Coachella 220 kV Loop-In
- Alternative Subtransmission Line Route**
- Mirage-Santa Rosa 115 kV Route #5
- Transportation (TBM, 2006)**
- Interstate Highway
- State Highway
- Major Road
- Railroad
- Existing Land Use (2006)**
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Park
- Hotel/Resort
- Commercial
- Business/Office Park
- Mixed Use
- Industrial
- Mining
- Utilities
- Under Construction
- Church
- Public Facilities
- Transportation
- Airport Zone
- School
- Junk Yard
- Agriculture
- Open Space/Parks
- Retention Basin
- Water
- Vacant
- City/Community Boundary



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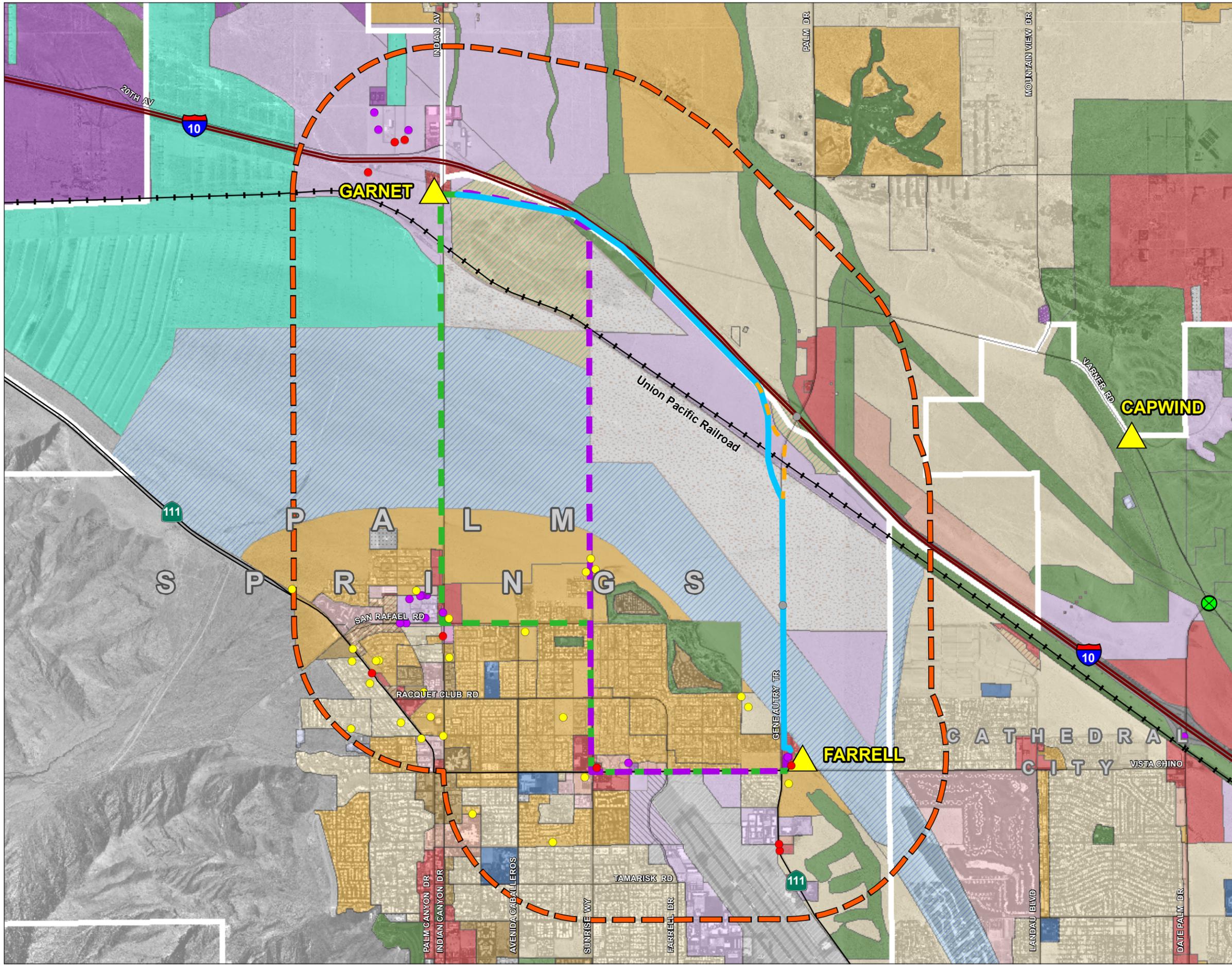
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Figure 4.9-3a
Planned Land Use
Farrell-Garnet Project Area



LEGEND

- Farrell - Garnet Project Area
- Proposed Project**
 - SCE Substations - Proposed Modification
 - Subtransmission Line Reconfiguration
 - Farrell-Garnet 115kV Route #1
- Alternative Subtransmission Line Routes**
 - Farrell-Garnet 115 kV Route # Option A
 - Farrell-Garnet 115 kV Route #2
 - Farrell-Garnet 115 kV Route #3
- Transportation (TBM, 2006)**
 - Interstate Highway
 - State Highway
 - Major Road
 - Railroad
- Future Development Projects**
 - Residential
 - Commercial
 - Industry
 - Public
 - Transportation
- Planned Land Use (2006)**
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Mobile Home Park
 - Hotel/Resort
 - Commercial
 - Business/Office Park
 - Mixed Use
 - Planned Development
 - Planned Research & Development Zone
 - Industrial
 - Mining
 - Utilities
 - Water Tower/Tank
 - Public Facility
 - Transportation
 - Airport Zone
 - School
 - Agriculture
 - Open Space/Parks
 - Wind Farm
 - Conservation
 - Desert
 - Lake/Water
 - City/Community Boundary



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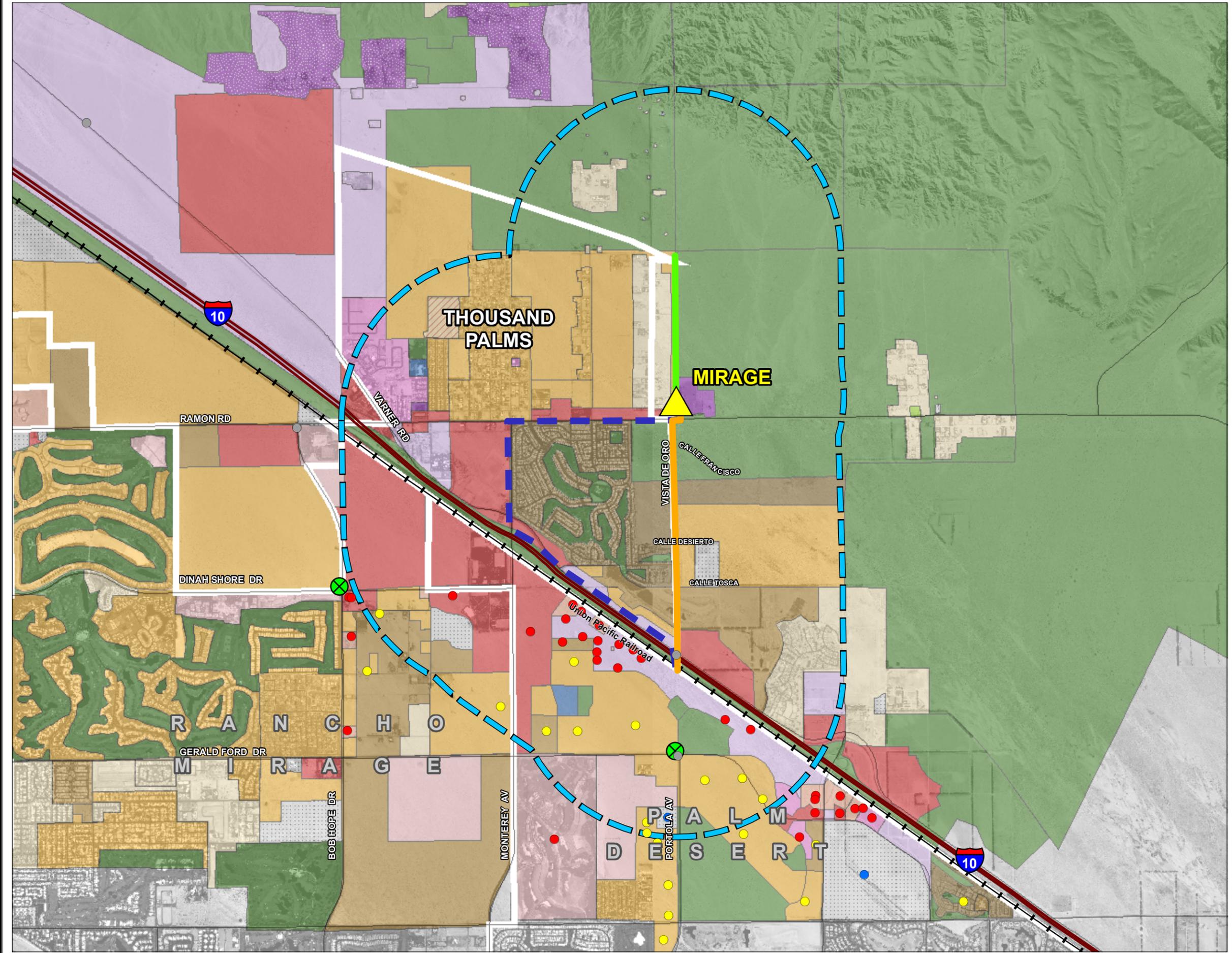
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 Date: August 17, 2007

Sources: EPG, Inc. 2007; SCAG, 2006; City of Palm Springs, 2007; City of Rancho Mirage, 2007; City of Cathedral City, 2007; City of Palm Desert, 2007.

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Figure 4.9-3b
Planned Land Use
Mirage-Santa Rosa Project Area



LEGEND

Mirage - Santa Rosa Project Area

Proposed Project

- ▲ SCE Substations - Proposed Modification
- Subtransmission Line Reconfiguration
- Mirage-Santa Rosa 115kV Route #4
- Devers-Coachella 220 kV Loop-In
- Alternative Subtransmission Line Route
- Mirage-Santa Rosa 115 kV Route #5

Transportation (TBM, 2006)

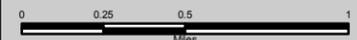
- Interstate Highway
- State Highway
- Major Road
- Railroad

Future Development Projects

- Residential
- Commercial
- Industrial
- Public
- Transportation

Planned Land Use (2006)

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Park
- Hotel/Resort
- Commercial
- Business/Office Park
- Mixed Use
- Planned Development
- Planned Research & Development Zone
- Industrial
- Mining
- Utilities
- Water Tower/Tank
- Public Facility
- Transportation
- Airport Zone
- School
- Agriculture
- Open Space/Parks
- Wind Farm
- Conservation
- Desert
- Lake/Water
- City/Community Boundary



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From Mirage Substation to Calle Francisco, the proposed route would travel south along the east side of Vista de Oro, a dirt road, through open desert. From Calle Francisco to Calle Tosca, SCE would install a new single-circuit 115 kV subtransmission line within the existing SCE ROW. This segment of the route would continue south, crossing open desert, until reaching Calle Desierto. South of Calle Desierto, the route would run adjacent to and east of the existing 115 kV subtransmission line, crossing the Tri- Palm Golf Course. From Calle Tosca to the south side of I-10, SCE would rebuild an existing single-circuit 115 kV subtransmission line as a double-circuit 115 kV subtransmission line. This segment would cross both open desert and two additional areas of the Tri-Palm Golf Course before reaching and crossing I-10. South of I-10, the route would utilize an existing, idle subtransmission line segment to the corner of Portola Avenue and Gerald Ford Drive, where the route would intersect the existing Santa Rosa-Tamarisk 115 kV subtransmission line. The area south of I-10 is undergoing extensive commercial and residential development.

The Mirage-Santa Rosa route crosses or runs adjacent to lands zoned as Open Space, Residential, and Commercial.

4.9.4.3 Subtransmission Line Reconfigurations

Intersection of Bob Hope Drive and Dinah Shore Drive

The Bob Hope Drive and Dinah Shore Drive line reconfiguration is located in the City of Rancho Mirage. The reconfiguration would split the existing Garnet-Santa Rosa 115 kV subtransmission line by removing the span of conductors that connect the southwest and northeast corner poles and also would split the Santa Rosa-Tamarisk 115 kV subtransmission line by dead-ending and grounding the span of conductors that connects the northwest and southeast corner poles. This line reconfiguration includes the replacement of two TSPs, one LWS pole, and one wood pole with new LWS poles at each corner of the intersection. In addition, three new TSPs would be placed east, west, and south of the intersection.

Land use in the area surrounding this intersection includes vacant, undeveloped desert to the northwest and northeast, a low-density/golf course development to the southwest, and scattered low-density residential development to the southeast.

As indicated in the City of Rancho Mirage General Plan (2005), land use designations near the intersection include Medium-Density Residential to the northwest, Commercial to the northeast, and Commercial and Master-Planned Community Development to the southeast.

Intersection of Date Palm Drive and Varner Road

The Varner Road and Date Palm Drive subtransmission line reconfiguration in Cathedral City would split the existing Garnet-Santa Rosa 115 kV subtransmission line and connect the existing Devers-Capwind-Concho-Mirage 115 kV subtransmission line, creating the reconfigured Mirage-Capwind-Devers-Tamarisk 115 kV subtransmission line and the proposed idle Garnet-Santa Rosa 115 kV subtransmission line. This connection would include four replacement wood poles and a new TSP pole, to be installed east of Date Palm Drive and south of Varner Road. Land use in the area is presently vacant, undeveloped desert. Existing facilities near the intersection include several transmission and subtransmission lines that range from 115 kV to 500 kV.

As indicated in the Cathedral City General Plan (2005), land use designations near the intersection include Commercial and Industrial south of the intersection, and Open Space along Varner Road and north of the intersection.

Intersection of Portola Avenue and Gerald Ford Drive

The Portola Avenue and Gerald Ford Drive subtransmission line reconfiguration in the City of Palm Desert would involve the removal of one wood pole, at the northwest corner of the intersection, and the addition of one TSP, approximately 50 feet north of the wood pole that is to be removed. Land use in the area is mostly vacant and undeveloped desert.

As indicated in the City of Palm Desert General Plan (2004), land use designations near the intersection include a Medium-Density Residential Development to the southeast, Low-Density Residential to the southwest and northwest, and an Open Space/Park to the northeast.

4.9.4.4 Substations

The Proposed Project would require the installation, operation, and maintenance of new electrical equipment at many of the existing substations located in the Electrical Needs Area. The installation of new equipment and the reconfiguration or improvement to existing facilities or components would be implemented at the following substations: Devers, Mirage, Concho, Indian Wells, Santa Rosa, Eisenhower, Farrell, Garnet, Thornhill, and Tamarisk. Many of the substations are located in developed areas, in close proximity to existing residential and/or commercial land uses. Others are located in open areas surrounded by desert. With the exception of a new driveway to be constructed at the Farrell Substation, all the proposed substation reconfigurations and improvements would be within the walls or fences of the existing substations.

4.9.5 Impact Analysis

4.9.5.1 Construction Impacts

Transmission

Construction of the Proposed Devers-Coachella Valley 220 kV Loop-In would be within existing SCE ROWs or franchise locations. Therefore, construction of the proposed 220 kV transmission line loop-in would not cause the physical division of an established community or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project.

The Devers-Coachella Valley 220 kV ROW is within the Coachella Valley MSHCP. However, construction of the Proposed Devers-Coachella Valley 220 kV Loop-In would be within existing SCE ROWs or franchise locations. Thus, the Proposed Project would not conflict with the Coachella Valley MSHCP or any other applicable habitat conservation plan or natural community conservation plan.

There are no development projects in the vicinity of the proposed 220 kV transmission line loop-in that would be impacted by construction of the proposed 220 kV transmission line loop-in.

Therefore, the proposed 220 kV transmission line loop-in would not impact land use and planning.

Subtransmission

Construction of the proposed subtransmission lines would not cause the physical division of an established community or conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project. The Proposed Project would be constructed within the Coachella Valley MSHCP. However, construction of the proposed 115 kV subtransmission lines would be within existing SCE ROWs or franchise locations. Thus, the Proposed Project would not conflict with Coachella Valley MSHCP or any other applicable habitat conservation plan or natural community conservation plan. Therefore, impacts to land use and planning would be less than significant. Further detail concerning land use impacts for each of the project components follows.

Proposed Farrell-Garnet 115 kV Subtransmission Line (Route 1)

If the proposed Contempo/Alexander development project, involving the subdivision of 3.5 acres into ten lots north of via Escuela and west of Gene Autry Trail, is constructed at the same time as the proposed subtransmission line, construction conflicts such as detours for vehicle access could arise, although they would be temporary. However, construction of the Proposed Farrell-Garnet 115 kV Subtransmission Line (Route 1) would not impact the development.

Construction of 750 feet of the proposed Farrell-Garnet 115 kV subtransmission line would take place within a ROW designated for subtransmission line use on BLM lands and would not conflict with other uses on BLM lands.

Proposed Mirage-Santa Rosa 115 kV Subtransmission Line (Route 4)

The proposed Wilson Johnson industrial development, which has been approved the City of Palm Desert, would be located south of I-10 and east of the existing idle segment of 115 kV subtransmission, to which the proposed Mirage-Santa Rosa 115 kV Subtransmission Line would connect. There are no development projects in the vicinity of this route, including the Wilson Johnson industrial development that would be impacted by construction of the proposed subtransmission line.

Aeronautical Considerations

A Study of Aeronautical Considerations (2007) was conducted to identify any special considerations for construction of the Proposed Project that may arise out of its proximity to aeronautical land and airspace uses. Preliminary project plans were evaluated with respect to four public-use airports: Banning Municipal (BNG), Bermuda Dunes (UDD), Jacqueline Cochran Regional (TRM), and Palm Springs International Airport (PSP). There are no public-use heliports in the area. The project construction sites are sufficiently distant from BNG, UDD, and TRM to render them immaterial. Therefore, only the Palm Springs International Airport could be affected by the Proposed Project.

Federal and state laws require advance notice of the construction of several subtransmission poles along a portion of the proposed 115 kV subtransmission line between Farrell and Garnet

substations, as outlined in the Study of Aeronautical Considerations (2007). Notice would be submitted to the FAA electronically, in accordance with FAA procedures and as far in advance of construction as possible (APM LU-1). Federal Aviation Regulation (FAR) Part 77 requires the FAA to acknowledge receipt of each notice and to perform an aeronautical study of the proposed construction or alteration outlined therein. The study results in an FAA “determination” of the effect of the proposal on the “safe and efficient use of the airspace.” The determination is normally held valid for a term of 18 months from the date of its issuance. Consequently, the timing of each notice would be coordinated with the Proposed Project’s construction schedule in order to avoid the need to seek an extension of the determination or to re-file the notice.

Construction managers would be aware of the need to address certain activities that may impact aviation safety (e.g., production of dust and glare or the use of cranes).

SCE would survey the affected structures to determine the NAD 83 coordinates of their precise locations, distances from Palm Springs International Airport Runway 13R-31L, and MSL elevations. Survey data would serve to verify the estimates used in this report and to determine the significance of associated errors. These data also would be necessary in the event that SCE wishes to challenge an FAA determination pursuant to the appeals provisions of the regulation.

Use of a crane for construction at any given location also would be evaluated for a potential need to notice the FAA. A crane to be used at a site that is within 20,000 feet of a public-use runway and that is expected to reach a height that would penetrate a slope of 1-foot of elevation for each 100 feet from the nearest point of the nearest runway must be noticed to the FAA. Additionally, a crane that is expected to extend more than 200 feet above the ground at any site must be noticed. The FAA may recommend obstruction marking and/or lighting of a structure in any of its determinations, and SCE would issue the applicable notice as indicated.

Subtransmission Line Reconfigurations

Intersection of Bob Hope Drive and Dinah Shore Drive

The Sahara Commercial Retail Center, located on the southeast corner of the intersection, consisting of a Walgreen’s Drug Store and three other buildings, has received Preliminary Development Plan Approval. Stantec Consulting has received a Tentative Map Approval to subdivide 4 acres into 5 commercial lots located on the southeast corner of the intersection. The Westin Vacation Club/Vistana development, located on the southwest corner of the intersection, is under construction. Construction impacts from the Proposed Project to the existing and proposed land developments in the area would be temporary and less than significant.

Intersection of Date Palm Drive and Varner Road

No construction impacts are expected from this reconfiguration, since no existing or planned land uses are adjacent to this intersection.

Intersection of Portola Avenue and Gerald Ford Drive

Ponderosa Homes II, a 7-acre subdivision consisting of 237 single-family lots, is under construction on the northwestern corner of the intersection. University Park, a 244-lot subdivision on 42 acres, has been approved for the southwestern corner of the intersection.

Because the construction of the Proposed Project would occur within the existing ROW or franchise, construction impacts from the Proposed Project to the existing and proposed land developments in the area would be temporary and less than significant.

Substation Modifications

All substation modifications, with the exception of the new driveway to be constructed on the northwestern corner of Farrell Substation, would take place within existing substation walls or fences. The addition of the driveway would not increase the use of the property, nor intensify the existing use. Therefore, impacts to land use and planning would be less than significant.

In response to aeronautical considerations, final design of the modifications to the Proposed Project substations and associated structures (including landscaping) would recognize the Part 77 height criteria discussed above (see Aeronautical Considerations under Subtransmission) as applicable for the proposed substation modifications. As indicated in the Study of Aeronautical Considerations (2007), SCE would conduct surveys to determine potential effects on aeronautical operations that might result from construction of proposed modifications at Eisenhower Substation and submit notification according to FAA procedures and APM LU-1. The facility design would reflect the desirability of a comfortable margin of space below the airspace surfaces.

4.9.5.2 Operational Impacts

The operational impacts associated with all elements of the Proposed Project would be comparable to the potential construction impacts to existing and planned land use, discussed above. In summary, impacts to land use and planning due to the operation of the Proposed Project would be less than significant.

The Proposed Project would have a less than significant impact on aeronautical operations in the Coachella Valley. The Study of Aeronautical Considerations indicates that the permanent structures to be constructed for the Proposed Project would not obstruct the navigable airspace at public-use aircraft landing areas and, therefore, are not likely to hamper aeronautical operations in the area.

Operation of 750 feet of the proposed Farrell-Garnet 115 kV subtransmission line would take place within a ROW designated for the subtransmission line use on BLM lands and would not conflict with other existing or planned uses on BLM lands.

4.9.6 Alternatives

4.9.6.1 Farrell-Garnet 115 kV Subtransmission Line Alternative Routes 2 and 3

The two alternatives to the proposed Farrell-Garnet subtransmission line route would traverse similar land uses as the proposed route, including open space, residential, commercial, airport, and lands under construction. A major townhouse development is currently being constructed adjacent to Alternative Routes 2 and 3, near the intersection of Indian Canyon Avenue and East San Rafael Road. Although the majority of the two alternative routes would cross land zoned as a Watercourse and Open Space, portions of the routes would be within heavily populated areas of Palm Springs, and new access and ROWs would be required. Because there would be a

greater number of residences in proximity to the alternative routes, there would be a greater potential for adverse impacts to land use, compared to the impacts associated with the Proposed Project. Therefore, the impacts resulting from construction and operation of the alternative routes would be greater than those for the Proposed Project. However, the land use and planning impacts would remain less than significant.

4.9.6.2 Mirage-Santa Rosa 115 kV Subtransmission Line Alternative Route 5

The alternative to the proposed Mirage-Santa Rosa route largely would be built underground. The alternative would not divide an established community; however, there is currently commercial development underway along Varner Road, which could be impacted, due to restricted access during construction of the alternative route. The construction and operational impacts on land use and planning would be similar to those for the Proposed Project and would be less than significant.

4.9.7 References

- City of Cathedral City Comprehensive General Plan. City of Cathedral City. July 2002. http://www.cathedralcity.gov/Planning/general_plan.htm [cited November 2007]
- City of Palm Desert Comprehensive General Plan. City of Palm Desert. March 2004.
- City of Palm Springs General Plan. <http://www.psplan.org> [cited November 2006]
- City of Palm Springs General Plan Update. 2006. <http://www.psplan.org>. [cited November 2006].
- City of Rancho Mirage General Plan. City of Rancho Mirage. November 2005. <http://www.ci.rancho-mirage.ca.us/citygovernment/departments/generalplan.php> [cited November 2007]
- Riverside County. 2003. General Plan. <http://www.rctlma.org/generalplan/index.html>. [cited November 2006].
- Stoner Associates. 2007. A Study of Aeronautical Considerations Associated with the Proposed Devers-Mirage 115 kV Transmission System Split and Devers-Coachella Valley 220 kV Loop-In Project for the Southern California Edison Company. Western Coachella Valley Area Plan. <http://www.rctlma.org/generalplan/ap2/wcvap.html> [cited October 2006].