

4.9 Land Use, Planning, and Policies

This section addresses potential impacts to land uses in the study area. The analysis considers potential impacts resulting from the construction, operation, and maintenance of the Proposed Project and alternatives. Land use issues include compatibility of the Proposed Project and alternatives with adjacent land uses, and potential conflicts with applicable plans and policies. This evaluation is based on review of local and regional land use plans and policies.

4.9.1 Setting

The Proposed Project and alternatives would be located in Riverside County. Various components would be located within the cities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, as well as unincorporated areas of Riverside County, including the Thousand Palms community.

Existing Land Uses

All of the Proposed Project components and alternatives would fall entirely within Riverside County and the cities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, and Indian Wells. The landscape in the project area is desert and mountainous, with large, open areas, though development is prevalent within the City of Palm Springs and surrounding cities. Primary land uses within the project area include residential, open space, commercial, utilities, and transportation.

The majority of the Proposed Project components and alternatives would occur within SCE designated fenced areas, existing SCE right-of-way (ROW), or a local jurisdiction road franchise ROW. For the existing land use descriptions below, Proposed Project and alternative components are divided into those located in the Farrell-Garnet study area (the western portion of the project area), and the Mirage-Santa Rosa study area (the eastern portion of the project area).

Farrell-Garnet Study Area

Proposed Farrell-Garnet 115 kV Subtransmission Line

The proposed Farrell-Garnet 115 kV subtransmission line would originate at the Farrell Substation in the City of Palm Springs and predominately travel north and northwest for approximately 5.8 miles. The proposed subtransmission line would be installed within existing subtransmission ROW and franchise locations, and would replace the existing structures in the ROW and franchise locations. One exception would be for a 0.8-mile portion of the line that would be constructed within new ROW. Land uses in the City of Palm Springs near this alignment of the Proposed Project are characterized primarily as open space, residences, and commercial areas; also, the Palm Springs International Airport is located one half mile southwest of the proposed Farrell-Garnet 115 kV alignment.

More specifically, the proposed subtransmission line alignment heads north from the Farrell Substation, following the east side of Gene Autry Trail for approximately 1.8 miles, before crossing to the west side of Gene Autry Trail south of the Union Pacific Rail (UPRR) ROW. Adjacent land uses are primarily low and medium density residential, including approximately 21 residences located on the periphery of the City, between approximately 150 feet to 1,500 feet to the west of the first half mile of the proposed subtransmission line alignment.

Along Gene Autry Trail, the proposed alignment crosses a wide expanse of open desert and the Whitewater River drainage. The alignment crosses approximately 750 feet of U.S. Bureau of Land Management (BLM) land before it crosses the UPRR. North of the railroad, the alignment would deviate from existing SCE ROW for approximately 0.8 mile, traveling northwest, north, and then east around private property, through open desert that is designated as a future planned regional business center use. The alignment continues northwest across the open desert landscape, and then follows the south side of Salvia Road in a northwest direction, before reaching Interstate 10 (I-10). At this point, the alignment parallels the south side of I-10, and continues in a westward direction to Garnet Substation. Land adjacent to I-10 is primarily conservation land and desert. The area in the immediate vicinity of Garnet Substation is currently occupied by commercial uses and large wind farms are located farther 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 Canyon Drive.

Proposed 115 kV Reconfigurations at Varner Road and Date Palm Drive

The Proposed Project would result in the reconfiguration of 115 kV subtransmission lines at the intersection of Varner Road and Date Palm Drive in the City of Cathedral City. With the exception of Varner Road, Date Palm Drive, and the existing subtransmission and transmission lines, the area is currently undeveloped. The reconfigurations would be located on either SCE ROW or in the Cathedral City road franchises.

Proposed Modifications to Substations

The Proposed Project would require the installation, operation, and maintenance of new electrical equipment at many of the existing substations in the Farrell-Garnet study area, including the Devers Substation in Riverside County, and Eisenhower, Farrell, Garnet, and Thornhill Substations in the City of Palm Springs, and Tamarisk Substation in Cathedral City. These existing substations are all located on land used for industrial purposes.

Alternative 2

The Alternative 2 subtransmission line would include approximately six miles of new overhead and underground single-circuit 115 kV subtransmission line within existing Caltrans and City of Palm Springs road franchise locations and SCE ROW. From Farrell Substation, the subtransmission line would be located underground and would run west along Vista Chino for approximately 1.3 miles. The north side of Vista Chino in this area consists of residential developments and the south side of Vista Chino includes residential, commercial, and industrial uses as well as the Palm Springs International Airport, which is located immediately south of

Vista Chino and west of Gene Autry Trail in the City of Palm Springs. The northern portion of the main runway at the airport is approximately 1,500 feet south of the Alternative 2 alignment. At mile 1.3, the Alternative 2 alignment continues underground and heads north along Sunrise Way for approximately 1.4 miles, passing residential areas. Just north of Four Seasons Boulevard, the alternative would transition overhead and continue north within existing SCE distribution line ROW, crossing desert open space and the UPRR. The alignment continues north through desert terrain until reaching the existing SCE subtransmission ROW, where it turns west-northwest and continues to Garnet Substation.

Alternative 3

The Alternative 3 subtransmission line would originate at the Farrell Substation in the City of Palm Springs, and would include approximately 6.5 miles of new overhead and underground single-circuit 115 kV subtransmission line within existing Caltrans and the City of Palm Springs road franchise locations and SCE ROW. From Farrell Substation, the alignment would be located underground and would run west along Vista Chino for approximately 1.3 miles. The north side of Vista Chino in this area consists of residential developments and the south side of Vista Chino includes residential, commercial, and industrial uses as well as the Palm Springs International Airport. The northern portion of the main runway is approximately 1,500 feet south of the Alternative 3 alignment. At mile 1.3, the alignment continues underground and turns north along Sunrise Way, and then east along San Rafael Road until reaching Indian Canyon Drive. Land uses in this area include existing residential neighborhoods along Sunrise Way, San Rafael Road, and Indian Canyon Drive. There are also intermittent commercial and industrial land uses in the area. At Indian Canyon Drive the line would transition overhead and continue north along the east side of the road to Garnet Substation. Along Indian Canyon Road, between the Chino Canyon Creek and the Garnet Substation, land uses include lake/water, desert, and industrial uses. As the Alternative 3 alignment approaches the Garnet Substation, there is a wind farm adjacent to the west side of the alignment.

Alternative 6

The Alternative 6 subtransmission line would originate at the Farrell Substation in the City of Palm Springs, and would include approximately 4.2 miles of new underground and overhead single-circuit 115 kV subtransmission line within Caltrans and Cathedral City road franchise locations and existing SCE ROW. From Farrell Substation, the alignment heads east along Vista Chino for approximately 2.7 miles to Date Palm Drive in Cathedral City. Adjacent to Vista Chino are areas of open space, as well as residential developments, commercial developments, and a resort and country club with golf courses. At Date Palm Drive the alignment continues north within the existing Devers-Eisenhower 115 kV line ROW. From Date Palm Drive to I-10 the alignment is adjacent to existing residential and commercial developments to the west and open space and desert to the east. This portion of the alignment parallels the UPRR in a northwesterly direction, and then crosses the UPRR and I-10. North of I-10 the alignment passes through open desert before reaching the existing Garnet-Santa Rosa 115 kV subtransmission line.

Alternative 7

The Alternative 7 subtransmission line would originate at the Farrell Substation in the City of Palm Springs, and would include approximately 9.1 miles of new overhead single-circuit 115 kV subtransmission line within existing Caltrans and Cathedral City road franchise locations and SCE ROW. From Farrell Substation, the alignment heads east along Vista Chino for approximately 1.7 miles to Landau Boulevard in Cathedral City. The land adjacent to Vista Chino is characterized by open space, as well as residential developments, commercial developments, and a resort and country club with golf courses. At Landau Boulevard, the alignment heads south for approximately 2.5 miles adjacent to resort and country club land uses, golf courses, and residential and commercial developments. At 33rd Avenue, the alignment heads east for approximately 0.9 mile to Date Palm Drive, where it would turn north and continue for 4.0 miles to the existing Garnet-Santa Rosa 115 kV line. Along 33rd Avenue and Date Palm Drive, the alignment passes residential and commercial developments, industrial areas, and desert open space. The northern portion of the alignment parallels the UPRR in a northwesterly direction, and then crosses the UPRR and I-10. North of I-10 the alignment passes through open desert (before reaching the existing Garnet-Santa Rosa 115 kV subtransmission line).

Mirage-Santa Rosa Study Area

Proposed Devers-Coachella Valley 220 kV Loop-In

The proposed Devers-Coachella Valley 220 kV Loop-In would be located within unincorporated Riverside County, in the community of Thousand Palms. The proposed 220 kV loop-in alignment originates at the Mirage Substation in unincorporated Riverside County and travels north for approximately 0.8 mile within existing SCE ROW to the existing Devers-Coachella Valley 220 kV transmission line. The alignment traverses primarily vacant desert, characterized by sparse vegetation. The natural character of nearby vacant lands has been modified by access roads and overland vehicular use. Roadways in the vicinity of the proposed loop-in alignment include Vista de Oro and Ramon Road. Approximately 20 residences are located west of Vista de Oro, which is an unpaved road located within the ROW.

Proposed Mirage-Santa Rosa 115 kV Subtransmission Line

The proposed Mirage-Santa Rosa 115 kV subtransmission line would originate at the Mirage Substation and proceed south for approximately 1.5 miles in existing SCE ROW, to the existing Santa Rosa-Tamarisk 115 kV subtransmission line. This alignment is within unincorporated Riverside County, in the community of Thousand Palms. Land uses in the area are characterized by open desert areas, residential golf course communities, commercial uses, and other residential development. Specifically, from Mirage Substation to Calle Francisco, the proposed alignment travels south along the east side of Vista de Oro, a dirt road, through open desert, and would continue through open desert until reaching Calle Desierto. Land uses along this alignment are medium density residential, medium high density residential and commercial retail. South of Calle Desierto the alignment runs 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 the UPRR, the alignment crosses both open desert and two additional areas of the Tri-Palm Golf Course before

crossing I-10 and the UPRR. South of the UPRR, the proposed subtransmission line would tap into the existing Santa Rosa-Tamarisk 115 kV subtransmission line.

Proposed 115 kV Reconfigurations

Existing subtransmission lines would be reconfigured at the intersection of Bob Hope Drive and Dinah Shore Drive in the City of Rancho Mirage to form the reconfigured Mirage-Santa Rosa-Tamarisk line and the reconfigured Mirage-Capwind-Devers-Tamarisk line. At the intersection of Gerald Ford Drive and Portola Avenue in the City of Desert Palm, existing subtransmission lines would be reconfigured to allow the proposed Mirage-Santa Rosa 115 kV subtransmission line to loop in to the existing Santa Rosa-Tamarisk 115 kV subtransmission line. The proposed reconfigurations would be located within existing SCE ROW adjacent to residential and commercial uses.

Proposed Modifications to Substations

The Proposed Project would require the installation, operation, and maintenance of new electrical equipment at several substations in the Mirage-Santa Rosa study area, including Mirage Substation in Riverside County in the Community of Thousand Palms, Santa Rosa Substation in the City of Rancho Mirage, Concho Substation in the City of Palm Desert, and Indian Wells Substation in the City of Indian Wells. These existing substations are all located on land used for industrial purposes.

Alternative 5

The Alternative 5 subtransmission line would originate at the Mirage Substation in Riverside County, in the Community of Thousand Palms, and would include approximately 3.1 miles of mostly underground single-circuit 115 kV subtransmission line within existing Riverside County road franchise locations and SCE ROW. From Mirage Substation, the underground line would run west along Ramon Road for approximately one mile, adjacent to residential areas and open space. At Monterey Avenue the line would head south for approximately 0.6 mile to Varner Road. The residential golf course community of the Tri-Palm Estates and other residential developments are located to the east of Monterey Avenue, and west of the avenue is primarily open space. At Varner Road the line would head southeast within the road, paralleling I-10 until reaching the existing Mirage-Concho 115 kV subtransmission line where the alternative would transition overhead. Land uses to the north of Varner Road include the residential golf course community mentioned above. Once overhead, the line would cross I-10 and would connect with the existing Santa Rosa-Tamarisk line south of I-10.

Regulatory Context

State

California Public Utilities Commission General Order No. 131-D

The California Public Utilities Commission (CPUC) has sole and exclusive jurisdiction over the siting and design of the Proposed Project and alternatives, as it authorizes the construction, operation, and maintenance of investor-owned public utility facilities. While General Order

No. 131-D, Section XIV.B requires that in locating a project “the public utility shall consult with local agencies regarding land use matter,” such projects are exempt from local land use and zoning regulations and discretionary permitting (i.e. would not require approval from a local decision-making body such as a planning commission, county or city council). The public utility is required to obtain any required non-discretionary local permit.

California Public Utilities Code

California Public Utilities Code Section 21658 prohibits structural hazards associated with utility poles and lines near airports. Should a transmission line be located in the vicinity of an airport or exceed 200 feet in height, a Notice of Proposed Construction or Alteration (Form 7460-1) will be required by the Federal Aviation Administration in accordance with Federal Aviation Regulation, Part 77 “Objects Affecting Navigable Airspace.”

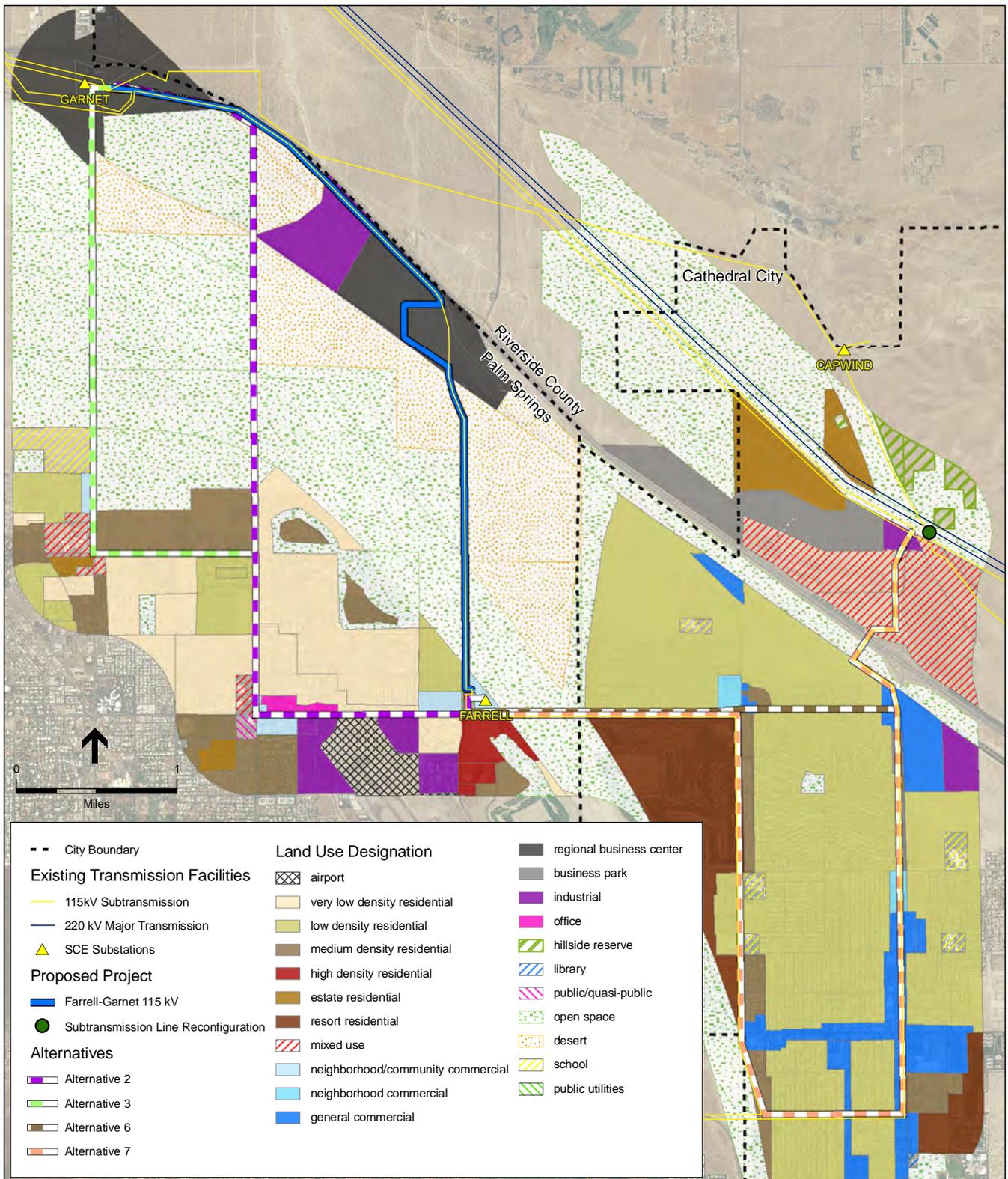
Local

This section presents the local (i.e., County and city) planning documents (e.g., general plans) and ordinances that are applicable to the Proposed and alternatives. Figure 4.9-1, *Farrell-Garnet Study Area, General Plan Land Use Designations*, provides an illustration of the planned land uses in the vicinity of the Farrell-Garnet study area and Figure 4.9-2, *Mirage-Santa Rosa Study Area, General Plan Land Use Designations*, provides an illustration of the planned land uses in the vicinity of the Mirage-Santa Rosa study area.

Riverside County General Plan

The Riverside County General Plan, updated and adopted in October 2003, serves as the blueprint for planning decisions in Riverside County. It sets the foundation for growth and land-use related decisions within Riverside County over the next 20 years. The Riverside General Plan is comprised of the eight elements: Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, and Administration. The General Plan is augmented by 19 additional detailed Area Plans covering the County's territory (Riverside County, 2003).

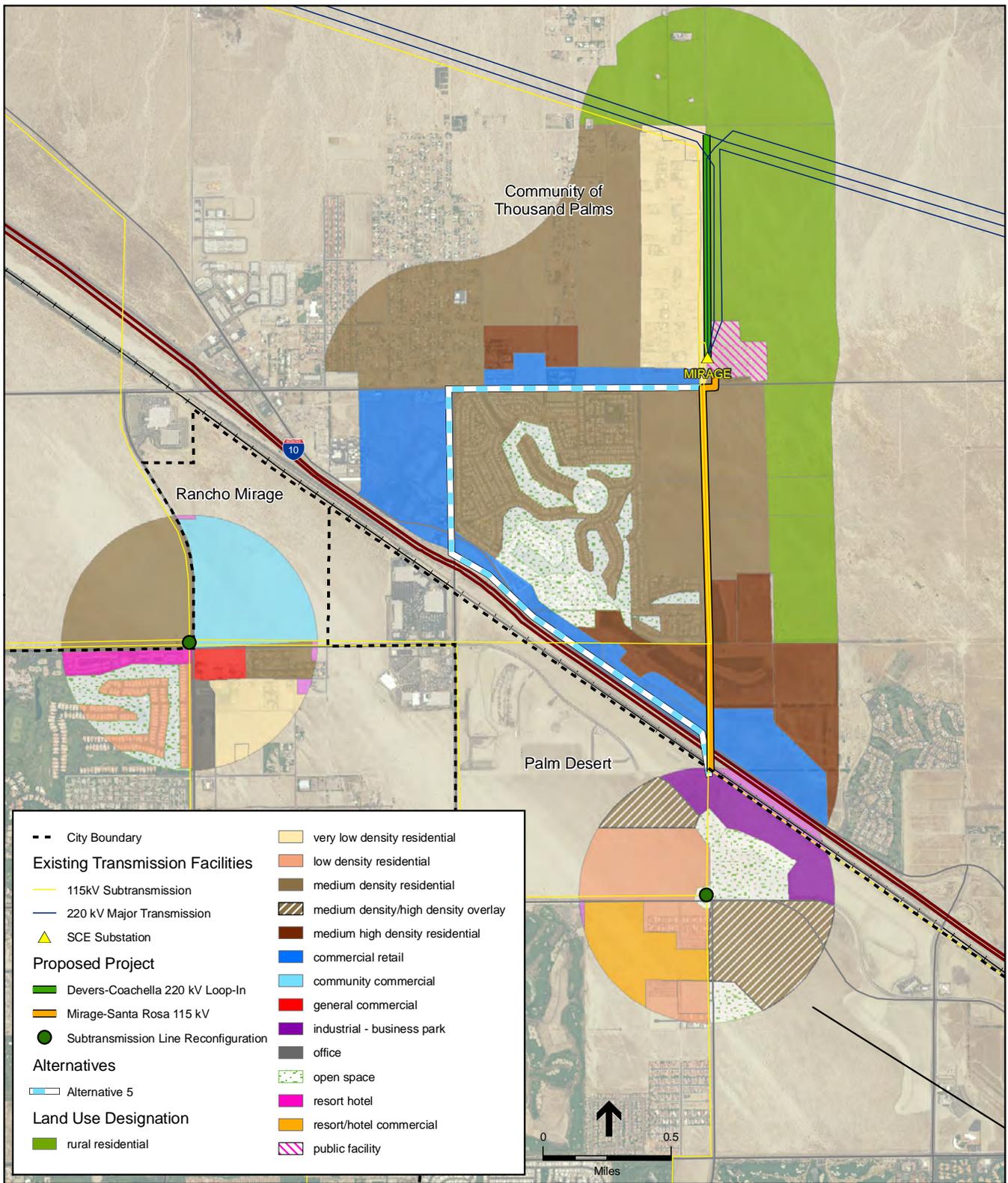
The Land Use Element of the Riverside County General Plan functions as a guide to planners, the general public, and decision makers as to the ultimate pattern of development in Riverside County (Riverside County, 2003). The Land Use Element provides specific land use designations that provide guidance for land use planning and policies specific to a site. The General Plan Land Use Map consists of five broad Foundation Component land uses: Agriculture, Rural, Rural Community, Open Space, and Community Development. The proposed Devers-Coachella Valley 220 kV Loop-In and Alternative 5 alignments traverse land designated as Very Low Density Residential, Medium Density Residential, and Commercial Retail (see Figure 4.9-2). This land use is subdivided into more detailed land use designations at the area plan level. As such, designated land uses in Riverside County are discussed below, under the Western Coachella Valley Area Plan.



SOURCE: SCE, 2008; City of Palm Springs, 2007; City of Cathedral City, 2009a; Riverside County, 2009

Devers-Mirage 115 kV Subtransmission System Split Project. 207059

Figure 4.9-1
General Plan Land Use
Farrell-Garnet Study Area



SOURCE: SCE, 2008; Riverside County, 2009; City of Rancho Mirage, 2009b; City of Palm Desert, 2006

Devers-Mirage 115 kV Subtransmission System Split Project. 207059

Figure 4.9-2
General Plan Land Use
Mirage-Santa Rosa Study Area

The Riverside County General Plan contains the following policies relevant to the proposed Devers-Coachella Valley 220 kV Loop-In and Alternative 5 (Riverside County, 2003):

Land Use Element

Policy LU 6.2: Direct public, educational, religious, and utility uses established to serve the surrounding community toward those areas designated for Community Development and Rural Community uses on the applicable Area Plan land use maps. These uses may be found consistent with any of the Community Development, Rural Community, or Rural foundation designations, including the Rural Village Overlay, as well as the Open Space – Rural and Agriculture designations, under the following conditions:

- a. The facility is compatible in scale and design with surrounding land uses, and does not generate excessive noise, traffic, light, fumes, or odors that might have a negative impact on adjacent neighborhoods.
- b. The location of the proposed use will not jeopardize public health, safety, and welfare, or the facility is necessary to ensure the continual public safety and welfare.

Policy LU 25.5: Require that public facilities be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

Western Coachella Valley Area Plan

The majority of unincorporated Riverside County is divided into 19 area plans. The purpose of these area plans is to provide more detailed land use and policy direction regarding local issues including circulation, open space, land use, and other topical areas. The Proposed Project and alternative alignments and sites fall within the Western Coachella Valley Area Plan. The area plan land use maps contain a more detailed series of land use categories that are grouped according to the five General Plan Foundation Components.

The Proposed Project would traverse and/or be adjacent to the following Western Coachella Valley Area Plan land use designations: Commercial Retail (CR), Medium Density Residential (MDR), Medium High Density Residential (MHDR), Public Facilities (PF), Rural Residential (RR), and Very Low Density Residential (VLDR). Alternative 5 would traverse and/or be located adjacent to CR, MDR, and PF land use designations (see Figure 4.9-2) (Riverside County, 2009). Descriptions of these land use designations are provided below (Riverside County, 2003):

CR. This designation allows for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and tourist-oriented commercial uses. *CR* uses are permitted based on their compatibility with surrounding land uses, and based on the amount of *CR* acreage already developed within County unincorporated territory.

MDR. The MDR land use designation provides for the development of conventional single family detached houses and suburban subdivisions. Limited agriculture and animal-keeping uses are also allowed within this category. The density range is 2.0 to 5.0 dwelling units per acre, which allows for a lot size that typically ranges from 5,500 to 20,000 square feet.

MHDR. This land use designation provides for the development of smaller lot, single family residences. Typical allowable uses in this category include detached, small-lot single family homes, patio homes, and townhouses. The potential for clustered development is provided for in this category. The density range is 5.0 to 8.0 dwelling units per acre, with lot sizes typically ranging from 4,000 to 6,500 square feet.

PF. This land use designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric generating stations and corridors, landfills, airports, educational facilities, and maintenance yards.

RR. The RR land use designation allows one single family residence per five acres, as well as limited animal-keeping and agricultural activities. For multi-lot developments, the minimum lot size per residential unit is 2.5 acres, though the overall density of the development must not exceed 0.2 dwelling units per acre. Limited recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses, and governmental uses are also allowed within this designation.

VLDR. The VLDR land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. Limited agriculture is permitted in this designation. The density range is from 1 dwelling unit per acre to 1 dwelling unit per 2 acres, which allows a minimum lot size of 1 acre.

The Western Coachella Valley Area Plan contains the following policy relevant to the proposed Devers-Coachella Valley 220 kV Loop-In and Alternative 5 (Riverside County, 2003):

Policy 12.4: Require the screening and/or landscaping of outdoor storage areas, such as contractor storage yards and similar uses.

Riverside County Airport Land Use Compatibility Plan

Although the City of Palm Springs contains the Palm Springs International Airport within its boundaries, the County of Riverside has policies that pertain to development within the vicinity of an airport. Such policies and procedures are found within the Riverside County Airport Land Use Compatibility Plan. The purpose of the plan is to promote compatibility between airports and the land uses that surround them, as well as to set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and applicable to landowners (including special district and other local government entities as well as private parties) in their design of new development (RCALUC, 2004).

The proposed Farrell-Garnet subtransmission line and Alternative 6 and 7 alignments traverse land in Compatibility Zones D and E of the Airport Land Use Compatibility Plan. Alternatives 2 and 3 would traverse land in Compatibility Zones A, B1, C, D, and E (RCALUC, 2004).

The following air space protection policies of the Riverside County Airport Land Use Compatibility Plan would be relevant to the proposed Farrell-Garnet subtransmission line and Alternatives 6 and 7 (RCALUC, 2004):

Countywide Policies

Policy 1.5.3. Major Land Use Actions: The scope or character of certain major land use actions, as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, Airport Land Use Commission (ALUC) review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 1.5.2 above.

- (a) Actions affecting land uses within any compatibility zone.
 - (9) Proposals for new development (including buildings, antennas, and other structures) having a height of more than:
 - 35 feet within *Compatibility Zone B1, B2, or a Height Review Overlay Zone*;
 - 70 feet within *Compatibility Zone C*; or
 - 150 feet within *Compatibility Zone D or E*.
 - (11) Any project having the potential to create electrical or visual hazards to aircraft in flight, including:
 - Electrical interference with radio communications or navigational signals;
 - Lighting which could be mistaken for airport lighting;
 - Glare in the eyes of pilots of aircraft using the airport; and
 - Impaired visibility near the airport.

Policy 4.3.1. Policy Objective: Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. The FAA conducts “aeronautical studies” of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

Policy 4.3.3. ALUC Review of Height of Proposed Objects: Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain.

- (a) Within *Compatibility Zone A*, the height of any proposed development, including vegetation, requires review.

- (b) Within *Compatibility Zone B1*, ALUC review is required for any proposed object taller than 35 feet unless the airport controls an easement on the land on which the object is to be located and grants a waiver to height restrictions.
- (c) Within *Compatibility Zone B2*, ALUC review is required for any proposed object taller than 35 feet.
- (d) Within *Compatibility Zones C and D*, ALUC review is required for any proposed object taller than 70 feet.
- (e) Within *Compatibility Zone E*, ALUC review is required for any proposed object taller than 100 feet.
- (f) Within the *Height Review Overlay Zone*, ALUC review is required for any proposed object taller than 35 feet above the ground. The approximate extent of the *Height Review Overlay Zone* is indicated on the respective *Compatibility Map* included for each airport in Chapter 3.

Policy 4.3.4. Height Restriction Criteria: The height of objects within the influence area of each airport shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the respective *Compatibility Map* for each airport.

- (a) Within *Compatibility Zone A*, the height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.
- (b) Within *Compatibility Zones B1, B2, or Height Review Overlay Zone*:
 - (1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.
 - (2) ALUC review is required for any proposed object taller than 35 feet.
 - (3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).
- (c) Within *Compatibility Zones C and D*, generally, there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.
- (d) Within *Compatibility Zone E*, generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.

Riverside County Zoning Ordinance

Portions of the proposed Devers-Coachella Valley 220 kV Loop-In and the proposed Mirage-Santa Rosa subtransmission line would traverse and/or be located adjacent to Riverside County parcels zoned as R-1 and R-3-6000. Alternative 5 would traverse and/or be located adjacent to parcels zoned R-3-6000, R-4, R-5, C-P-S, and C-1/C-P. Descriptions of these land use designations are provided below (Riverside County, 2008):

R-1 Zone (One-Family Dwelling): This zoning district is intended primarily to provide for one-family dwellings; field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture; and the noncommercial keeping of certain agricultural animals.

R-3-6000 Zone (General Residential): This zoning district is intended to provide for a variety of uses including but not limited to: one-family, two-family, and multiple family dwellings; field crops, flower and vegetable gardening, tree crops, and greenhouses used only for purposes of propagation and culture; the noncommercial keeping of certain agricultural animals; public parks and playgrounds; planned residential developments; hotels and motels; and offices.

R-4 Zone (Planned Residential): This zoning district is for parcels of at least nine acres and is intended to provide for a variety of uses including but not limited to: one-family and multiple family dwellings; non-profit community centers, churches, parks, and community recreation facilities; and community service areas and medical facilities.

R-5 Zone (Open Area Combining Zone-Residential Developments): This zoning district is intended to provide for: golf courses and appurtenant facilities; non-commercial community association recreation and assembly buildings and facilities; lakes; picnic grounds; parking lots; and water-wells.

C-P-S Zone (Scenic Highway Commercial): This zoning district permits a wide variety of commercial uses, provided the uses are in enclosed buildings with not more than 200 square feet of outside storage or display of materials appurtenant to such use.

C-1/C-P (General Commercial): This zoning district permits a wide variety of commercial uses, provided the uses are in enclosed buildings with not more than 200 square feet of outside storage or display of materials appurtenant to such use.

City of Palm Springs General Plan

Portions of the proposed Farrell-Garnet subtransmission line and Alternatives 2, 3, 6, and 7 would be located within the City of Palm Springs. The City of Palm Springs General Plan provides background information regarding land use and planning policy guidance, as well as designated land uses within the City (City of Palm Springs, 2007).

The proposed Farrell-Garnet subtransmission line would traverse and/or be located adjacent to parcels designated as Public/Utilities, Neighborhood/Community Commercial, Low Density Residential, Open Space-Water, Desert, Open Space-Conservation, Regional Business Center, Industrial and Open Space-Mountain. The Alternative 2 alignment traverses and/or is located adjacent to parcels designated as Public/Utilities, Neighborhood/Community Commercial, High Density Residential, Open Space-Parks/Recreation, Very Low Density Residential, Industrial, Airport, Office, School, Public/Quasi-Public, Mixed Use/Multi-Use, Low Density Residential, Medium Density Residential, Open Space-Water, Open Space-Conservation, Open Space-Mountain, and Desert. The Alternative 3 alignment traverses and/or is located adjacent to parcels designated as Public/Utilities, Neighborhood/Community Commercial, High Density Residential, Open Space-Parks/Recreation, Very low Density Residential, Industrial, Airport, Office, School, Public/Quasi-Public, Mixed Use/Multi-Use, Low Density Residential, Medium Density Residential, Open Space-Water, Open Space-Mountain, Desert and Open Space-Conservation.

The Alternative 6 and 7 alignments traverse and/or are located adjacent to parcels designated as Public/Utilities, Neighborhood/Community Commercial, High Density Residential, Open Space-Parks/Recreation and Open Space-Water (See Figure 4.9-1). Descriptions of the aforementioned land use designations are provided below (City of Palm Springs, 2007).

Airport. Uses that are reasonably necessary for the proper operation of the Palm Springs International Airport. The Palm Springs Airport Master Plan and Riverside County Airport Land Use Compatibility Study serve as the primary regulatory documents for airport facilities and related uses.

Desert (1 dwelling unit per 10 acres). This designation is intended to identify areas to be retained to protect natural, scenic, and wildlife resources unique to Palm Springs and to identify areas where minimal development is desired to protect people and property from environmental hazards such as blowsand associated with the undeveloped desert floor areas. Cluster development is encouraged to respond to the environmental sensitivity of the area. Other permitted uses in this land use designation include recreational facilities and public facilities that comply with the intent of the goals and policies identified in the General Plan.

High Density Residential. Typical development in this category would include duplexes, townhomes, and apartments. Hotels and motels are also permitted up to 43 rooms per net acre (up to 86 rooms per net acre permitted on Indian Land) as long as they are consistent with the design and character of the surrounding neighborhoods and do not create significant design, parking, or traffic impacts to the surrounding residential neighborhood.

Industrial. Industrial uses typically include research and development parks, light manufacturing, laboratories, and industrial services. Retail commercial uses and offices shall be allowed as ancillary uses to the industrial use to encourage projects that are self-sustaining. Industrial development is not a primary use within the City, and any industrial use proposed should not detract from the City's desire to be a premier resort community. Industrial uses adjacent to the airport are also included in this designation.

Low Density Residential (4.1–6.0 dwelling units per acre). Similar to the Very Low Density Residential designation, the Low Density Residential designation also represents “typical” single-family detached residential development. This designation accommodates typical lot sizes ranging from 10,000 to 8,000 square feet.

Medium Density Residential (6.1–15.0 dwelling units per acre). This residential land use category accommodates a range of residential housing types, including single-family attached, single-family detached, patio homes, duplexes, townhomes, multiple-family, and mobile home projects.

Mixed Use/Multi-Use (Maximum of 15 dwelling units per acre for residential uses and a maximum 0.50 floor area ratio (FAR) for nonresidential uses). Specific uses intended in these areas include community-serving retail commercial, professional offices, service businesses, restaurants, daycare centers, public and quasi-public uses.

Neighborhood/Community Commercial (0.35 FAR). This land use designation provides an opportunity for convenience commercial uses that serve adjacent residential neighborhoods. The commercial opportunities created under this designation are intended to be an integrated element of the neighborhood, providing to nearby residents services

such as dry cleaners, grocery stores, bakeries, bank and post office branches, bookstores, drugstores, and smaller-scale restaurants.

Office (0.35 FAR). This land use designation allows for the development of office uses such as executive, administrative and clerical offices, medical offices, and small office centers. Retail uses in this district should be limited to uses directly related to office operations such as restaurants, office supply stores, and pharmacies associated with a medical building. Hotels may be permitted when appropriately integrated into a business or corporate park.

Open Space-Conservation (1 dwelling unit per 20 acres). Conservation areas are mainly designated for gently sloping areas of scenic beauty (such as hillsides) and natural landforms (such as alluvial fans) that should be preserved to maintain the City's unique character. This designation is typically applied in areas that have slope ranges of 10 to 30 percent. Residential uses are permitted as an incidental use in this area. The Conservation designation is predominantly applied to the vast, non-mountainous open space areas south of I-10 and north of the Whitewater Wash.

Open Space-Parks/Recreation. This designation is used for regional, local, and neighborhood parks, community centers, public and private golf courses, and any recreational facility operated by a public or quasi-public agency. These areas are intended for "active" recreational uses.

Open Space-Water. Areas designated as Open Space–Water are reserved for flood control or drainage facilities only. Properties under this designation fall within the 100-year flood zone as established by the adoption of Federal Emergency Management Agency (FEMA) flood maps and are subject to sporadic flooding and other hazards in the event of a 100-year flood. No habitable structures are permitted within these areas.

Open Space-Mountain. Mountain areas are generally defined as the sloping areas located above the toe of the slope. Mountain areas generally consist of steep slopes; any areas in parcels in excess of a 30 percent slope may not be used for development or for purposes of calculating density except in limited circumstances. This designation is very similar to the Open Space–Conservation designation with one exception—residential densities within this area will be applied at one dwelling unit per each 40 acres.

Public/Quasi-Public (0.35 FAR). This designation includes government offices and corporation yards, hospitals, City-owned museums, cemeteries, and libraries. The public/quasi-public uses identified on the Land Use Map predominantly reflect existing uses that are located throughout the City to effectively serve the community.

Public/Utilities. Multiple utilities and service providers operate within the City of Palm Springs. This land use designation applies to facilities such as water storage tanks and electrical substations.

Regional Business Center (Industrial – 0.50 FAR, Office – 0.35 FAR, Commercial – 0.50 FAR). Generally located at the Indian Canyon Drive and Gene Autry Trail interchanges north of the UPRR and adjacent to I-10, the Regional Business Center area is intended to accommodate a wide variety of business activities in a multi-use environment. Commercial, office, and industrial uses that can be supported by their proximity to the freeway are encouraged in this area. Commercial uses can include retail establishments, hotels, automobile dealerships, and other uses that serve a regional population. Business parks and industrial uses are also envisioned under this land use designation.

School. The School designation applies to existing public schools and larger private schools at the elementary, junior high, and high school levels. Facilities that conduct courses at the collegiate level are also included in this designation.

Very low Density Residential (2.1–4.0 dwelling units per acre). The Very Low Density Residential is the most prevalent land use designation within the City, representing typical single-family detached residential development. Lot sizes in this land use designation generally range from 16,500 to 8,500 square feet.

The following policies and goal identified in the City of Palm Springs General Plan would be applicable to the Proposed Project and Alternatives 2, 3, 6, and 7 (City of Palm Springs, 2007):

Land Use Element

Policy LUI.11. Sensitively integrate into the community required land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors.

Policy LUI.4: Ensure that proposed land uses and developments around the airport comply with the policies set forth in the Riverside County Airport Land Use Compatibility Plan.

Community Design Element

Policy CD26.1. Protect and enhance view corridors by undergrounding and screening utility lines and facilities.

Circulation Element

Goal CR10: Provide adequate and safe utility systems and facilities to support the City's existing and proposed land uses.

City of Palm Springs Zoning Ordinance

The proposed Farrell-Garnet subtransmission line would traverse and/or be located adjacent to City of Palm Springs parcels zoned C-1, M-1-P, O-5, O-20, R-I-D, W, and IL. The Alternative 2 alignment traverses and/or is located adjacent to parcels zoned C-1, C-D-N, C-S-C, GR5, M-1-P, N, O, O-5, O-20, P, R-1-C, R-2, W, IL, and PD. The Alternative 3 alignment traverses and/or is located adjacent to parcels zoned C-1, C-D-N, C-M, C-S-C, GR5, M-1-P, N, O, O-5, O-20, P, R-1-C, R-2, W, IL, and PD. The Alternative 6 and 7 alignments traverse parcels zoned M-1-P, W, M-1, and IL. Descriptions of these zoning designations are provided below (City of Palm Springs, 2009):

C-1: Retail business zone

C-D-N: Designed neighborhood shopping center zone

C-M: Commercial manufacturing zone

C-S-C: Community shopping center zone

GR5: Guest ranch zone

M-1: Service/manufacturing zone

M-1-P: Planned research and development park zone

O: Open land zone

O-5: Open land zone

O-20: Open land zone

P: Professional zone

R-1-C: Single-family residential zone 10,000 square feet

R-2: Limited multiple-family residential zone

R-1-D: Single-family residential zone 7,500 square feet

W: Watercourse zone

IL: Indian Land overlay zone

N: Noise impact combining zone

PD: Planned development district overlay zone

City of Cathedral City General Plan

The reconfiguration at Varner Road and Date Palm Drive would take place within the City of Cathedral City. In addition, the majority of the Alternatives 6 and 7 alignments are located within the City. The reconfiguration would occur at a location designated by the City of Cathedral City General Plan as Open Space-Public (OS-P). The Alternative 6 alignment traverses and/or is located adjacent to parcels designated Low Density Residential (RL), Resort Residential (RR), Medium Density Residential (RM), Neighborhood Commercial (CN), General Commercial (CG), Mixed Use-Urban (MU-U), Industrial (I), Open Space-Other (OS-O), OS-P, and Open Space-Water (OS-W). The Alternative 7 alignment traverses or is located adjacent to parcels designated RL, RR, RM, CN, CG, MU-U, I, OS-O, OS-P, OS-W, Schools (P/S), and Business Park (BP) (see Figure 4.9-1). Descriptions of the aforementioned land use designations are provided below (City of Cathedral City, 2009a).

RL: This designation provides for single-family residential development on individual lots typically ranging from about 7,500 to 20,000 square feet. These lands serve to buffer more dense residential development from estate residential uses and may be appropriate in areas with some site constraints.

RR: This low density designation is intended to accommodate single-family and attached residential development in a master planned resort setting. Onsite amenities typically include golf courses, tennis and swimming facilities, as well as tourist/resort-serving commercial uses. This designation also allows hotels/motels, and ancillary visitor and tourist-serving commercial uses.

RM: This designation provides for moderately low to medium density subdivisions and Planned Unit Developments. It serves to transition between lower and more moderate residential densities. Types typically range from single-family to multi-family, with much of existing development being duplex units on 8,000 square foot lots.

BP: This designation is intended for light industrial and related uses which are compatible with one another, as well as with neighboring residential and commercial uses. Other potentially appropriate uses include professional and government offices.

CN: This designation is assigned to existing neighborhood centers and vacant lands appropriate for this use. It provides for neighborhood-scale shopping integrated with and conveniently located as part of residential areas. A mix of land uses may also be considered appropriate within this category.

CG: These lands include a variety of commercial centers. Office development is also appropriate in some areas with this designation, as well as hotels and motels.

*MU-U*¹

I: This designation provides for the development of any and all industrial uses operating entirely in enclosed buildings, and those requiring limited and screenable outdoor storage. This designation may also allow conditional and/or discretionary development of more intense industrial uses.

OS-O: This designation may be used to define a variety of open spaces and special resource areas, or those that may pose threats or hazards to development.

OS-P: This designation is for public parks and open space lands determined to be special, important, or valuable natural resources which warrant protection. This designation is assigned to park lands and other recreational amenities.

OS-W: This designation is used to delineate floodways, including natural and man-made floodway and drainage channels.

P/S: This designation provides for public and quasi-public uses pertaining to educational facilities such as daycare, elementary, intermediate, high, special, and technical schools.

The City of Cathedral City General Plan contains the following policies relevant to the Proposed Project and alternatives (City of Cathedral City, 2009a):

Land Use Element

Policy 3: The City shall pro-actively cooperate and coordinate with all providers of utility and public safety services in the community.

Community Image and Urban Design Element

Policy 15: Overhead utility lines shall be undergrounded to the greatest extent practical through the establishment of an undergrounding program and guidelines.

Water, Sewer and Utilities Element

Policy 6: Major utility facilities, such as well sites and substations, shall be designed and sited to minimize environmental and visual impacts.

Policy 7: Utility lines shall be underground, to the greatest extent practical. Those on major streets and scenic roadways shall have primary consideration for undergrounding.

¹ The *MU-U* designation is not specifically described in the City of Cathedral City General Plan (2009a)

City of Cathedral City Zoning Ordinance

The reconfiguration at Varner Road and Date Palm Drive would occur in a location zoned by the City of Cathedral City as Open Space (OS). The Alternative 6 subtransmission line would traverse or be located adjacent to parcels zoned Single Family Residential (R1), Multiple Family Residential (R2), Resort Residential (RR), Planned Community Commercial (PCC), Mixed Use-Urban (MU-U), Light Industrial (I-1), and OS. The Alternative 7 subtransmission line would traverse or be located adjacent to parcels zoned R1, R2, RR, PCC, MU-U, I-1, OS, and Neighborhood Business Park (NBP) (City of Cathedral City, 2009b). Descriptions of these zoning designations are provided below (City of Cathedral City, 2009b):

I-1: This zoning designation provides for a wide diversity of industrial uses in areas where such uses are not likely to have adverse effects upon each other or upon neighboring residential or commercial areas. Uses permitted are those generally regarded as “light industry,” conducted primarily indoors, but which may require limited outdoor storage or assembly areas.

*MU-U*²

R2: This zoning designation provides for appropriately located areas for families living in a variety of types of dwellings at a low to medium range of population density, and provides space for community facilities needed to complement urban residential areas.

NBP: This zoning designation provides for a land use area which creates a transition between residential, office, and commercial uses.

OS: The open space zoning designation is to be placed on property under the following circumstances:

- A. When by the nature of its use, such as regional transmission or electricity, or its natural limitation, such as being subject to flooding or faulting, make the property inappropriate for habitation or intensive development.
- B. When the property is under public control and is intended for development of public uses. Under this circumstance buildings may be permitted.

PCC: This zoning designation provides for retail and service commercial uses which are of a relatively high intensity and are necessary to provide a wide range of shopping facilities and goods, professional and administrative offices, and entertainment.

R1: This zoning designation provides for a living area within the City where development is limited to low density concentrations of one-family dwellings and to promote and encourage a suitable environment for family life, to provide space for community facilities needed to complement urban residential areas, and for institutions which require a residential environment and to minimize traffic congestion.

RR: This zoning designation provides for appropriately located areas for a variety of housing types and visitor-serving and recreation-oriented uses in a resort development setting with ancillary commercial uses.

² The *MU-U* designation is not specifically described in the City of Cathedral Zoning Ordinance (2009b)

City of Rancho Mirage General Plan

The reconfiguration at Portola Avenue and Gerald Ford Drive would occur in the City of Rancho Mirage would be located adjacent to areas with the following land use designations: Residential-Medium Density (R-M), Community Commercial (C-C), General Commercial (C-G), and Resort Hotel (Rs-H) (see Figure 4.9-2) (City of Rancho Mirage, 2009b). Descriptions of these land use designations are outlined below (City of Rancho Mirage, 2005). Some of these areas also fall within an overlay zone that designates the land as held in the Tribal Trust of the Agua Caliente Band of Cahuilla Indians.

R-M: Appropriate residential development under this designation includes single-family and Planned Residential Developments. The intent of this designation is to encourage development of a wide variety of dwelling unit types in a planned environment.

C-C: This designation provides for regional or community-scale shopping centers and malls. The community commercial center is intended to serve the entire community as well as the surrounding market area.

C-R: This land use includes a wide variety of commercial centers, specialty retail shops, clothing and jewelry stores, and a variety of personal service businesses. Small department stores may also be appropriate under this designation. Development may range from freestanding retail buildings and restaurants to planned commercial centers. Hotels and motels may also be appropriate on these lands.

Rs-H: This designation allows for the development of hotels and destination resorts with limited ancillary commercial uses, such as spas, recreational facilities, restaurants, lounges, and small retail shops that directly support the primary use.

The City of Rancho Mirage General Plan contains the following goal and policies relevant to the Proposed Project (City of Rancho Mirage, 2005):

Water, Sewer and Utilities Element

Goal 5: All utilities line placed underground.

Policy 9: Utility lines on major streets shall have primary consideration for undergrounding.

Policy 10: Major utility facilities shall be sited to assure minimal impacts to the environment and the community, and minimize potential environmental hazards.

Policy 11: The City shall encourage the coordinated and shared use of underground transmission corridors as means of minimizing repeated exactions into the streets.

City of Rancho Mirage Zoning Ordinance

The reconfigurations at Bob Hope Drive and Dina Shore Drive would occur in the City of Rancho Mirage would be located adjacent to areas with following zoning designations: Residential—Medium Density (R-M), Community Commercial (C-C), General Commercial (C-G), and Resort Hotel (Rs-H) (City of Rancho Mirage, 2009b). Descriptions of these zoning designations are below (City of Rancho Mirage, 2009a). Some of these areas also fall within an overlay zone

described below that designates the land as held in the Tribal Trust of the Agua Caliente Band of Cahuilla Indians.

R-M: The R-M zoning district identifies areas appropriate for a variety of housing types. The allowable maximum density is four units per gross acre. The R-M zoning district is intended to encourage the development of a variety of residential development, including garden apartments and affordable housing.

C-C: The C-C zoning district is applied to areas appropriate for larger, community-scale shopping centers and malls, which may be anchored by several department stores or other large-scale retail outlets, restaurants, hotels, and entertainment uses. The standard size of development ranges from 100,000 to 400,000 square feet in gross floor area, and requires approval of a specific plan.

C-G: The C-G zoning district is applied to areas appropriate for a variety of smaller commercial centers, specialty retail shops, including, but not limited to, a broad range of specialty retail shops, clothing and apparel, jewelry stores, and personal service businesses on sites generally two to eight acres in size.

Rs-H: The Rs-H zoning district is applied to areas appropriate for hotels and destination resorts, including condo-hotel projects, with limited ancillary commercial uses, including restaurants and health spas that directly support the primary use.

City of Palm Desert General Plan (Proposed Project)

The reconfiguration at the intersection of Gerald Ford Drive and Portola Avenue in the City of Desert Palm would be located on land designated by the City as Open Space - Public Reserves (OS/PR) (City of Palm Desert, 2006) (see Figure 4.9-2). The Open Space designation is assigned to those lands determined to be a special, important, or valuable natural resource that warrants protection. Mountainous and desert areas under public or quasi-public ownership are assigned the designation of Public Reserve (OS/PR). The designation allows the discretionary approval of trails, trailheads, and associated facilities, but does not allow vehicular access. The Open Space designation may also be used to define special resource areas or those that may pose threats or hazards to development. Lands important for their recreational, biological, or regional economic value may also be assigned an Open Space designation (City of Palm Desert, 2004).

The City of Palm Desert General Plan provides the following goal and policies relevant to the Proposed Project (City of Palm Desert, 2004):

Land Use Element

Goal: Maintenance and logical and efficient expansion of public services and facilities ensuring that they meet the needs of existing and future residents, business and visitors of the City.

Policy 1: The City shall pro-actively cooperate and coordinate with all providers of utility and public facilities and safety services in the community to assure adequate and quality levels of service.

Policy 2: The City shall encourage the timely development of public services and facilities in a manner, which assures adequate levels of service, while remaining compatible with existing and future land uses.

Community Design Element

Policy 3: Promote and maintain a distributed system of physical and service infrastructure that provides for the efficient delivery of utilities and public services.

Policy 16: Overhead utility lines shall be under grounded to the greatest extent practical through the establishment of an under grounding program and guidelines.

Water, Sewer and Utilities Element

Policy 11: Utility lines on major streets and scenic roadways shall have primary consideration for undergrounding, with pro-active consideration also for utility lines impacting residential neighborhoods.

Policy 12: Major utility facilities, including power and other transmission towers, cellular communication towers, and other viewshed intrusions, shall be designed and sited to assure minimal environmental and visual impacts and environmental hazards.

City of Palm Desert Zoning Ordinance

The reconfiguration at the intersection of Gerald Ford Drive and Portola Avenue in the City of Desert Palm would be located in an area with a Planned Residential 5 (PR-5) zoning designation (City of Palm Desert, 2009a). The PR zoning district is intended to provide for creative and imaginative design, flexibility in development, and the development of parcels of land as coordinated projects involving a mixture of residential densities and housing types, and community facilities, both public and private. It is also to provide for the optimum integration of urban and natural amenities within developments (City of Palm Desert, 2009b).

City of Indian Wells General Plan

The only portion of the Proposed Project or alternatives that would occur in the City of Indian Wells would be the installation, operation, and maintenance of new electrical equipment at the City of Indian Wells Substation. All work would occur within the existing footprint of the substation, within the substation's fenced perimeter. As such, land use and zoning designations would not be affected.

The City of Indian Wells General Plan does not have any goals, policies, or objectives applicable to the Proposed Project (City of Indian Wells, 1999).

4.9.2 Significance Criteria

Based on guidance provided by the California Environmental Quality Act (CEQA) regarding what constitutes a significant environmental effect (Guidelines Section 15064, 15126, and Appendix G), a project would have a significant land use impact if it would:

- a) Physically divide an established community;

- b) 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, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.9.3 Applicant Proposed Measures

SCE proposes to implement the applicant proposed measure (APM) defined below with respect to aeronautical considerations. No additional APMs are proposed by SCE for land use and planning.

APM 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.

4.9.4 Impacts and Mitigation Measures

Approach to Analysis

Although construction-related activities would not be considered to be land use impacts, activities that could affect adjacent land uses are discussed in Sections 4.1, *Aesthetics*; 4.3, *Air Quality*; 4.11, *Noise*; and 4.15, *Transportation and Traffic*. Construction-related impacts would be relatively short-term in nature (approximately 1.5 years) and would not continue after the project begins full operation. In general, the physical construction-related effects on adjacent land uses would be less than significant. Certain physical construction-related effects would require the mitigation measures identified in the sections mentioned above to reduce those impacts to less than significant levels. For analyses and discussions of these construction-related impacts, please refer to the above-identified sections.

As discussed above, the Proposed Project would include installation, operation, and maintenance of new electrical equipment at Mirage, Santa Rosa, Tamarisk, Concho, Indian Wells, Devers, Eisenhower, Farrell, Garnet, and Thornhill substations, as well as at the Edom Hill Communications Site. The proposed modifications at these substations and the communication site would consist solely of electrical and communication system and safety upgrades, and the associated construction, operation, and maintenance activities would constitute a continuation of current land use conditions at these sites. Proposed modifications to the Mirage, Santa Rosa, Tamarisk, Concho, Indian Wells, Devers, Eisenhower, Farrell, Garnet, and Thornhill substations, and the Edom Hill Communications Site would not have significant land use impacts; therefore, potential impacts will not be discussed further in this section.

a) Physical division of an established community.

Impact 4.9-1: The Proposed Project could physically divide an established community. *Less than significant (Class III)*

Subtransmission Line and 220 kV Loop-In Alignments

Construction of the proposed Farrell-Garnet 115 kV subtransmission line would occur almost entirely within existing SCE ROW and City of Palm Springs road franchise locations. The only new ROW would occur just north of the UPRR crossing, and would consist of approximately 0.8 mile through open desert. The existing and the new ROW for the construction of the proposed Farrell-Garnet subtransmission line would not restrict access or constitute a physical barrier to an established or contemplated community.

Construction of the proposed Mirage-Santa Rosa 115 kV subtransmission line and the proposed Devers-Coachella Valley 220 kV Loop-In would be located entirely within existing SCE ROW and/or existing Caltrans and/or Riverside County road franchise locations. These portions of the Proposed Project would not require additional ground surface ROW, nor would they restrict access or constitute a physical barrier to an established or contemplated community. Therefore, the proposed subtransmission lines and the proposed 220 kV loop-in would have a less than significant impact with regard to the physical division of an established community.

115 kV Reconfigurations

All subtransmission line reconfigurations would occur within existing SCE ROW or on city road franchise locations currently used by SCE for utility purposes. The reconfigurations would not permanently block roadways, restrict access, or constitute a physical barrier to any of the cities in which they are located. Therefore, the proposed 115 kV reconfigurations would have a less than significant impact with regard to the physical division of an established community.

Mitigation: None required.

b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

To determine the Proposed Project's consistency with applicable plans and polices, the following land use consistency analysis is provided. However, the CPUC has sole and exclusive jurisdiction over the siting and design of the Proposed Project. As discussed in the Setting, the cities and County in which the Proposed Project would be located do not have jurisdiction over the project, and the Proposed Project would therefore be exempt from local land use and zoning regulations and discretionary permitting. Therefore, this land use consistency analysis is provided for informational purposes only. Nevertheless, General Order No. 131-D, Section XIV.B requires that in locating a project "the public utility shall consult with local agencies regarding land use matter."

Impact 4.9-2: The Proposed Project could conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect. *Less than significant* (Class III)

Riverside County General Plan

As discussed in the Setting, the Proposed Project would traverse land designated as Community Development. This land use is subdivided into more detailed land use designations at the area plan level. As such, compatibility with designated land uses in Riverside County is discussed below, under the Western Coachella Valley Area Plan.

Western Coachella Valley Area Plan

The proposed Devers-Coachella Valley 220 kV Loop-In and the proposed Mirage-Santa Rosa subtransmission line would traverse and/or be adjacent to the following Western Coachella Valley Area Plan land use designations: CR, MDR, MHDR, PF, RR, and VLDR. The Riverside County General Plan describes land uses permitted within the Western Coachella Valley and other area plans, but does not discuss the allowance or disallowance of subtransmission or transmission line facilities within any of these land use designations. However, as discussed in the Setting, the proposed Mirage-Santa Rosa subtransmission line and proposed 220 kV loop-in would be located entirely within existing SCE ROW and Riverside County road franchise locations on land currently used by SCE for utility purposes. Given the nature of the modifications, the associated construction, operation, and maintenance activities associated with the Proposed Project in the Western Coachella Valley Area would constitute a continuation of current land use. Furthermore, per General Order No. 131-D, SCE would obtain input from Riverside County regarding land-use matters related to the exact siting of the Proposed Project components prior to project construction.

Bureau of Land Management (BLM) Land

As described in the Setting, the proposed Farrell-Garnet subtransmission line would traverse approximately 750 feet of BLM land. However, the proposed subtransmission line would occur within existing ROW designated for subtransmission line use on BLM lands, and would not conflict with other uses on BLM lands. Therefore, there would be no conflict with BLM policies.

Riverside County Airport Land Use Compatibility Plan

The proposed Farrell-Garnet subtransmission line would be located within Compatibility Zones D and E of the Riverside County Airport Land Use Compatibility Plan. Per Policy 1.5.3, actions within these zones that may warrant review by the ALUC include proposals for new development (including buildings, antennas, and other structures) having a height of more than 150 feet. However, the poles that would be installed as part of the Proposed Project include new Light-Weight Steel (LWS) poles with a height of 65 to 80 feet, of which 10 feet would be buried, as well as new Tubular Steel Poles (TSPs) that would be 70 to 100 feet above ground. Therefore, the tallest new structures would not exceed the threshold height of 150 feet. Therefore, the Proposed Project would not conflict with Policy 1.5.3.

Per Policy 4.3.3 (e), ALUC review is required for any proposed object taller than 100 feet within Compatibility Zone E. Because the tallest new poles would be a maximum of 100 feet, the proposed Farrell-Garnet subtransmission line would likely be consistent with Policy 4.3.3 (e) and may not trigger ALUC review. However, per Policy 4.3.3 (d), ALUC review is required for any proposed object taller than 70 feet within Compatibility Zone D. Because TSP poles taller than 70 feet may be proposed to be located within Zone D, ALUC review may be triggered.

However, SCE proposes to implement APM LU-1 with respect to aeronautical considerations for the proposed Farrell-Garnet subtransmission line and the 115 kV 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. Per APM LU-1, SCE has committed to submitting notice to the Federal Aviation Administration (FAA) electronically, in accordance with FAA procedures and as far in advance of construction as possible. As such, potential conflicts with the Riverside County Airport Land Use Compatibility Plan would be less than significant.

Riverside County Zoning Ordinance

The proposed Devers-Coachella Valley 220 kV Loop-In and the proposed Mirage-Santa Rosa subtransmission line would traverse and/or be located adjacent to Riverside County parcels zoned as R-1 and R-3-6000. According to the Riverside County Zoning Ordinance, Section 18.29, *Public Use Permits*, public utilities may be permitted in any zone classification provided that a public use permit is granted. While SCE, in accordance with General Order 131-D, would obtain input from Riverside County regarding land use matters related to siting (i.e., the exact location of proposed facilities), a use permit is a discretionary land use instrument, and SCE would not be required to obtain a use permit from Riverside County prior to project approval.

City of Palm Springs General Plan

The proposed Farrell-Garnet subtransmission line would traverse and/or be located adjacent to parcels designated as Public/Utilities, Neighborhood/Community Commercial, Low Density Residential, Open Space-Water, Desert, Open Space-Conservation, Regional Business Center, Open Space-Mountain, and Industrial. The City of Palm Springs County General Plan does not discuss the allowance or disallowance of subtransmission line facilities within these land use designations. However, the proposed subtransmission line would occur almost entirely within existing SCE ROW and existing City of Palm Springs road franchise locations. The only new proposed SCE ROW would occur just north of the UPRR crossing, and would consist of approximately 0.8 mile through open desert. Consequently, the associated construction, operation, and maintenance activities associated with the Farrell-Garnet subtransmission line in the City of Palm Springs would primarily constitute a continuation of current land use. Furthermore, SCE would obtain input from the City of Palm Springs regarding land-use matters related to the siting of the Proposed Project prior to project construction.

City of Palm Springs Zoning Ordinance

The proposed Farrell-Garnet subtransmission line would traverse and/or be located adjacent to City of Palm Springs parcels zoned C-1, M-1-P, O-5, O-20, R-I-D, W, and IL. The City of Palm Springs Zoning Ordinance does not discuss subtransmission line facilities as uses permitted or uses prohibited for any of these zoning designations. However, the proposed modifications within the City of Palm Springs would occur almost entirely within existing SCE ROW and City of Palm Springs road franchise locations, and land currently used by SCE for utility purposes. The only new ROW would occur for the Proposed Project, just north of the UPRR crossing, and would consist of approximately 0.8 mile through open desert. Therefore, the Proposed Project would not conflict with the City of Palm Springs Zoning Ordinance.

City of Cathedral City General Plan

The proposed reconfiguration at Varner Road and Date Palm Drive would occur in a location designated by the City of Cathedral City General Plan as OS-P. The City of Cathedral City General Plan does not discuss the allowance or disallowance of subtransmission line facilities within this land use designation. However, the proposed reconfiguration would be located where SCE has existing subtransmission lines and poles. Consequently, the associated construction, operation, and maintenance activities associated with the reconfigurations in the City of Cathedral City would constitute a continuation of current land use. Therefore, the Proposed Project would not conflict with the City of Cathedral City General Plan.

City of Cathedral City Zoning Ordinance

The proposed reconfigurations at Varner Road and Date Palm Drive would occur in a location zoned by the City of Cathedral City as OS. Public utility structures and public service facilities may be permitted within OS zones subject to a conditional use permit. While SCE would obtain input from the City of Cathedral City regarding land use matters related to siting (i.e., exact location of proposed facilities), a use permit is a discretionary land use instrument, and SCE would not be required to obtain a use permit from the City of Cathedral City prior to project approval in accordance with General Order 131-D.

City of Rancho Mirage General Plan

The proposed reconfiguration that would occur in the City of Rancho Mirage at Dinah Shore Drive and Bob Hope Drive would be located adjacent to areas with the following land use designations: R-M, C-C, C-G, and Rs-H. A portion of the reconfiguration would also fall within an overlay zone that designates the land as held in the Tribal Trust of the Agua Caliente Band of Cahuilla Indians. The City of Rancho Mirage General Plan does not discuss the allowance or disallowance of subtransmission line facilities within these land use designations. However, the proposed reconfiguration would be located where SCE has existing subtransmission lines and poles. Consequently, the associated construction, operation, and maintenance activities associated with the Proposed Project in the City of Rancho Mirage would constitute a continuation of current land use. Therefore, the Proposed Project would not conflict with the City of Rancho Mirage General Plan.

City of Rancho Mirage Zoning Ordinance

The proposed reconfiguration that would occur in the City of Rancho Mirage at Dinah Shore Drive and Bob Hope Drive would be located adjacent to areas with following zoning designations: R-M, C-C, C-G, and Rs-H. A portion of the reconfiguration would also fall within an overlay zone that designates the land as held in the Tribal Trust of the Agua Caliente Band of Cahuilla Indians. Public utility structures and public service facilities may be permitted within R-M, C-C, C-G, and Rs-H zones subject to a conditional use permit (City of Rancho Mirage, 2009a). While SCE, in accordance with General Order 131-D, would obtain input from the City of Rancho Mirage regarding land use matters related to siting (i.e., location of proposed facilities), a use permit is a discretionary land use instrument and SCE would not be required to obtain a use permit from the City of Rancho Mirage prior to project approval.

City of Palm Desert General Plan

The proposed reconfiguration that would occur in the City of Palm Desert at Gerald Ford Drive and Portola Road would be located on land designated by the City of Palm Desert General Plan as OS/PR (City of Palm Desert, 2006). The City of Palm Desert General Plan does not discuss the allowance or disallowance of subtransmission line facilities within this land use designation. However, the proposed reconfiguration would be located where SCE has existing subtransmission lines and poles. Consequently, the associated construction, operation, and maintenance activities associated with the Proposed Project in the City of Palm Desert would constitute a continuation of current land use. Therefore, the Proposed Project would not conflict with the City of Palm Desert General Plan.

City of Palm Desert Zoning Ordinance

The proposed reconfiguration that would occur in the City of Palm Desert at Gerald Ford Drive and Portola Road would be located in an area with a PR-5 zoning designation (City of Palm Desert, 2009a). Public utility structures may be permitted within PR-5 zones subject to a conditional use permit (City of Rancho Mirage, 2009a). SCE would obtain input from the City of Palm Desert regarding land use matters related to siting (i.e., the exact location of proposed facilities); however, a use permit is a discretionary land use instrument, and SCE would not be required to obtain a use permit from the City of Palm Desert prior to project approval.

Mitigation: None required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

Impact 4.9-3: The Proposed Project could conflict with provisions set forth in the Coachella Valley Multi-Species Conservation Plan. *Less than significant with mitigation (Class II)*

The proposed Farrell-Garnet 115 kV subtransmission line would be constructed within the boundaries of the Whitewater Floodplain Conservation Area, which is a part of the Coachella

Valley Multi-Species Habitat Conservation Plan (CVMSHCP). As discussed in Section 4.4, *Biological Resources*, the Proposed Project would not introduce any subtransmission or transmission lines or substations where they do not already occur, except for the approximately 0.8-mile section of the proposed Farrell-Garnet alignment immediately north of the UPRR, which would be outside of the Whitewater Floodplain Conservation Area. Furthermore, implementation of APM BIO-1 through BIO-11, in conjunction with Mitigation Measures 4.4-1, 4.4-2, 4.4-3, 4.4-5, 4.4-6, 4.4-8, and 4.4-10 (see Section 4.4, *Biological Resources*) would ensure that the Proposed Project does not conflict with the CVMSHCP.

Mitigation Measures: Implement Mitigation Measures 4.4-1, 4.4-2, 4.4-3, 4.4-5, 4.4-6, 4.4-8, and 4.4-10 (see Section 4.4, *Biological Resources*).

Significance after Mitigation: Less than Significant.

4.9.5 Cumulative Impacts

The geographic context for the cumulative impacts associated with land use and planning issues are the cities (mentioned above) and the unincorporated communities of western Coachella Valley in Riverside County, which assumes full buildout of the Proposed Project, in combination with build out of the projects listed in Section 3.6, *Cumulative Projects*.

As noted in Section 3.6, *Cumulative Projects*, a number of projects are planned within the project area and would have the potential to be constructed simultaneously with the Proposed Project. All potential Proposed Project land use impacts resulting from temporary construction activities, including temporary increases in noise and dust, decreased air quality from construction vehicles, odors from construction equipment, safety issues, loss of vegetation, and access issues are analyzed in the corresponding sections of this EIR (see Sections 4.1, *Aesthetics*; 4.3, *Air Quality*; 4.4, *Biological Resources*; 4.11, *Noise*; and 4.15, *Transportation and Traffic*). From an operations and maintenance perspective, the Proposed Project would not be cumulatively considerable because the projects discussed in Section 3.6, *Cumulative Projects*, are representative of the ongoing level of development in the region and would all be required to be consistent with applicable land use plans, policies, or regulations of the agencies with jurisdiction over the respective projects. Therefore, implementation of the Proposed Project would not result in significant cumulative impacts to land use and planning. Impacts would be mitigated to less than significant (Class II).

4.9.6 Alternatives

No Project Alternative

For the purposes of this analysis, the No Project Alternative includes the following two assumptions: 1) the project would not be implemented and the existing conditions in the study area would not be changed; and 2) new subtransmission and transmission lines and/or additional

power generation would be constructed in or near the study area to supply power to the Electrical Needs Area. Given the highly speculative nature of the No Project Alternative assumptions, this analysis is qualitative.

Under the No Project Alternative, none of the facilities or infrastructure upgrades associated with the Proposed Project evaluated in this EIR would be constructed by SCE. However, SCE would be required to design a new project in order to satisfy the objectives of the Proposed Project. The No Project Alternative would have the potential to divide an established community depending on its location. Design and siting considerations could prevent such an impact; however, given the highly speculative nature of the alternative, impacts would be considered potentially significant.

The No Project Alternative would have the potential to cross a large number of different land uses depending on its location. In many cases it is likely that infrastructure included in the No Project Alternative may be inconsistent with local land use designations. However, the CPUC would have sole and exclusive jurisdiction over the siting and design of the No Project Alternative. Similar to the Proposed Project, the No Project Alternative would be exempt from local land use and zoning regulations and discretionary permitting. Therefore, impacts would be considered less than significant. Nevertheless, General Order No. 131-D, Section XIV.B requires that “the public utility shall consult with local agencies regarding land use matter.”

The No Project Alternative would have the potential to conflict with the CVMSHCP depending on its location and design. Therefore, impacts to habitat conservation plans within the study area would be potentially significant.

Alternative 2

Construction, operations, and maintenance activities that would be associated with Alternative 2 would be similar to those that would occur under the proposed Farrell-Garnet subtransmission line. Unlike the proposed Farrell-Garnet subtransmission line, the Alternative 2 subtransmission line would not contain any new ROW. However, as with the proposed subtransmission line, the Alternative 2 line would not permanently block roadways, or restrict access or constitute a physical barrier to the City of Palm Springs; therefore, impacts relating to the physical division of an established community would be less than significant (Class III). Also, the Alternative 2 alignment traverses a portion of the CVMSHCP’s Whitewater Floodplain Conservation Area. Like the proposed Farrell-Garnet subtransmission line, implementation of APM BIO-1 through BIO-11, and Mitigation Measures 4.4-1, 4.4-2, 4.4-3, 4.4-5, 4.4-6, 4.4-8, and 4.4-10 (see Section 4.4, *Biological Resources*), would ensure that conflicts with HCPs would be less than significant with mitigation (Class II).

The Alternative 2 subtransmission line would be located entirely within the City of Palm Springs, and land use and zoning impacts within the City would be the same as the proposed Farrell-Garnet subtransmission line (Class III). However, the Alternative 2 subtransmission line would

cross some different land use and zoning designations; therefore, a land use consistency analysis is provided below.

Riverside County Airport Land Use Compatibility Plan. The Alternative 2 subtransmission line would traverse three Compatibility Zones of the Riverside County Airport Land Use Compatibility Plan that would not be traversed by the proposed Farrell-Garnet subtransmission line, including Compatibility Zones A, B1, and C. Like the proposed Farrell-Garnet subtransmission line, this alternative subtransmission line would also cross Zones D and E. However, the first approximately three miles of the subtransmission line (from Farrell Substation to Four Seasons Boulevard) would be underground. Therefore, the Alternative 2 subtransmission line would not include new poles in Zones A or B1. The alternative would include new LWS poles in Zones C, D, and E, and a new riser pole, which would be up to 95 feet tall, in Zone C.

As with the proposed Farrell-Garnet subtransmission line, the Alternative 2 subtransmission line would not conflict with Policies 1.5.3 or 4.3.3 (e). Alternative 2 could trigger ACLU review per Policy 4.3.3 (d) if it requires poles taller than 100 feet within Zones C or D. Regardless, SCE would obtain input from Riverside County regarding land-use matters related to the siting of the Alternative 2 subtransmission line prior to project construction. Furthermore, under APM LU-1, SCE has committed to submitting notice to the FAA electronically, in accordance with FAA procedures, and as far in advance of construction as possible. As such, potential conflicts with the Riverside County Airport Land Use Compatibility Plan would be less than significant (Class III).

City of Palm Springs General Plan. The Alternative 2 alignment traverses or is adjacent to ten City of Palm Springs General Plan land use designations not traversed by the proposed Farrell-Garnet subtransmission line, including High Density Residential, Open Space-Parks/Recreation, Very Low Density Residential, Industrial, Airport, Office, School, Public/Quasi-Public, Mixed Use/Multi-Use, and Medium Density Residential. The City of Palm Springs General Plan does not discuss the allowance or disallowance of subtransmission line facilities within these land use designations. Furthermore, the Alternative 2 subtransmission line would occur entirely within existing SCE ROW, Caltrans or City of Palm Springs road franchise locations, or on land currently used for electricity distribution by SCE. As such, the Alternative 2 subtransmission line would not conflict with the City of Palm Springs General Plan.

City of Palm Springs Zoning Ordinance. The Alternative 2 alignment traverses or is adjacent to nine City of Palm Springs zoning designations not traversed by the Proposed Project, including C-D-N, C-S-C, GR5, N, O, P, R-1-C, R-2, and PD. The City of Palm Springs Zoning Ordinance does not discuss subtransmission line facilities under uses permitted or uses prohibited for any of these zoning designations. However, the subtransmission line under Alternative 2 would occur almost exclusively within existing SCE ROW, Caltrans or City of Palm Springs road franchise locations, or on land currently used for electricity distribution by SCE. Therefore, Alternative 2 would not conflict with the City of Palm Springs Zoning Ordinance.

Alternative 3

Construction, operations, and maintenance activities associated with the Alternative 3 subtransmission line would be similar to what would occur under the proposed Farrell-Garnet subtransmission line. However, unlike the proposed Farrell-Garnet subtransmission line, the Alternative 3 subtransmission line would not require any new ROW. Like the proposed Farrell-Garnet subtransmission line, the Alternative 3 subtransmission line would not permanently block roadways, or restrict access or constitute a physical barrier to the City of Palm Springs; therefore, impacts relating to the physical division of an established community would be less than significant (Class III). Also, the Alternative 3 alignment traverses through a portion of the CVMSHCP's Whitewater Floodplain Conservation Area. Like the proposed Farrell-Garnet subtransmission line, implementation of APM BIO-1 through BIO-11, and Mitigation Measures 4.4-1, 4.4-2, 4.4-3, 4.4-5, 4.4-6, 4.4-8, and 4.4-10 (see Section 4.4, *Biological Resources*), would ensure that conflicts with HCPs would be less than significant with mitigation (Class II).

The Alternative 3 subtransmission line would be located entirely within the City of Palm Springs, and land use and zoning impacts within the City would be the same as those that would occur under the proposed Farrell-Garnet subtransmission line (Class III). However, the Alternative 3 subtransmission line would cross some different land use and zoning designations; therefore, a land use consistency analysis is provided below.

Riverside County Airport Land Use Compatibility Plan. The Alternative 3 subtransmission line would traverse three Compatibility Zones of the Riverside County Airport Land Use Compatibility Plan not traversed by the proposed Farrell-Garnet subtransmission line, including Compatibility Zones A, B1, and C. Like the proposed Farrell-Garnet subtransmission line, this alternative alignment also crosses Zones D and E. However, the first approximately 3.6 miles of this alternative subtransmission line (from Farrell Substation to Indian Canyon Drive) would be underground. Therefore, the Alternative 3 subtransmission line would not include new poles in Zones A or B1 because those portions of the line would be underground. The alternative would include new LWS poles in Zones C, D, and E, and a new riser pole, which would be up to 95 feet tall, in Zone C.

As with the proposed Farrell-Garnet subtransmission line, the Alternative 3 subtransmission line would not conflict with Policies 1.5.3 or 4.3.3 (e). Alternative 3 could trigger ACLU review per Policy 4.3.3 (d) if it requires poles taller than 100 feet within Zones C or D. Regardless, SCE would obtain input from Riverside County regarding land-use matters related to the siting of the Alternative 3 subtransmission line prior to project construction. Furthermore, under APM LU-1, SCE has committed to submitting notice to the FAA electronically, in accordance with FAA procedures, and as far in advance of construction as possible. As such, potential conflicts with the Riverside County Airport Land Use Compatibility Plan would be less than significant (Class III).

City of Palm Springs General Plan. The Alternative 3 alignment traverses or is adjacent to ten City of Palm Springs General Plan land use designations that would not be traversed by the Proposed Project, including High Density Residential, Open Space-Parks/Recreation, Very Low Density Residential, Industrial, Airport, Office, School, Public/Quasi-Public, Mixed Use/Multi-

Use, and Medium Density Residential. The City of Palm Springs General Plan does not discuss the allowance or disallowance of subtransmission line facilities within these land use designations. Furthermore, the Alternative 3 alignment within the City of Palm Springs occurs entirely within existing SCE ROW and Caltrans and City of Palm Springs road franchise locations. As such, the Alternative 3 subtransmission line would not conflict with the City of Palm Springs General Plan.

City of Palm Springs Zoning Ordinance. The Alternative 3 alignment traverses or is adjacent to ten City of Palm Springs zoning designations not traversed by the Proposed Project, including C-D-N, C-S-C, GR5, N, O, P, R-1-C, R-2, CM, and PD. The City of Palm Springs Zoning Ordinance does not discuss subtransmission line facilities under uses permitted or uses prohibited for any of these zoning designations. However, the Alternative 3 subtransmission line occurs within existing SCE ROW and existing Caltrans and City of Palm Springs road franchise locations. Therefore, the Alternative 3 subtransmission line would not conflict with the City of Palm Springs Zoning Ordinance.

Alternative 5

Construction, operations, and maintenance activities associated with the Alternative 5 subtransmission line would be similar to the proposed Mirage-Santa Rosa subtransmission line, although the Alternative 5 line would be mostly underground. Like the proposed Mirage-Santa Rosa subtransmission line, the Alternative 5 subtransmission line would not permanently block roadways, or restrict access or constitute a physical barrier to the cities or communities in Riverside County; therefore, impacts relating to the physical division of an established community would be less than significant (Class III). Also, the Alternative 5 alignment, like the proposed Mirage-Santa Rosa alignment, is not within any CVMSHCP Conservation Area, and therefore would not conflict with the CVMSHCP or any other HCP (No Impact).

Same as the proposed Mirage-Santa Rosa subtransmission line, the Alternative 5 subtransmission line would be located entirely within unincorporated Riverside County, and would result in the same land use and zoning impacts (Class III). However, the Alternative 5 alignment crosses some different land use and zoning designations; therefore, a land use consistency analysis is provided below.

Riverside County General Plan. The Alternative 5 alignment traverses land designated as Community Development. This land use is subdivided into more detailed land use designations at the area plan level. As such, compatibility with designated land uses in Riverside County is discussed below, under the Western Coachella Valley Area Plan.

Western Coachella Valley Area Plan. The Alternative 5 alignment does not traverse and is not adjacent to any Western Coachella Valley Area Plan land use designations that are not also traversed or adjacent to the proposed Mirage-Santa Rosa alignment. Furthermore, the portions of the Alternative 5 alignment within unincorporated Riverside County are located entirely within

existing SCE ROW and existing Riverside County road franchise locations. Therefore, the Alternative 5 subtransmission line would not conflict with the Western Coachella Valley Area Plan.

Riverside County Zoning Ordinance. The Alternative 5 alignment traverses or is adjacent to four Riverside County zoning designations not traversed by the proposed Mirage-Santa Rosa subtransmission line alignment, including R-4, R-5, C-P-S, and C-1/C-P. According to the Riverside County Zoning Ordinance, Section 18.29, *Public Use Permits*, public utilities may be permitted in any zone classification provided that a public use permit is granted. While SCE, in accordance with General Order 131-D, would obtain input from Riverside County regarding land use matters related to siting (i.e., location of proposed facilities), a use permit is a discretionary land use instrument and SCE would not be required to obtain a use permit from Riverside County prior to project approval.

Alternative 6

Construction, operations, and maintenance activities associated with the Alternative 6 subtransmission line would be similar to the proposed Farrell-Garnet subtransmission line. Unlike the proposed Farrell-Garnet subtransmission line, the Alternative 6 subtransmission line would not require any new SCE ROW. Like the proposed Farrell-Garnet subtransmission line, the Alternative 6 subtransmission line would not permanently block roadways, or restrict access or constitute a physical barrier to any of the cities in which it is located; therefore, impacts relating to the physical division of an established community would be less than significant (Class III). The Alternative 6 alignment traverses a different portion of the CVMSHCP than the proposed Farrell-Garnet subtransmission line alignment, ending at the southern edge of the CVMSHCP's Willow Hole Conservation Area, near Varner Road and Date Palm Road in the City of Cathedral City. Nevertheless, like the proposed Farrell-Garnet subtransmission line, implementation of APM BIO-1 through BIO-11, and Mitigation Measures 4.4-1, 4.4-2, 4.4-3, 4.4-5, 4.4-6, 4.4-8, and 4.4-10 (see Section 4.4, *Biological Resources*), would ensure that conflicts with HCPs would be less than significant with mitigation (Class II).

The Alternative 6 alignment is partially within the City of Palm Springs and, unlike the proposed Farrell-Garnet subtransmission line alignment, it traverses through the City of Cathedral City. However, land use and zoning impacts within both cities would generally be the same as under the proposed Farrell-Garnet subtransmission line (Class III). The Alternative 6 alignment crosses some different land use and zoning designations; therefore, a land use consistency analysis is provided below.

Riverside County Airport Land Use Compatibility Plan. As with the proposed Farrell-Garnet subtransmission line, the Alternative 6 subtransmission line would not conflict with Policies 1.5.3 or 4.3.3 (e). Alternative 6 could trigger ACLU review per Policy 4.3.3 (d) if it requires poles taller than 100 feet within Zones C or D. Regardless, similar to the proposed Farrell-Garnet subtransmission line, SCE would obtain input from Riverside County regarding land-use matters

related to the siting of the Alternative 6 line prior to project construction. Furthermore, under APM LU-1 SCE has committed to submitting notice to the FAA electronically, in accordance with FAA procedures and as far in advance of construction as possible. Therefore, potential conflicts with the Riverside County Airport Land Use Compatibility Plan would be less than significant.

City of Palm Springs General Plan. The Alternative 6 alignment traverses and/or is adjacent to two City of Palm Springs General Plan land use designations not traversed by the proposed Farrell-Garnet subtransmission line alignment, including High Density Residential and Open Space-Parks/Recreation. The City of Palm Springs County General Plan does not discuss the allowance or disallowance of subtransmission line facilities within these land use designations. Furthermore, the Alternative 6 alignment within the City of Palm Springs is entirely within existing SCE ROW and City of Palm Springs road franchise locations. As such, the Alternative 6 subtransmission line would not conflict with the City of Palm Springs General Plan.

City of Palm Springs Zoning Ordinance. The Alternative 6 alignment traverses one City of Palm Springs zoning designation not traversed by the proposed Farrell-Garnet subtransmission line alignment, which is M-1. The City of Palm Springs Zoning Ordinance does not discuss subtransmission line facilities under uses permitted or uses prohibited for this zoning designation. However, the Alternative 6 subtransmission line within the City of Palm Springs would occur entirely within existing SCE ROW and City of Palm Springs road franchise locations. Therefore, the Alternative 6 subtransmission line would not conflict with the City of Palm Springs Zoning Ordinance.

City of Cathedral City General Plan. The Alternative 6 alignment traverses or is located adjacent to nine City of Cathedral City land use designations not traversed by the proposed Farrell-Garnet subtransmission line alignment, including RL, RR, RM, CN, CG, MU-U, I, OS-O, and OS-W. The City of Cathedral City General Plan does not discuss the allowance or disallowance of subtransmission line facilities within these land use designations. However, the alternative alignment with the City of Cathedral City is located entirely within existing Cathedral City road franchise locations and SCE ROW. Consequently, the associated construction, operation, and maintenance activities that would be associated with the Alternative 6 subtransmission line in the City of Cathedral City would constitute a continuation of current land use. Therefore, the Alternative 6 subtransmission line would not conflict with the City of Cathedral City General Plan.

City of Cathedral Zoning Ordinance. The Alternative 6 alignment traverses or is located adjacent to six City of Cathedral City zoning designations not traversed by the proposed Farrell-Garnet subtransmission line alignment, including R1, R2, RR, PCC, MU-U, and I-1. Public utility structures and public service facilities may be permitted within R2, PCC, and development in I-1 zones are subject to a conditional use permit. Public utility structures and public service facilities may be permitted within RR zones subject to a discretionary use permit. Public utility structures are not discussed as permitted or prohibited uses in R1 or MU-U zones. While SCE would obtain input from the City of Cathedral City regarding land use matters related to siting (i.e., location of

proposed facilities), a use permit is a discretionary land use instrument, and SCE would not be required to obtain a use permit from the City of Cathedral City prior to project approval, pursuant to General Order 131-D.

Alternative 7

Construction, operations, and maintenance activities associated with the Alternative 7 subtransmission line would be similar to the proposed Farrell-Garnet subtransmission line. Unlike the proposed Farrell-Garnet subtransmission line, the Alternative 7 line would not require any new SCE ROW. Like the proposed Farrell-Garnet subtransmission line, the Alternative 7 subtransmission line would not permanently block roadways, or restrict access or constitute a physical barrier to the City of Palm Springs or the City of Cathedral City; therefore, impacts relating to the physical division of an established community would be less than significant (Class III). The Alternative 7 alignment traverses a different portion of the CVMSHCP than the proposed Farrell-Garnet subtransmission line alignment, ending at the southern edge of the CVMSHCP's Willow Hole Conservation Area near Varner Road and Date Palm Road in the City of Cathedral City. Nevertheless, like the proposed Farrell-Garnet subtransmission line, implementation of APM BIO-1 through BIO-11, and Mitigation Measures 4.4-1, 4.4-2, 4.4-3, 4.4-5, 4.4-6, 4.4-8, and 4.4-10 (see Section 4.4, *Biological Resources*), would ensure that conflicts with HCPs would be less than significant with mitigation (Class II).

The Alternative 7 alignment is located partially within the City of Palm Springs and, unlike the proposed Farrell-Garnet subtransmission line alignment; it traverses through the City of Cathedral City. However, land use and zoning impacts within both cities would be generally the same as those that would under the proposed Farrell-Garnet subtransmission line (Class III). The Alternative 7 alignment would cross some different land use and zoning designations; therefore, a land use consistency analysis is provided below.

Riverside County Airport Land Use Compatibility Plan. As with the proposed Farrell-Garnet subtransmission line, the Alternative 7 subtransmission line would not conflict with Policies 1.5.3 or 4.3.3 (e). Alternative 7 could trigger ACLU review per Policy 4.3.3 (d) if it requires poles taller than 100 feet within Zones C or D. Regardless, similar to the proposed Farrell-Garnet subtransmission line, SCE would obtain input from Riverside County regarding land-use matters related to the siting of the Alternative 7 line prior to project construction. Furthermore, under APM LU-1 SCE has committed to submitting notice to the FAA electronically, in accordance with FAA procedures and as far in advance of construction as possible. Therefore, potential conflicts with the Riverside County Airport Land Use Compatibility Plan would be less than significant.

City of Palm Springs General Plan. The Alternative 7 alignment traverses and/or is adjacent to two City of Palm Springs General Plan land use designations not traversed by the proposed Farrell-Garnet subtransmission line alignment, including High Density Residential and Open Space-Parks/Recreation. The City of Palm Springs County General Plan does not discuss the

allowance or disallowance of subtransmission line facilities within these land use designations. Furthermore, the Alternative 7 alignment within the City of Palm Springs is entirely within existing SCE ROW and City of Palm Springs road franchise locations. As such, the Alternative 7 subtransmission line would not conflict with the City of Palm Springs General Plan.

City of Palm Springs Zoning Ordinance. The Alternative 7 alignment traverses one City of Palm Springs zoning designation not traversed by the proposed Farrell-Garnet subtransmission line alignment, which is M-1. The City of Palm Springs Zoning Ordinance does not discuss subtransmission line facilities under uses permitted or uses prohibited for this zoning designation. However, the Alternative 7 subtransmission line within the City of Palm Springs would occur entirely within existing SCE ROW and City of Palm Springs road franchise locations. Therefore, the Alternative 7 subtransmission line would not conflict with the City of Palm Springs Zoning Ordinance

City of Cathedral City General Plan. The Alternative 7 alignment traverses or is located adjacent to 11 City of Cathedral City land use designations not traversed by the proposed Farrell-Garnet subtransmission line alignment, including RL, RR, RM, CN, CG, MU-U, I, OS-O, OS-W, P/S, and BP. The City of Cathedral City General Plan does not discuss the allowance or disallowance of subtransmission line facilities within these land use designations. However, within the City of Cathedral City, the alternative line would be located entirely within existing Cathedral City road franchise locations and SCE ROW. Consequently, the associated construction, operation, and maintenance activities associated with the Alternative 7 subtransmission in the City of Cathedral City would constitute a continuation of current land use. Therefore, the Alternative 7 subtransmission line would not conflict with the City of Cathedral City General Plan.

City of Cathedral Zoning Ordinance. The Alternative 7 alignment traverses or is located adjacent to seven City of Cathedral City zoning designations not traversed by the proposed Farrell-Garnet subtransmission line alignment, including R1, R2, RR, PCC, MU-U, I-1, and NBP. Public utility structures and public service facilities may be permitted within R2, PCC, NBP, and I-1 zones subject to a conditional use permit. Public utility structures and public service facilities may be permitted within RR zones subject to a discretionary use permit. Public utility structures are not discussed as permitted or prohibited uses in R1 or MU-U zones. While SCE would obtain input from the City of Cathedral City regarding land use matters related to siting (i.e., location of proposed facilities), a use permit is a discretionary land use instrument, and SCE would not be required to obtain a use permit from the City of Cathedral City prior to project approval, pursuant to General Order 131-D.

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