

E.2 BCD Alternative – Contents

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E.2 BCD Alternative

E.2.1 Description of the BCD Alternative

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

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

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

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

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

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

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

BCD South Option

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

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

Figure E.2.1-1a. BCD Alternative (east)

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Figure E.2.1-1b. BCD Alternative (west)

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Figure E.2.1-2. BCD South Option
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Figure E.2.1-3. BCD Alternative: Cleveland National Forest Land Use Zones
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