

## 4.10 Land Use and Planning

This section describes the existing and planned land use in the vicinity of the Proposed Project. The potential impacts to existing land uses as a result of construction and operation of the Proposed Project and the Alternative Project are also discussed. For the purposes of this section, the Project Study Area is defined as the locations where work described in Chapter 3.0, Project Description, would be performed. In Figure 4.10-1, General Plan Land Use, a 500-foot buffer from the centerline of all Proposed Project components has been included to provide context for surrounding land uses. The buffer was selected for the purpose of identifying land uses adjacent to the project limits to characterize the existing setting and address any future minor modifications to the Proposed Project preliminary design. The buffer is not included in the land use discussion and calculations, below.

### 4.10.1 Environmental Setting

The Project Study Area includes the cities of Banning, Beaumont, Calimesa, Colton, Grand Terrace, Loma Linda, Palm Springs, Rancho Cucamonga, Redlands, San Bernardino, and Yucaipa, and unincorporated areas of Riverside and San Bernardino counties. The Proposed Project component in the City of Rancho Cucamonga is limited to improvements within the Mechanical Electrical Equipment Room (MEER) at Etiwanda Substation. The extent of this work within an existing facility would not have the potential to affect land use in the City of Rancho Cucamonga; therefore, the City of Rancho Cucamonga is not included for further discussion.

The land agencies that have jurisdiction over the Proposed Project on Federal lands are the United States Bureau of Land Management (BLM) (portions of Segment 6) and the United States Bureau of Indian Affairs (portions of Segments 4 and 5) (see Figure 3.1-3, Transmission Line Route Description).

The California Public Utilities Commission (CPUC) has jurisdiction over the siting and design of the Proposed Project because the CPUC regulates and authorizes the construction of investor-owned public utility (IOU) facilities. Although such projects are exempt from local land use and zoning regulations and permitting, General Order (GO) No. 131-D, Section III.C requires “the utility to communicate with, and obtain the input of, local authorities regarding land-use matters and obtain any nondiscretionary local permits.” As part of its environmental review process, SCE considered local and State land use plans and policies, and local land use priorities and concerns.

Existing land use information presented in the discussions below is drawn from the applicable General Plans and review of aerial photographs. Proposed land use designations discussed below and shown in Figure 4.10-1, General Plan Land Use, (all figures are provided at the end of this section) reflect the General Plan land use designations in the city and county general plans and as designated on the Morongo Area Plan Map. Zoning designations are drawn from the adopted zoning maps for the affected jurisdictions.

The Proposed Project transects two adopted Habitat Conservation Plans (HCPs), the Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) and the Coachella Valley Multiple Species Habitat Conservation Plan (CV-MSHCP). See below and Section 4.4, Biological Resources, for more information regarding these plans.

The Proposed Project corridor begins in the urbanized areas of Grand Terrace and Loma Linda on the west and terminates just within the city limits of Palm Springs on the east. The Project Study Area transects urban and suburban areas, canyon areas, portions of the reservation trust land (the Reservation) of the Morongo Band of Mission Indians (Morongo), and low desert areas. The 220 kV transmission lines would be located within existing WOD corridor with the exception of an approximately 3-mile segment located in Segment 5. Land uses within the corridor, other than electric transmission infrastructure, include trails/open space (see Section 4.16 Recreation) and limited areas of agricultural/nursery use. The Project Study Area transects drainageways, roadways, parks, a portion of a landfill property, an aggregate (sand and gravel) operation, and roadways. Land uses near the Project Study Area include residences, commercial businesses, agricultural uses, community uses such as schools and fire stations, landfill operations, and the Banning Municipal Airport.

Figure 4.10-1, General Plan Land Use, shows the designated General Plan land uses in the area of the Proposed Project. The following discussion includes the 500-foot buffer from the centerline of all components in the Proposed Project. General Plan land uses by Proposed Project component are shown in Table 4.10-1, General Plan Land Uses by Proposed Project Component. Table 4.10-2, General Plan Land Uses by Jurisdiction, displays General Plan land uses by jurisdiction. Zoning maps are included in Appendix J, Land Use: Zoning Figures.

#### **4.10.1.1 Segment 1**

Segment 1, depicted on Figure 4.10-1, General Plan Land Use, sheet 2, includes San Bernardino Substation, the 220 kV transmission lines, the San Bernardino-Redlands-Timoteo 66 kV Subtransmission Line, the San Bernardino-Redlands-Tennessee 66 kV Subtransmission Line, distribution lines, telecommunications lines, access roads, and the Mountain View 1 and Lugonia staging yards.

##### ***Existing Land Use***

Portions of Segment 1 are located within the cities of Redlands and Loma Linda and within unincorporated San Bernardino County. This segment is located entirely within San Bernardino County. Existing land uses in Segment 1 (including all components mentioned above) primarily consist of commercial, industrial, office, and residential uses. Mountain View 1 staging yard is currently a vacant lot, and the Lugonia staging yard is currently in use as a staging area for a pipeline project. The City of Loma Linda has incorporated a trail within the corridor south of Redlands Boulevard. San Bernardino International Airport and Redlands Municipal Airport are approximately 1 mile north and 5 miles east, respectively, of the Proposed Project.

**Table 4.10-1: General Plan Land Uses by Proposed Project Component (in acres)**

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

**Table 4.10-2: General Plan Land Uses for the Proposed Project by Jurisdiction (in acres)**

Jurisdiction	Agricultural	Commercial	Industrial	Office	Open Space	Public Facilities	Residential	Specific Plan	Transportation	Total
Banning	81.6	7.6	36.2	44.4	152.3	4.6	155.3	0.0	0.0	482.0
Beaumont	0.0	9.3	0.0	0.0	123.4	0.0	115.9	0.6	0.0	249.3
Calimesa	0.0	7.6	0.0	0.0	0.0	0.0	20.2	111.3	0.0	139.1
Colton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.3	0.0	71.3
Grand Terrace	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.9
Loma Linda	0.0	7.9	1.6	9.6	141.9	0.0	15.7	153.9	3.8	334.4
Palm Springs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rancho Cucamonga	0.0	0.0	12.7*	0.0	0.0	0.0	0.0	0.0	0.0	12.7
Redlands	0.8	55.6	2.1	0.0	133.4	14.9	0.0	0.0	0.0	206.7
San Bernardino	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.1
Yucaipa	0.0	0.0	0.0	0.0	0.0	0.0	1.9**	0.0	0.0	1.9
County of Riverside	0.0	20.4	307.1	0.0	937.0	245.3	424.8	0.2	3.1	1,937.9
County of San Bernardino	0.0	67.2	38.4	3.8	16.7	1.8	53.3	0.0	3.3	184.5
<b>TOTAL</b>	<b>82.4</b>	<b>175.5</b>	<b>385.4</b>	<b>57.8</b>	<b>1,504.7</b>	<b>266.5</b>	<b>794.2</b>	<b>337.3</b>	<b>10.2</b>	<b>3,611.0</b>

\* Acreage of Etiwanda Substation

\*\* Acreage of Tennessee Substation

### ***General Plan***

Segment 1 contains City of Redlands General Plan classifications of commercial, industrial, public facilities, and open space. City of Loma Linda General Plan land use classifications within Segment 1 include office, commercial, specific plan, industrial, transportation, open space, and residential. The specific plan uses in the Project Study Area within the City of Loma Linda consist of residential uses within the Mission Road Special Planning Area. County of San Bernardino General Plan land uses within Segment 1 include commercial and residential. The Mountain View 1 staging yard has a City of San Bernardino General Plan land use designation of residential. The Lugonia staging yard has a City of Redlands General Plan land use designation of commercial.

### ***Zoning***

Segment 1 contains City of Redlands zoning classifications of commercial, residential, public facilities, industrial, and specific plan. The specific plan area is part of the East Valley Corridor Specific Plan and consists of commercial uses. City of Loma Linda zoning classifications within Segment 1 include open space, residential, specific plan, office, industrial, public facility, and commercial. The specific plan uses in the Project Study Area within the City of Loma Linda consist of residential uses within the Mission Road Special Planning Area. County of San Bernardino zoning classifications within Segment 1 include open space and residential. The Mountain View 1 staging yard has a City of San Bernardino zoning code designation of public facilities, and the Lugonia staging yard has a City of Redlands zoning code designation of specific plan, as it also is part of the East Valley Corridor Specific Plan. Appendix J, Land Use Zoning Figures, sheet 2, depicts the zoning designations in Segment 1.

#### **4.10.1.2 Segment 2**

Segment 2, as depicted on Figure 4.10-1, General Plan Land Use, sheet 1, includes Vista Substation, the 220 kV transmission lines, telecommunications lines, access roads, and the Grand Terrace staging yard.

### ***Existing Land Use***

Portions of Segment 2 are located within the cities of Grand Terrace, Colton, and Loma Linda and the County of San Bernardino. This segment is located entirely within San Bernardino County. Existing land uses in this segment consist primarily of residential and open space uses. The Grand Terrace staging yard is currently a vacant lot, but is part of an existing SCE utility corridor.

### ***General Plan***

Segment 2 contains a City of Colton General Plan classification of specific plan. The specific plan uses are part of the Reche Canyon Specific Plan and consist of residential and open space. City of Grand Terrace General Plan land use classifications in Segment 2 consist of residential uses. City of Loma Linda General Plan land use classifications within Segment 2 include open space and residential. County of San Bernardino General

Plan land uses within Segment 2 include commercial and residential. The Grand Terrace staging yard has a City of Grand Terrace General Plan land use designation of residential.

### ***Zoning***

Segment 2 contains a City of Colton zoning classification of specific plan. The specific plan uses are part of the Reche Canyon Specific Plan and consist of residential and open space. City of Grand Terrace zoning classifications include residential, industrial, transportation, and public facilities. City of Loma Linda zoning classifications within Segment 2 include open space and residential. County of San Bernardino zoning classifications within Segment 2 include open space, residential, and specific plan. The specific plan uses within the Project Study Area in the County of San Bernardino consist of rural residential uses. The Grand Terrace staging yard has a City of Grand Terrace zoning code designation of residential. Appendix J, Land Use Zoning Figures, sheet 1, depicts the zoning designations in Segment 2.

#### **4.10.1.3 Segment 3**

Segment 3, as depicted on Figure 4.10-1, General Plan Land Use, sheet 3, includes El Casco Substation, the 220 kV transmission lines, telecommunications lines, access roads, and the Poultry and San Timoteo staging yards.

### ***Existing Land Use***

Portions of Segment 3 are located within the City of Redlands and the counties of San Bernardino and Riverside. Approximately half of this segment is located within San Bernardino County, and the other half is located within Riverside County. Existing land uses in this segment consist primarily of agricultural and open space uses. The Poultry and San Timoteo staging yards are both currently vacant lots.

### ***General Plan***

Segment 3 contains a County of San Bernardino General Plan classification of open space. City of Redlands General Plan land use classifications in Segment 3 consist of agriculture, open space, and public facility. County of Riverside General Plan land uses within Segment 3 include open space, commercial, and residential. The Poultry and San Timoteo staging yards have a County of Riverside General Plan land use classification of residential.

### ***Zoning***

Segment 3 contains County of San Bernardino zoning classifications of open space/parks/recreation. City of Redlands zoning classifications in Segment 3 consist of agriculture. County of Riverside zoning classifications within Segment 3 include controlled development area and agricultural. The Poultry and San Timoteo staging yards have County of Riverside zoning code designations of controlled development area. Appendix J, Land Use Zoning Figures, sheet 3, depicts the zoning designations in Segment 3.

### 4.10.1.4 Segment 4

Segment 4, as depicted on Figure 4.10-1, General Plan Land Use, sheets 4 through 7, includes the 220 kV transmission lines, telecommunications lines (including associated telecommunications work at Maraschino Substation), access roads, and the Beaumont 1 and Beaumont 2 staging yards.

#### *Existing Land Use*

Portions of Segment 4 are located within the cities of Calimesa, Beaumont, and Banning, the County of Riverside, and the Reservation. This segment is located entirely within Riverside County. Existing land uses in this segment consist primarily of residential and open space uses. The City of Beaumont uses a portion of the corridor for recreation purposes. The Beaumont 1 and Beaumont 2 staging yard areas are currently used as staging areas for an electrical project.

#### *General Plan*

Segment 4 contains City of Calimesa General Plan classifications of specific plan, residential, and commercial. The specific plan uses in the Project Study Area are a part of the Summerwind Ranch Specific Plan and consist of residential and open space uses. City of Beaumont General Plan land use classifications in Segment 4 consist of open space, specific plan, residential, and commercial. City of Banning General Plan land use classifications within Segment 4 include open space, commercial, and residential. County of Riverside General Plan land uses within Segment 4 include agriculture. A portion of this segment is in both the City of Banning and the Reservation. This portion has a General Plan land use classification of agriculture. The Beaumont 1 staging yard has City of Beaumont General Plan land use designations of industrial and commercial, and the Beaumont 2 staging yard has a City of Beaumont General Plan land use classification of commercial.

#### *Zoning*

Segment 4 contains City of Calimesa zoning classifications of specific plan and residential. The specific plan uses in the Project Study Area are a part of the Summerwind Ranch Specific Plan and consist of residential and open space uses. City of Beaumont zoning classifications in Segment 4 consist of residential, open space, commercial, industrial, and specific plan. City of Banning zoning classifications within Segment 4 include open space, commercial, agriculture, public facilities, and residential. County of Riverside zoning classifications within Segment 4 include controlled development area and public facilities. The Beaumont 1 and Beaumont 2 staging yards have a City of Beaumont zoning code designation of commercial. Appendix J, Land Use Zoning Figures, sheets 4 through 7, depicts the zoning designations in Segment 4.

#### **4.10.1.5 Segment 5**

Segment 5, as depicted on Figure 4.10-1, General Plan Land Use, sheets 7 through 9, includes the 220 kV transmission lines, telecommunications lines (including associated telecommunications work at Banning Substation), access roads, and the Hathaway 1 and Hathaway 2 staging yards.

##### ***Existing Land Use***

Portions of Segment 5 are located within the City of Banning, the County of Riverside, and the Reservation. This segment is located entirely within Riverside County. Existing land uses in this segment consist primarily of residential and open space uses. Banning Municipal Airport is located approximately 2 miles south of Segment 5. The Hathaway 1 and Hathaway 2 staging yards are currently vacant lots. The Hathaway 1 area was previously disturbed and has concrete and fencing, while the Hathaway 2 lot is unimproved.

##### ***General Plan***

Segment 5 contains City of Banning General Plan classifications of open space, public facility, residential, industrial, and agricultural. A portion of this segment is in both the City of Banning and the Reservation. This portion has General Plan land use classifications of residential, open space, commercial, office, and public facility. The portion of this segment that is only within the Reservation General Plan area, and not within the City of Banning as well, has land use classifications of industrial, residential, open space, commercial, office, and public facility. County of Riverside General Plan land uses within Segment 5 include transportation, commercial, residential, industrial, and open space. The Hathaway 1 and Hathaway 2 staging yards have a City of Banning General Plan land use designation of office.

##### ***Zoning***

Segment 5 contains City of Banning zoning classifications of open space, residential, industrial, and commercial. A portion of this segment is in both the County of Riverside and the Reservation. This portion has zoning classifications of residential, open space, commercial, and controlled development area. County of Riverside zoning classifications within Segment 5 include commercial, residential, and controlled development area. The Hathaway 1 and Hathaway 2 staging yards have a City of Banning zoning code designation of commercial. Appendix J, Land Use Zoning Figures, sheets 7 through 9, depicts the zoning designations in Segment 5.

#### **4.10.1.6 Segment 6**

Segment 6, as depicted on Figure 4.10-1, General Plan Land Use, sheets 10 and 11, includes Devers Substation, the 220 kV transmission lines, telecommunications lines, access roads, and the Devers staging yard.

### *Existing Land Use*

Portions of Segment 6 are located within the City of Palm Springs, the County of Riverside, and on BLM lands. This segment is located entirely within Riverside County. Existing land uses in this segment consist primarily of residential and open space uses. The Devers staging yard area is currently being used as a staging area for an electrical project.

### *General Plan*

Segment 6 contains City of Palm Springs General Plan classifications of public facility. County of Riverside General Plan land uses within Segment 6 include residential, open space, and public facility. BLM land uses within Segment 6 include open space. The Devers staging yard area has a County of Riverside General Plan land use designation of public facility.

### *Zoning*

Segment 6 contains City of Palm Springs zoning classifications of industrial. County of Riverside zoning classifications within Segment 6 include residential, controlled development area, and industrial. BLM areas within Segment 6 are zoned residential and controlled development area. The Devers staging yard has a County of Riverside zoning code designation of industrial. Appendix J, Land Use Zoning Figures, sheets 10 and 11, depicts the zoning designations in Segment 6.

## **4.10.2 Regulatory Setting**

### **4.10.2.1 Federal Regulatory Setting**

#### *Federal Land Policy and Management Act*

Under the Federal Land Policy Management Act (FLPMA), Federal land management agencies are required to acknowledge local plans and participation. Title 43, United States Code Annotated (USCA) Section 1712(c)(9) states:

[The Secretary shall] to the extent consistent with the laws governing the administration of the public [Federal] lands, coordinate the land use inventory, planning, and management activities of or for such lands with the land use planning and management programs of other Federal departments and agencies and of the States and local governments within which the lands are located. ... In implementing this directive, the Secretary shall, to the extent he finds practical, keep apprised of State, local and tribal land use plans; assure that consideration is given to those State, local and tribal plans that are germane to the development of land use plans for public [Federal] lands, assist in resolving to the extent practical, inconsistencies between Federal and non-Federal Government plans, and shall provide for meaningful public involvement of State and local government officials ... in the development of land use programs, land use regulations, and land use decisions for public [Federal] lands. ... Land use plans of the Secretary

under this section shall be consistent with the State and local plans to the maximum extent he finds consistent with Federal law and the purposes of this Act.

### ***Federal Aviation Administration***

The Federal Aviation Administration (FAA) regulations included in Federal Aviation Regulations (FAR) Title 14 Part 77 determine restrictions to obstructions and height limitations for structures taller than 200 feet or within 20,000 feet of an airport. The Proposed Project is located near the San Bernardino International Airport, and the Proposed and Alternative Projects are located near the Banning Municipal Airport. Both projects would have to comply with safety requirements established by Title 14 Part 77 where applicable.

Specifically, FAR Title 14 Part 77 establishes standards and notification requirements for objects that have the potential to affect navigable airspace. These standards are intended to (1) evaluate the effect of construction or alteration of structure on airport operating procedures; (2) determine if there is a potential hazard to air navigation; and (3) identify measure to enhance safety. The FAA requires notification through the filing of FAA form 7460-1, Notice of Proposed Construction of Alteration, if any of the following criteria are met with regard to a proposed action (Title 14 Part 77.13):

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

*United States Department of Interior, Bureau of Land Management*

The BLM has exclusive jurisdiction of ROW on public lands in the Project Study Area. SCE submitted an application to the BLM to amend the existing ROW authorization. The BLM would make a determination regarding consistency with the land use and management plans: the South Coast Resource Management Plan (1994), Draft South Coast Regional Management Plan and Environmental Impact Statement (2011), and the California Desert Conservation Area Plan of the BLM's California Palm Springs South Coast Field Office.

*South Coast Resource Management Plan*

The existing and Draft South Coast Resource Management Plan requires that new utility ROWs be avoided as much as feasible, especially in recreational areas. There are some BLM areas within the Proposed Project ROW, as shown in Figure 4.15-1, Recreation Resources, in Section 4.15, Recreation. The Draft SCRMP indicates that BLM would protect valid existing rights and pre-existing authorizations, including but not limited to authorized permits, leases, and ROWs.

*California Desert Conservation Area Plan*

In 1976, Congress passed the Federal Land Policy Management Act. Under that law, the California Desert Conservation Area (CDCA) was established, with 12,000,000 acres of public lands administered by the BLM. The CDCA plan consists of five recovery units: upper Virginia River, Eastern Mojave, Northwestern Mojave, Western Mojave, and Colorado Desert. The Colorado Desert recovery unit overlaps the eastern section of the Project Study Area. The CDCA gives preservation of endangered species the highest priority, and one of the goals is to provide a system of desert wildlife management areas within the recovery unit. In 1994, the CDCA plan established strategies for recovering the desert tortoise: maintain high survivorship of adult desert tortoises; protect existing populations and habitat; institute habitat restoration where necessary; and implement a formal adaptive management program. In addition, the CV-MSHCP is within the Colorado Desert Recovery Unit and establishes conservation areas and a reserve system for species and land cover types covered under the CV-MSHCP.

**4.10.2.2 State Regulatory Setting**

There are no State land use regulations applicable to the Proposed Project.

**4.10.2.3 Local Regulatory Setting**

The California Public Utilities Commission (CPUC) has jurisdiction over the siting and design of the Proposed Project because the CPUC regulates and authorizes the construction of investor-owned public utility (IOU) facilities. Although such projects are exempt from local land use and zoning regulations and permitting, General Order (GO) No. 131-D, Section III.C requires "the utility to communicate with, and obtain the input of, local authorities regarding land-use matters and obtain any nondiscretionary local

permits.” As part of its environmental review process, SCE considered local and State land use plans and policies, and local land use priorities and concerns.

Table 4.10-3, Local Land Use Document Applicable to Proposed Project, summarizes key policies in local plans applicable to land use.

**Table 4.10-3: Local Land Use Documents Applicable to Proposed Project**

Document	Plans, Policies, Program
City of Banning General Plan	<p><b>Goal:</b> A balanced, well planned community including businesses which provides a functional pattern of land uses and enhances the quality of life for all Banning residents.</p> <p><b>Goal:</b> Sufficient and appropriately located public facilities to serve the needs of the City’s residents, businesses and visitors.</p> <p><b>Program 21.A</b> Land use designation decisions within the area of influence of the airport shall be specifically reviewed to assure compatibility.</p>
City of Beaumont General Plan, Community Development Element	<p><b>Policy 1.</b> The City of Beaumont, through the implementation of this General Plan, will promote a balance of land use and development types throughout the City.</p> <p><b>Policy 2.</b> The City of Beaumont will implement an integrated land use and transportation system that accommodates existing and future service and utility demands.</p> <p><b>Policy 20:</b> The City of Beaumont will continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.</p>
City of Calimesa General Plan, Land Use Element	<p><b>Goal 3:</b> Locate land uses to achieve maximum compatibility while improving or maintaining the desired quality of life.</p> <p><b>Goal 5:</b> Preserve the natural beauty, minimize degradation of the Calimesa area, and provide protection for the environmentally sensitive resources.</p> <p><b>Policy 5.3:</b> Graded areas shall be revegetated with native plants compatible to the area to prevent erosion.</p> <p><b>Goal 10:</b> Ensure the provision of adequate supplies of natural gas and electricity from public utility purveyors and the availability of communications services to residents of Calimesa, while protecting natural vistas and night skies.</p> <p><b>Policy 10.3:</b> Actively encourage and support the undergrounding of existing overhead utilities.</p> <p><b>Policy 11.1:</b> Coordinate the provision of all public utilities and services to ensure a consistent, complete and efficient system of services to all residents.</p>
City of Colton General Plan, Land Use Element	<p><b>Public Use Principle 1:</b> Public improvements need to be implemented in a timely, efficient manner consistent with growth requirements and should be provided in part by future development, whenever possible.</p> <p><b>Open Space Principle 1:</b> A functional and adequate open space system should be provided which will protect recreational, agricultural and other permanent open space uses.</p>
City of Grand Terrace General Plan, Land Use Element	<p><b>Goal 2.5:</b> Provide for the preservation of natural resources and open space.</p> <p><b>Policy 2.5.2:</b> Areas designated as Open Space shall be preserved to provide long term recreation opportunities as well as the preservation of scenic and</p>

**Table 4.10-3: Local Land Use Documents Applicable to Proposed Project**

Document	Plans, Policies, Program
	<p>environmental resources and the protection of public health and safety.</p> <p><b>Policy 4.1.3:</b> The City shall evaluate the possibility of developing existing utility easements as linear parks.</p> <p><b>Policy 7.8.3:</b> Coordinate with all utility companies to provide maintenance programs that minimize the impact to public streets and rights-of-way.</p>
<p>City of Loma Linda General Plan, Land Use Element</p>	<p><b>Special Planning Area E Implementing Policy j:</b> Implement development of the Mission Road Special Planning Area E through the adoption of a specific plan(s) or planned development(s), so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area.</p> <p><b>Implementing Policy 8.10.7.1:</b> a: Work with Southern California Edison to improve transmission line corridors with attractive, community-serving uses such as ornamental planting and recreational uses, including trails and playing fields. ... d: Underground existing overhead utility lines throughout the City with available funding ... g: Develop appropriate siting regulations for the installation of utilities and telecommunication facilities to minimize potential impacts to the community.</p>
<p>City of Palm Springs Land Use Element</p>	<p><b>Goal LU1:</b> Establish a balanced pattern of land uses that complements the pattern and character of existing uses, offers opportunities for the intensification of key targeted sites, minimizes adverse environmental impacts, and has positive economic results.</p> <p><b>Policy LU1.11:</b> Sensitively integrate into the community required land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors.</p>
<p>City of Redlands General Plan</p>	<p><b>Implementing Policy 7.11f:</b> Establish agreement with public agencies and private entities for development and maintenance of trails in rights-of-way and utility corridors.</p> <p><b>EVC 4.62d:</b> The [East Valley Corridor] Specific Plan should provide for extension of public services in a logical and functional manner to minimize impacts on service purveyors while maximizing areas that can accommodate development in a timely manner.</p> <p><b>EVC 4.62s:</b> Complement the land use planning for the East Valley Corridor with comprehensive plans and programs for utilities and public facilities.</p> <p><b>EVC 4.62ff:</b> Ensure compatibility between adjacent land use types within the Corridor area.</p>
<p>City of San Bernardino</p>	<p><b>Goal 2.2:</b> Promote development that integrates with and minimizes impacts on surrounding land uses.</p> <p><b>Policy 2.2.1:</b> Ensure compatibility between land uses and quality design through adherence to the standards and regulations in the Development Code and policies and guidelines in the Community Design Element. (LU-1)</p> <p><b>Policy 2.2.3:</b> Sensitively integrate regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors into the community. (LU-1 and CD-1)</p> <p><b>Goal 2.9:</b> Protect the airspace of the San Bernardino International Airport and minimize related noise and safety impacts on our citizens and businesses.</p>

**Table 4.10-3: Local Land Use Documents Applicable to Proposed Project**

Document	Plans, Policies, Program
	<p><b>Policy 2.9.3:</b> Limit the type of development, population density, maximum site coverage, and height of structures as specified in the applicable safety zones in the Comprehensive Land Use Plan for the SBIA and as shown on Figure LU-4. (LU-1)</p> <p><b>Policy 2.9.5:</b> Ensure that the height of structures do not impact navigable airspace, as defined in the Comprehensive Land Use Plan for the SBIA. (LU-1)</p>
City of Yucaipa General Plan	<p><b>Goal OS-8:</b> Minimize conflicts between open space and surrounding land uses.</p> <p><b>Goal LU-1:</b> Plan for a compatible and harmonious arrangement of land uses by providing a type and mix of functionally well-integrated land uses which meet general social and economic needs and provide for a variety of lifestyles.</p>
County of Riverside General Plan, Land Use Element	<p><b>Policy LU 14.2:</b> Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix L and as summarized in the Area Plan's Airport Influence Area section for the airport in question. (AI 3)</p> <p><b>Policy LU 17.3:</b> Ensure that development does not adversely impact the open space and rural character of the surrounding area. (AI 3)</p> <p><b>Policy LU 25.1:</b> Accommodate the development of public facilities in areas appropriately designated by the General Plan and area plan land use maps. (AI 1, 2, 6)</p>
County of San Bernardino General Plan	<p><b>Policy LU 7.2:</b> Enact and enforce regulations that will limit development in environmentally sensitive areas, such as those adjacent to river or streamside areas, and hazardous areas, such as flood plains, steep slopes, high fire risk areas, and geologically hazardous areas.</p> <p><b>Goal S 8:</b> The County will minimize exposure and potential of damage posed by aviation activity.</p> <p><b>Policy S 8.1:</b> Ensure the safety of airport operations and surrounding land uses.</p>

***Morongo Reservation***

The Proposed Project will traverse approximately 8 miles of the tribal trust lands of the Morongo Indian Reservation east of Banning, California. Except for approximately two miles of new corridor between Malki Road and the western boundary of the Reservation, the Proposed Project will utilize the transmission corridor that has been used by existing SCE 220 kV transmission lines starting in 1945, and as subsequently expanded. Matters concerning the use of the Reservation’s trust lands are subject to approval by the Morongo Band’s General Membership, which consists of all enrolled adult voting members. With limited exceptions, the Morongo Band does not release its internal ordinances and other laws to the public.

The Morongo Band’s General Membership has voted to approve the Bureau of Indian Affairs’ grants to SCE of the rights of way and easements necessary for SCE to continue operating its existing 220 kV facilities on the Morongo Reservation and to replace and upgrade those facilities with the WOD Project. The Morongo Band’s approval of these grants of rights of way and easements includes relocating approximately two miles of the corridor west of Malki Road into a new corridor depicted on Figure 2-3, Proposed and

Alternative Transmission Line Routes, as either the Proposed Project (Alternative 1) or the Alternative Project (1X). The existing corridor, plus either Alternative 1 or 1X, thus would be consistent with all applicable tribal laws, and are the only corridors approved by the Morongo Band for the continued operation and eventual replacement of SCE's 220 kV facilities on and across the trust lands of the Morongo Indian Reservation.

The 2011 Morongo Band Indian Reservation General Plan Land Use Element Map delineates land use designations for the entire Reservation. Land uses are divided into six categories: commercial, culturally sensitive, industrial, mixed-use, open space, and residential. The Proposed Project would transect areas zoned open space, mixed-use, and commercial. The existing ROW is located near the center of the Central Morongo Community Area. The Proposed Project alignment would transect the same land use designations, but would be farther south from the Central Morongo Community Area.

#### ***City of Banning Airport Land Use Plan***

The 2007 *Banning Municipal Airport - Airport Master Plan Update* identifies the facility as a general aviation utility airport. The airport functions as an aircraft base for local pilots, and hosts recreational flying, flight training activity, and emergency/medical transport. The Proposed Project is located outside of the airport property, including the runway protection zone; however, a portion of the Proposed Project is located in the FAR Part 77 Conical Surface Limits area of the Banning Municipal Airport Master Plan Update (City of Banning 2007).

#### ***Western Riverside County Multiple Species Habitat Conservation Plan***

The Project Study Area traverses portions of the WR-MSHCP area. The WR-MSHCP area is divided by Area Plans, and the Proposed Project is within the Reche Canyon/Badlands Area Plan and the Pass Area Plan. Figure 4.4-2, Critical Habitat and Land Management, in Section 4.4, Biological Resources, shows the location of the Proposed Project in relation to the boundaries of the WR-MSHCP. The WR-MSHCP was developed by local and regional stakeholders, as well as the United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW). The plan was adopted in 2003 by the Riverside County Board of Supervisors and encompasses approximately 1.26 million acres. The plan would result in an MSHCP Conservation Area in excess of 500,000 acres and focuses on conservation of 146 species. The WR-MSHCP is voluntary and provides a means for non-Federal entities to obtain Take Authorization pursuant to the Federal Endangered Species Act (FESA) and the Natural Community Conservation Plan (NCCP) Act for actions, projects, or facilities that cause unavoidable, incidental take of listed or candidate species. The WR-MSHCP requires a consistency determination to ensure that proposed projects authorized for Take of Covered Species do not conflict with conservation goals and objectives and meet all the requirements to participate.

### ***Coachella Valley Multiple Species Habitat Conservation Plan***

Coachella Valley Association of Governments (CVAG) serves as lead agency for plan review and consideration of the CV-MSHCP (Figure 4.4-2, Critical Habitat and Land Management, in Section 4.4, Biological Resources.) The CV-MSHCP is a comprehensive, multijurisdictional habitat conservation plan that focuses on the conservation of species and their associated habitats in the Coachella Valley region of eastern Riverside County. The CV-MSHCP was developed by local and regional stakeholders, as well as the USFWS and CDFW. The overall goal of the CV-MSHCP is to maintain and enhance biological diversity and ecosystem processes within the region, while allowing for future economic growth. The CV-MSHCP covers 27 special-status plant and animal species as well as 27 Natural Communities, including desert wetland communities. The CV-MSHCP requires a consistency determination to ensure that proposed projects authorized for Take of Covered Species do not conflict with conservation goals and objectives, and meet all the requirements to participate.

The CV-MSHCP area is divided into conservation areas, and the Proposed Project is within the Cabazon Conservation Area. Figure 4.4-2, Critical Habitat and Land Management, in Section 4.4, Biological Resources, shows the location of the Proposed Project in relation to the boundaries of the CV-MSHCP. The Cabazon Conservation Area consists of the San Gorgonio River and several tributaries, the San Jacinto Mountains, and the San Bernardino Mountains. The Cabazon Conservation Area contains a total of approximately 12,470 acres.

SCE is not a signatory to the CV-MSHCP. For take of Federal/State-listed species, SCE has the option to participate in the CV-MSHCP as a Participating Special Entity or to acquire a take permit directly from the regulatory agencies. See Section 4.4, Biological Resources, for more information.

### **4.10.3 Significance Criteria**

#### **4.10.3.1 CEQA Significance Criteria**

The significance criteria for assessing the impacts to land use and planning come from the CEQA Environmental Checklist. According to the CEQA Checklist, a project causes a potentially significant impact if it would:

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

### 4.10.3.2 NEPA Analysis

Unlike CEQA, NEPA does not have specific significance criteria. However, NEPA regulations contain guidance regarding significance analysis. Specifically, consideration of “significance” involves an analysis of both context and intensity (Title 40 Code of Federal Regulations 1508.27).

### 4.10.4 Impact Analysis

#### 4.10.4.1 CEQA Impact Assessment

*Would the project physically divide an established community?*

##### Construction Impacts

**Substation Modifications.** Modifications to existing substation equipment would be performed to accommodate continuous and emergency power on the WOD 220 kV transmission lines between the Vista, San Bernardino, El Casco, Etiwanda, and Devers substations. Additionally, modifications to Timoteo and Tennessee substations would also be performed to accommodate the 66 kV subtransmission line relocations. All substation-related work would be conducted within the existing substation walls or fence lines. The Proposed Project would not result in changes to access, parking, drainage patterns, or modifications to perimeter walls or fencing at the existing substations.

Since all substation-related work would be conducted within the existing substation walls or fence lines, substation-related construction activity would not physically divide an established community. No impacts would result from substation modification.

**220 kV Transmission Lines.** The Proposed Project would include the removal and upgrade of approximately 181 circuit miles of existing 220 kV line facilities (approximately 48 corridor miles), primarily within existing WOD corridor. The Proposed Project would primarily be constructed on a combination of new 220 kV double-circuit lattice steel towers (LSTs), double-circuit tubular steel poles (TSPs), and single-phase TSPs. Each of the proposed 220 kV transmission lines would consist of overhead wires (conductors).

Access and spur roads would be used to access the planned removal and construction areas. SCE’s existing access roads are located within SCE ROW/easements. New and/or expanded property rights may be required to construct new access/spur roads.

Temporary wood and/or steel structures would be used to facilitate construction of the new 220 kV transmission lines and would function as guard structures and/or shoo-fly structures. These temporary structures would be direct-buried and/or guyed and removed following completion of construction for the particular location.

Relocation of existing distribution facilities would be required to accommodate the relocation of 220 kV transmission infrastructures. Distribution work resulting from the 220 kV transmission portion of the Proposed Project would include overhead and

underground construction. Distribution work resulting from 220 kV transmission lines work would be conducted in franchise<sup>1</sup> or newly acquired utility ROW. The Dental 12 kV circuit would be relocated to a new underground system (approximately 1.5 miles). The Intern 12 kV circuit would be relocated into the same new underground system as the Dental 12 kV circuit, and a portion would be underbuilt on an existing 66 kV subtransmission line.

The Proposed Project includes upgrading an approximately 48-mile 220 kV transmission line. The majority of the 220 kV transmission line upgrade, including associated distribution lines, would occur primarily in existing ROW, and thus would not physically divide an established community. In the locations where the Proposed Project would be constructed in areas outside of existing SCE ROW, the Proposed Project construction would not divide an established community because the construction activities would be temporary and would be located in an area where there are no developed land uses currently. No impacts related to division of an established community would result.

The existing 220 kV transmission lines have been incorporated into the existing land use framework of the local communities along SCE's ROW. For example, the City of Beaumont uses a portion of the corridor for recreation purposes, the County of Riverside uses the existing ROW access roads as part of its trail network, and the City of Loma Linda has incorporated a trail within the corridor south of Redlands Boulevard. Access to these recreation areas would be restricted during construction in those areas; however, the disruption would be temporary and would not physically divide an established community. No impacts related to division of an established community would result.

SCE's existing access roads are located within SCE ROW/easements and are not publically accessible. New and/or expanded property rights may be required to construct new access/spur roads. It is anticipated that most new access/spur roads would not be publically accessible and would not alter the existing land uses because they would primarily occur on and in close proximity to already-established SCE ROW. Therefore, construction of the Proposed Project access and spur roads would not physically divide an existing community. No impacts related to division of an established community would result.

**66 kV Subtransmission Lines.** The Proposed Project would require relocation of portions of the existing San Bernardino-Redlands-Timoteo (approximately 2 miles) and the San Bernardino-Redlands-Tennessee 66 kV (approximately 3.5 miles) subtransmission lines located within Segment 1 to new routes within existing ROW or franchise, or newly acquired ROW). The relocated 66 kV subtransmission lines would be constructed within new ROW or existing franchise. Additionally, the relocations of both the San Bernardino-Redlands-Timoteo 66 kV and the San Bernardino-Redlands-Tennessee 66 kV subtransmission lines would require the additional relocation of existing distribution circuits and associated equipment from existing TSPs to new subtransmission TSPs exclusively in Segment 1.

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<sup>1</sup> The term "franchise" refers to utility infrastructure ROW agreements that SCE holds with local jurisdictions.

In the locations where the 66 kV subtransmission lines would be within existing SCE ROW, the Proposed Project construction impacts would be the same as described above for the 220 kV transmission lines. In the locations where the 66 kV subtransmission lines would be constructed in areas outside of existing SCE ROW, the Proposed Project construction would not divide an established community because the construction activities would be temporary. No impacts related to division of an established community would result.

**Telecommunications.** The new telecommunications infrastructure would include additions and modifications to the existing telecommunications system in order to maintain telecommunications operations during and after construction of the Proposed Project. The telecom infrastructure would be constructed in new and existing underground conduit and cable trench and on existing riser, distribution, and subtransmission TSPs. Additionally, removal of the fiber optic portions from the 220 kV existing structures to connections in the field and/or at existing substations would be required.

As with the 220 kV transmission lines, any construction impacts would be temporary and would not divide an established community. Telecommunications facilities would be located either underground in conduit and cable trenches or overhead. No impacts related to division of an established community would result.

**Staging Yards.** SCE anticipates using one or more of the possible temporary staging yards listed in Table 3.2-A, Potential Staging Yard Locations, and seen in Figure 3.2-1, Potential Staging Yard Locations, as a reporting location for workers, vehicle and equipment parking, and material storage. Typically, each yard would be 3 to 20 acres in size, depending on land availability and intended use. Preparation of the staging yard would include temporary perimeter fencing and, depending on existing ground conditions at the site, include the application of gravel or crushed rock. Power and telecommunications would be needed at the staging areas for the office trailer and lighting at the site. These connections would be established from the nearest existing facilities (e.g., distribution TSP) and/or service provider connection. Any land that may be disturbed at the staging yard would be restored to pre-construction conditions or to conditions agreed upon between SCE and the landowner following completion of construction for the Proposed Project. Staging yards are on existing, established sites that are currently either vacant or developed with other land uses, and the use of these sites during construction would not divide an established community. No impacts related to division of an established community would result.

As described above, construction of the Proposed Project would occur within existing utility or street ROW, or in areas where there are no developed land uses currently. Therefore, construction of the Proposed Project would not physically divide an established community. No impacts would result.

### Operation Impacts

Normal operation of the lines would be controlled remotely through SCE control systems, and manually in the field as required. SCE inspects the transmission, subtransmission, telecommunications and distribution overhead facilities in a manner consistent with CPUC GO 165, a minimum of once per year via ground and/or aerial observation. Maintenance would occur as needed and could include activities such as repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, replacing poles and structures, tree trimming, brush and weed control, and access road maintenance. Most regular operation and maintenance (O&M) activities of overhead facilities are performed from existing access roads with no surface disturbance. Repairs to facilities, such as repairing or replacing poles and structures, could occur in undisturbed areas.

As described above for construction, operation of the Proposed Project would not create a physical barrier within an established community. The location of new 220 kV transmission structures, 115 kV subtransmission structures, 12 kV distribution structures, telecommunications facilities, and permanent access roads would not create a physical barrier within an established community. Furthermore, the activities associated with operations and maintenance do not have the potential to divide an established community. Therefore, operation of the Proposed Project would not physically divide an established community. No impacts would result.

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

### Construction Impacts

Table 4.10-4, Land Use Consistency, identifies specific goals and policies for applicable land use documents and describes how the project would comply with each. The consistency analysis addresses the construction of all Proposed Project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards. The Proposed Project construction would not conflict with locally adopted land use plans, policies, or regulations, and impacts would be less than significant.

### Operation Impacts

Table 4.10-4, Land Use Consistency, addresses the operation of all Proposed Project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards (staging yard references in the table are related to construction activities). The Proposed Project operation would not conflict with locally adopted land use plans, policies, or regulations, and impacts would be less than significant.

**Table 4.10-4: Land Use Consistency**

Document	Plans, Policies, Program	Consistency
<p>City of Banning General Plan</p>	<p><b>Goal:</b> A balanced, well planned community including businesses which provides a functional pattern of land uses and enhances the quality of life for all Banning residents.</p> <p><b>Goal:</b> Sufficient and appropriately located public facilities to serve the needs of the City’s residents, businesses and visitors.</p> <p><b>Program 21.A</b> Land use designation decisions within the area of influence of the airport shall be specifically reviewed to assure compatibility.</p>	<p>The Proposed Project improvements in the City of Banning include the 220 kV transmission lines and telecommunications facilities. The Hathaway 1 and Hathaway 2 staging yards are also within the City of Banning. The proposed improvements include the replacement of existing transmission infrastructure within an existing transmission line ROW that has been established for several decades. The existing corridor is incorporated into the community’s existing land use pattern. The proposed telecommunications improvements located outside the existing 220 kV transmission lines ROW are associated with existing substations, and would be constructed primarily in existing public ROW. No new land use impacts would occur, and the Proposed Project would be consistent with the City’s goal of maintaining a balanced community and a functional pattern of land use.</p> <p>The Proposed Project would facilitate the delivery of the new renewable generation resources located in the Coachella Valley area, and would reduce electric system congestion. The Proposed Project is consistent with the City’s goal to locate public facilities that serve the needs of the local community.</p> <p>An approximately 3-mile segment of the 220 kV transmission lines located in Segment 5, including a portion on the Reservation, would be operating within new ROW. The new ROW location on the Reservation is on vacant land. This new ROW would transect the FAR Part 77 Conical Surface Area for the Banning Airport. To address the 220 kV transmission lines’ proximity to the Banning Airport, SCE would file the necessary FAA Form7460-1 for structures or lines as outlined in FAR Part 77 prior to Proposed Project construction, and FAA recommendations would be implemented into the design of the Proposed Project. Thus, the operation of the 220 kV transmission lines would not conflict with FAA regulations. As a part of the FAA approval process, the City of Banning would have the opportunity to review the Proposed Project plans for the area of airport influence. The Proposed Project</p>

**Table 4.10-4: Land Use Consistency**

Document	Plans, Policies, Program	Consistency
<p>City of Beaumont General Plan Community Development Element</p>	<p><b>Policy 1.</b> The City of Beaumont, through the implementation of this General Plan, will promote a balance of land use and development types throughout the City.</p> <p><b>Policy 2.</b> The City of Beaumont will implement an integrated land use and transportation system that accommodates existing and future service and utility demands.</p> <p><b>Policy 20:</b> The City of Beaumont will continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.</p>	<p>would be consistent with the City of Banning’s General Plan policy regarding land use within the Banning Airport’s area of influence.</p> <p>The Proposed Project improvements in the City of Beaumont include the improvements to the proposed 220kV transmission lines and telecommunications facilities. The Beaumont 1 and Beaumont 2 staging yards are also within the City of Beaumont.</p> <p>The Proposed Project involves the replacement of existing transmission infrastructure within an existing transmission line ROW that has been established for several decades. The existing corridor is incorporated into the community’s existing land use pattern. The City of Beaumont uses a portion of the corridor for recreation purposes. The proposed telecommunication improvements located outside the existing 220 kV transmission lines ROW are associated with existing substations, and would be constructed primarily in existing public ROW. The Proposed Project would facilitate the delivery of the new renewable generation resources located in the Coachella Valley area, and would reduce electric system congestion.</p> <p>No new land use impacts would occur, and the Proposed Project would be consistent with the City’s goal of promoting a balance of land uses, accommodating existing and future utility needs, and supporting the provision of dependable public services and facilities.</p>
<p>City of Calimesa General Plan Land Use Element</p>	<p><b>Goal 3:</b> Locate land uses to achieve maximum compatibility while improving or maintaining the desired quality of life.</p> <p><b>Goal 5:</b> Preserve the natural beauty, minimize degradation of the Calimesa area, and provide protection for the environmentally sensitive resources.</p> <p><b>Policy 5.3:</b> Graded areas shall be revegetated with native plants compatible to the area to prevent erosion.</p> <p><b>Goal 10:</b> Ensure the provision of adequate supplies of natural gas</p>	<p>The Proposed Project improvements in the City of Calimesa include the proposed 220 kV transmission lines. The Proposed Project involves the replacement of existing transmission infrastructure within an existing transmission line ROW that has been established for several decades. The existing corridor is incorporated into the community’s existing land use pattern.</p> <p>The Proposed Project is consistent with the City’s goal of locating land uses to achieve maximum compatibility because the transmission infrastructure would be located in existing utility</p>

**Table 4.10-4: Land Use Consistency**

Document	Plans, Policies, Program	Consistency
	<p>and electricity from public utility purveyors and the availability of communications services to residents of Calimesa, while protecting natural vistas and night skies.</p> <p><b>Policy 10.3:</b> Actively encourage and support the undergrounding of existing overhead utilities.</p> <p><b>Policy 11.1:</b> Coordinate the provision of all public utilities and services to ensure a consistent, complete and efficient system of services to all residents.</p>	<p>ROW. The Proposed Project includes stabilization of cut surfaces and revegetation at the end of construction to prevent erosion. Since the Proposed Project would facilitate the delivery of the new renewable generation resources located in the Coachella Valley area, and would reduce electric system congestion, it is also consistent with the City’s goal of ensuring the provision of adequate supplies of electricity from public utility purveyors.</p> <p>Regarding Policy 10.3, as noted above, the City of Calimesa is preempted from regulating the placement of facilities for the Proposed Project pursuant to GO131-D.</p>
<p>City of Colton General Plan Land Use Element</p>	<p><b>Public Use Principle 1:</b> Public improvements need to be implemented in a timely, efficient manner consistent with growth requirements and should be provided in part by future development, whenever possible.</p> <p><b>Open Space Principle 1:</b> A functional and adequate open space system should be provided which will protect recreational, agricultural and other permanent open space uses.</p>	<p>The Proposed Project improvements in the City of Colton include the proposed 220 kV transmission lines. The Proposed Project involves the replacement of existing transmission infrastructure within an existing transmission line ROW that has been established for several decades. The existing corridor is incorporated into the community’s existing land use pattern. The Proposed Project would also facilitate the delivery of the new renewable generation resources located in the Coachella Valley area, and would reduce electric system congestion. Therefore, the Proposed Project is consistent with the City’s Public Use Principle that supports the provision of public improvements, in this case electricity transmission infrastructure. The Proposed Project would not affect designated open space in the City of Colton.</p> <p>The Proposed Project has been designed to avoid or minimize impacts to the built and natural environment, including open space uses, to the extent practicable. The Proposed Project is consistent with the City’s Open Space Principle 1.</p>
<p>City of Grand Terrace General Plan</p>	<p><b>Goal 2.5:</b> Provide for the preservation of natural resources and open space.</p> <p><b>Policy 2.5.2:</b> Areas designated as Open Space shall be preserved to provide long term recreation opportunities as well as the preservation of scenic and environmental resources and the</p>	<p>The Proposed Project improvements in the City of Grand Terrace include modifications to Vista Substation, and the proposed 220 kV transmission lines and telecommunications facilities. The Grand Terrace staging yard is also in the City of Grand Terrace. The Proposed Project would involve only modifications to the 220 kV</p>

**Table 4.10-4: Land Use Consistency**

Document	Plans, Policies, Program	Consistency
	<p>protection of public health and safety.</p> <p><b>Policy 4.1.3:</b> The City shall evaluate the possibility of developing existing utility easements as linear parks.</p> <p><b>Policy 7.8.3:</b> Coordinate with all utility companies to provide maintenance programs that minimize the impact to public streets and rights-of-way.</p>	<p>equipment at the substation, and work would occur on the 220 kV switchrack and within the MEER. The transmission infrastructure improvements would occur within an existing transmission line ROW that has been established for several decades. The proposed telecommunication improvements located outside the existing 220 kV transmission lines ROW are associated with existing Vista substation, and would be constructed primarily in existing public ROW.</p> <p>The existing corridor is incorporated into the community’s existing land use pattern of development and open space. No new land use impacts would occur, and the Proposed Project would be consistent with the City’s goal of preserving natural resources. The Proposed Project predominantly transects areas with established commercial or residential uses. There are existing bike lanes and the Grand Terrace Senior Center park within the ROW, and the Proposed Project would not preclude the continued use of these park facilities once construction is complete, or with the future development of additional park facilities within the ROW. The Proposed Project does not conflict with the policy regarding the development of utility easements as linear parks. During operation, maintenance activity impacts to public streets or ROW would be limited and for brief durations.</p>
<p>City of Loma Linda General Plan Land Use Element</p>	<p><b>Special Planning Area E Implementing Policy j:</b> Implement development of the Mission Road Special Planning Area E through the adoption of a specific plan(s) or planned development(s), so that specific siting of land uses/buildings, architectural design, landscaping, road infrastructure, utilities, and other elements can be planned in a comprehensive, rather than piecemeal, manner throughout the Special Planning Area.</p> <p><b>Implementing Policy 8.10.7.1:</b> a) Work with Southern California Edison to improve transmission line corridors with attractive, community-serving uses such as ornamental planting and</p>	<p>The Proposed Project improvements in the City of Loma Linda include improvements to Timoteo Substation, and the proposed 220 kV transmission lines, 66 kV subtransmission lines, and telecommunications facilities. The Proposed Project work in Timoteo Substation would involve only modifications to the 66 kV equipment, and work would occur on the 66 kV switchrack and within the MEER. The 220 kV transmission lines work includes replacement of existing transmission infrastructure within an existing transmission line ROW that has been established for several decades. New 66 kV subtransmission line improvements</p>

**Table 4.10-4: Land Use Consistency**

Document	Plans, Policies, Program	Consistency
	<p>recreational uses, including trails and playing fields. ...d. Underground existing overhead utility lines throughout the City with available funding. . .g. Develop appropriate siting regulations for the installation of utilities and telecommunication facilities to minimize potential impacts to the community.</p>	<p>would be constructed primarily in existing public streets.</p> <p>Implementing policies for Special Planning Area E (Mission Road) primarily list the types of development allowed within the area. The Proposed Project would not conflict with the allowable land use development in this area. The Proposed Project would be consistent with Special Planning Area E implementing policies.</p> <p>There are multiple parks in the ROW in the City of Loma Linda, including a trail within the ROW south of Redlands Boulevard. The Proposed Project would not preclude the continued use of these park facilities or the development of additional park facilities within the ROW. The Proposed Project is consistent with the policy regarding the development of utility easements with community-serving uses.</p>
<p>City of Palm Springs Land Use Element (Study Area Only)</p>	<p><b>Goal LU1:</b> Establish a balanced pattern of land uses that complements the pattern and character of existing uses, offers opportunities for the intensification of key targeted sites, minimizes adverse environmental impacts, and has positive economic results.</p> <p><b>Policy LU1.11:</b> Sensitively integrate into the community required land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors.</p>	<p>A portion of an existing paved access road associated with the Proposed Project is in the City of Palm Springs. The existing paved access road is incorporated into the community’s existing land use pattern. No new land use impacts would occur, and the Proposed Project would be consistent with the City’s goal of maintaining a balanced pattern of land use and sensitively integrating required land uses into the natural environment.</p>
<p>City of Redlands General Plan</p>	<p><b>Implementing Policy 7.11f:</b> Establish agreement with public agencies and private entities for development and maintenance of trails in rights-of-way and utility corridors.</p> <p><b>EVC 4.62d</b> The [East Valley Corridor] Specific Plan should provide for extension of public services in a logical and functional manner to minimize impacts on service purveyors while maximizing areas that can accommodate development in a timely manner.</p> <p><b>EVC 4.62s:</b> Complement the land use planning for the East Valley Corridor with comprehensive plans and programs for utilities and</p>	<p>The Proposed Project improvements in the City of Redlands include improvements to San Bernardino Substation, the 220 kV transmission lines, the 66 kV subtransmission lines, and telecommunications facilities. The Lugonia staging yard is also within the City of Redlands. The Proposed Project work in San Bernardino Substation would involve only modifications to the 220 kV equipment, and work would occur on the 220 kV switchrack and within the MEER. The 220 kV transmission line work includes replacement of existing transmission infrastructure within an existing transmission line ROW that has been established for several decades. New 66 kV subtransmission line improvements</p>

**Table 4.10-4: Land Use Consistency**

Document	Plans, Policies, Program	Consistency
	<p>public facilities.</p> <p><b>EVC 4.62ff:</b> Ensure compatibility between adjacent land use types within the Corridor area.</p>	<p>would be constructed primarily in existing public streets. The proposed telecommunication improvements located outside the existing 220 kV transmission line ROW are associated with existing San Bernardino substation, and would be constructed primarily in existing public streets. No new land use impacts would occur, and the Proposed Project would be consistent with the City’s goal of ensuring compatibility between adjacent types of land use, or the extension of utilities in a logical and functional manner.</p> <p>The existing WOD corridor is incorporated into the community’s existing land use pattern of development. There are no trails in the existing WOD corridor in Redlands. The Proposed Project predominantly transects areas with established commercial uses; however, the Proposed Project would not preclude the development of trails within the ROW. The 220 kV transmission lines and 66 kV subtransmission lines would transect areas within the East Valley Corridor Specific Plan. In the Project Study Area, the East Valley Corridor Specific Plan uses consist of commercial uses. The existing WOD corridor is in an established ROW and the 66 kV subtransmission lines would primarily be constructed within or along existing public roads. The existing corridor is incorporated into the community’s existing land use pattern, and would be consistent with the East Valley Corridor Specific Plan goals of the extension of public facilities in a logical manner, public facilities planning that is complementary to land use planning, and land use compatibility.</p>
<p>City of San Bernardino General Plan</p>	<p><b>Goal 2.2:</b> Promote development that integrates with and minimizes impacts on surrounding land uses.</p> <p><b>Policy 2.2.1:</b> Ensure compatibility between land uses and quality design through adherence to the standards and regulations in the Development Code and policies and guidelines in the Community Design Element. (LU-1)</p> <p><b>Policy 2.2.3:</b> Sensitively integrate regionally beneficial land uses</p>	<p>The Proposed Project component within the City of San Bernardino is the Mountain View staging yard. The site for the Mountain View staging yard is currently vacant and surrounded by industrial uses. Its use as a staging yard would not be incompatible with surrounding uses.</p> <p>The 66 kV subtransmission lines transect the airspace of the San Bernardino International Airport. The 66 kV subtransmission lines would be located within the San Bernardino International Airport’s</p>

**Table 4.10-4: Land Use Consistency**

Document	Plans, Policies, Program	Consistency
	<p>such as transportation corridors, flood control systems, utility corridors, and recreational corridors into the community. (LU-1 and CD-1)</p> <p><b>Goal 2.9:</b> Protect the airspace of the San Bernardino International Airport and minimize related noise and safety impacts on our citizens and businesses.</p> <p><b>Policy 2.9.3:</b> Limit the type of development, population density, maximum site coverage, and height of structures as specified in the applicable safety zones in the Comprehensive Land Use Plan for the SBIA and as shown on Figure LU-4. (LU-1)</p> <p><b>Policy 2.9.5:</b> Ensure that the height of structures do not impact navigable airspace, as defined in the Comprehensive Land Use Plan for the SBIA. (LU-1)</p>	<p>FAR Part 77 Conical Surface, and thus, would have to comply with the FAA’s notification guidelines. To address the 66 kV subtransmission lines’ proximity to the San Bernardino International Airport, SCE would file the necessary FAA Form 7460-1 for structures or lines as outlined in FAR Part 77 prior to Proposed Project construction, which would be consistent with Policy 2.9.5. The City of San Bernardino would be notified as part of this process, and can review the Proposed Project for consistency with San Bernardino International Airport operations, which would be consistent with Goal 2.9 and Policy 2.9.3.</p>
<p>City of Yucaipa General Plan</p>	<p><b>Goal OS-8:</b> Minimize conflicts between open space and surrounding land uses.</p> <p><b>Goal LU-1:</b> Plan for a compatible and harmonious arrangement of land uses by providing a type and mix of functionally well-integrated land uses which meet general social and economic needs and provide for a variety of lifestyles.</p>	<p>Tennessee Substation is in the City of Yucaipa. Proposed Project improvements at this substation are limited to modifications to the 66 kV equipment on the 66 kV switchrack and within the MEER. The modifications would occur within the footprint of an existing substation. No land use impacts would occur as the substation modifications would cause no change in existing land use conditions. The Proposed Project does not conflict with the City’s goals of minimizing land use conflicts and planning for compatible land uses. There would be no impact to land uses in the City of Yucaipa.</p>
<p>County of Riverside General Plan Land Use Element</p>	<p><b>Policy LU 14.2:</b> Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix L and as summarized in the Area Plan’s Airport Influence Area section for the airport in question. (AI 3)</p> <p><b>Policy LU 17.3:</b> Ensure that development does not adversely impact the open space and rural character of the surrounding area. (AI 3)</p> <p><b>Policy LU 25.1:</b> Accommodate the development of public</p>	<p>The Proposed Project improvements in the County of Riverside include Devers Substation, El Casco Substation, the 220kV transmission lines, telecommunications facilities, and the Devers staging yard. The San Timoteo and Poultry staging yards are also within the County of Riverside. All substation-related work would be conducted within the existing substation walls or fence lines. The Proposed Project would not result in changes to access, parking, drainage patterns, or modifications to perimeter walls or fencing at El Casco Substation or Devers Substation. The Proposed</p>

**Table 4.10-4: Land Use Consistency**

Document	Plans, Policies, Program	Consistency
	<p>facilities in areas appropriately designated by the General Plan and area plan land use maps. (AI 1, 2, 6)</p>	<p>Project also involves the replacement of existing transmission infrastructure within an existing transmission line ROW that has been established for several decades. The Proposed Project is consistent with the policy that defers to public facilities land use. The existing corridor is incorporated into the community’s existing land use pattern, and would not adversely affect the surrounding open space or rural character of the area. The proposed telecommunication improvements located outside the existing WOD corridor are associated with existing substations, and would be constructed primarily in existing public streets. The Devers staging yard is adjacent to the substation, and there are no sensitive land uses adjacent to the proposed staging yard.</p> <p>The Proposed Project is undergoing full environmental review and would comply with all applicable Federal and State regulations.</p> <p>Portions of the Proposed Project would be constructed on areas with steep terrain. The Proposed Project incorporate measures from geotechnical studies of the areas to minimize any potential hazard.</p> <p>An approximately 3-mile segment of the 220 kV transmission lines located in Segment 5, including a portion on the Reservation, would be operating within new ROW. The new ROW location on the Reservation is on vacant land. This new ROW would transect the FAR Part 77 Conical Surface Area for the Banning Airport. To address the 220 kV transmission lines’ proximity to the Banning Airport, SCE would file the necessary FAA Form 7460-1 for structures or lines as outlined in FAR Part 77 prior to Proposed Project construction, and FAA recommendations would be implemented into the design of the Proposed Project. Thus, the operation of the 220 kV transmission lines would not conflict with FAA regulations. As a part of the FAA approval process, County of Riverside Airport Land Use Commission would have the opportunity to review the Proposed Project plans for the area of airport influence.</p>

**Table 4.10-4: Land Use Consistency**

Document	Plans, Policies, Program	Consistency
<p>County of San Bernardino General Plan</p>	<p><b>Policy LU 7.2:</b> Enact and enforce regulations that will limit development in environmentally sensitive areas, such as those adjacent to river or streamside areas, and hazardous areas, such as flood plains, steep slopes, high fire risk areas, and geologically hazardous areas.</p> <p><b>Goal S 8:</b> The County will minimize exposure and potential of damage posed by aviation activity.</p> <p><b>Policy S 8.1:</b> Ensure the safety of airport operations and surrounding land uses.</p>	<p>The Proposed Project improvements in the County of San Bernardino include the 220kV transmission lines and the 66 kV subtransmission lines. The 220 kV transmission line work includes replacement of existing transmission infrastructure within an existing transmission line ROW that has been established for several decades. New 66 kV subtransmission line improvements would be constructed primarily in existing public streets</p> <p>The Proposed Project design minimizes potential impacts from environmental hazards such as floodplains, steep slopes, high-risk fire areas, and geologically hazardous areas, and impacts to environmentally sensitive areas, as described in Sections 4.9 (Hydrology and Water Quality), 4.8 (Hazards and Hazardous Materials), 4.7 (Geology and Soils), 4.4 (Biological Resources), and 4.5 (Cultural Resources) of this PEA. The Proposed Project would be consistent with this County of San Bernardino policy.</p> <p>The 66 kV subtransmission lines would also be located within the San Bernardino International Airport’s FAR Part 77 Conical Surface, and thus, would have to comply with the FAA’s notification guidelines. To address the 66 kV subtransmission lines’ proximity to the San Bernardino International Airport, SCE would file the necessary FAA Form 7460-1 for structures or lines as outlined in FAR Part 77 prior to Proposed Project construction. The County of San Bernardino would be notified as part of this process, and can review the Proposed Project for consistency with the San Bernardino International Airport.</p>

APMs = Applicant Proposed Measures

FAR = Federal Aviation Regulation

Morongo = Morongo Band of Mission Indians

SCE = Southern California Edison

CEQA = California Environmental Quality Act

kV = kilovolt

NEPA = National Environmental Policy Act

FAA = Federal Aviation Administration

MEER = Mechanical Electrical Equipment Room

ROW = right of way

***Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

The following discussion addresses all project components, including substation modifications, 220 kV transmission lines, 66 kV subtransmission lines, 12 kV distribution lines, telecommunication facilities, and the establishment of staging yards.

**Construction Impacts**

The Proposed Project's construction activities would fully comply with the WR-MSHCP and the CV-MSHCP. As concluded in Section 4.4, Biological Resources, construction of the Proposed Project would not result in significant adverse impacts in regard to consistency with the WR-MSHCP or the CV-MSHCP. See Section 4.4, Biological Resources, and Chapter 6.0, Other CEQA Considerations, for more information.

**Operation Impacts**

As discussed above and concluded in Section 4.4, Biological Resources, the Proposed Project operation would be consistent with both the WR-MSHCP and the CV-MSHCP. Therefore, there would be no impact. See Section 4.4, Biological Resources, and Chapter 6.0, Other CEQA Considerations, for more information.

**4.10.4.2 NEPA Impact Assessment**

Based on the analysis performed, it is anticipated that the Proposed Project would not result in significant effects under NEPA.

**4.10.5 Applicant Proposed Measures**

The Proposed Project would not result in impacts related to land use. Therefore, no Applicant Proposed Measures are proposed.

**4.10.6 Alternative Project**

The 220 kV Line Route Alternative 2 (Alternative Project) would include relocation of an approximately 3-mile section of Segment 5 of the existing WOD corridor pursuant to an agreement between SCE and Morongo. Both the Proposed Project and the Alternative Project include the same common elements outside of Segment 5.

Figure 4.10-1, General Plan Land Use, sheet 7, depicts the land use designations for the Alternative Project. The land use designations are the same as the Proposed Project. Appendix J, Land Use Zoning Figures, sheet 7, depicts the zoning designations for the Alternative Project. The Alternative Project is located in the same zoning designations as the Proposed Project, with the exception of a portion of the Alternative Project that occurs within commercial zoning designation. For the same reasons as discussed above for the Proposed Project, the Alternative Project would not divide an established community or conflict with a land use plan, policy, or regulation. The Alternative Project would be constructed along the southern boundary of the area designated for mixed-use

on the Morongo Indian Reservation General Plan Land Use Map. The Alternative Project within the Reservation is located in an area that is currently vacant. Construction and operation of this alternative would have impacts similar to the future potential mixed-use area of the Proposed Project. Impacts to land use from construction and operation of the Alternative Project would be less than significant.

#### **4.10.7 No Project Alternative**

Under the No Project Alternative, existing conditions would remain in place. The existing transmission corridor and associated facilities would continue to operate in the existing land use environment. The No Project Alternative would not result in construction or operation of the Proposed Project. No new impacts to land use would result.

#### **4.10.8 References Cited**

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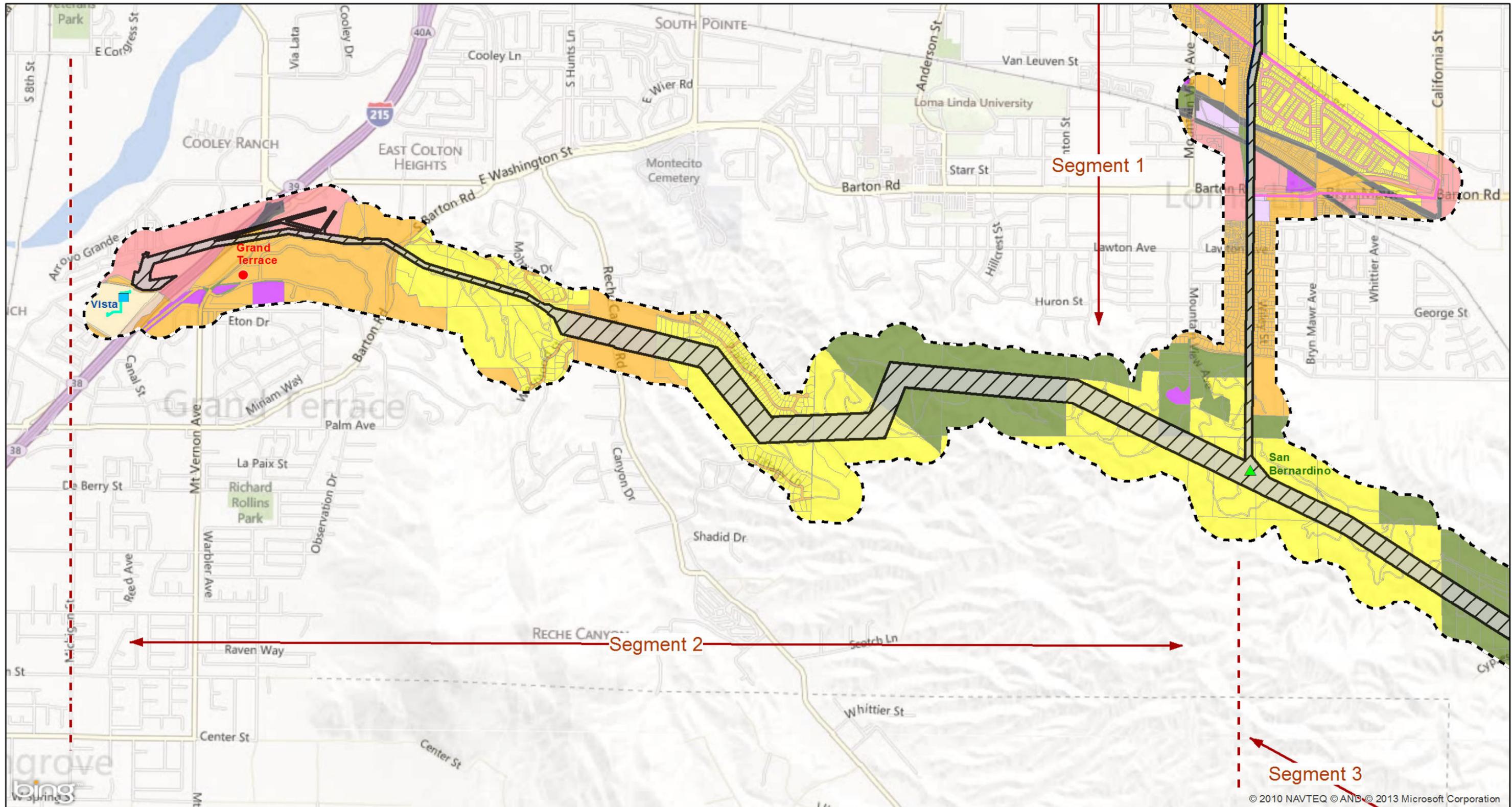
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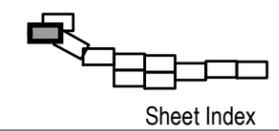


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<p>SOUTHERN CALIFORNIA <b>EDISON</b> An EDISON INTERNATIONAL™ Company</p>	<p><b>LEGEND</b></p>		<p>Planned Land Use</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Agriculture</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFB6C1; border: 1px solid black; margin-right: 5px;"></span> Commercial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></span> Flood Control</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFDAB9; border: 1px solid black; margin-right: 5px;"></span> Industrial</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #DDA0DD; border: 1px solid black; margin-right: 5px;"></span> Office</li> </ul>	<p>Open Space</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #6AA84F; border: 1px solid black; margin-right: 5px;"></span> Open Space</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #DDA0DD; border: 1px solid black; margin-right: 5px;"></span> Public Facilities</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> Residential</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFFF00; border: 1px solid black; margin-right: 5px;"></span> Specific Plan</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></span> Transportation</li> </ul>
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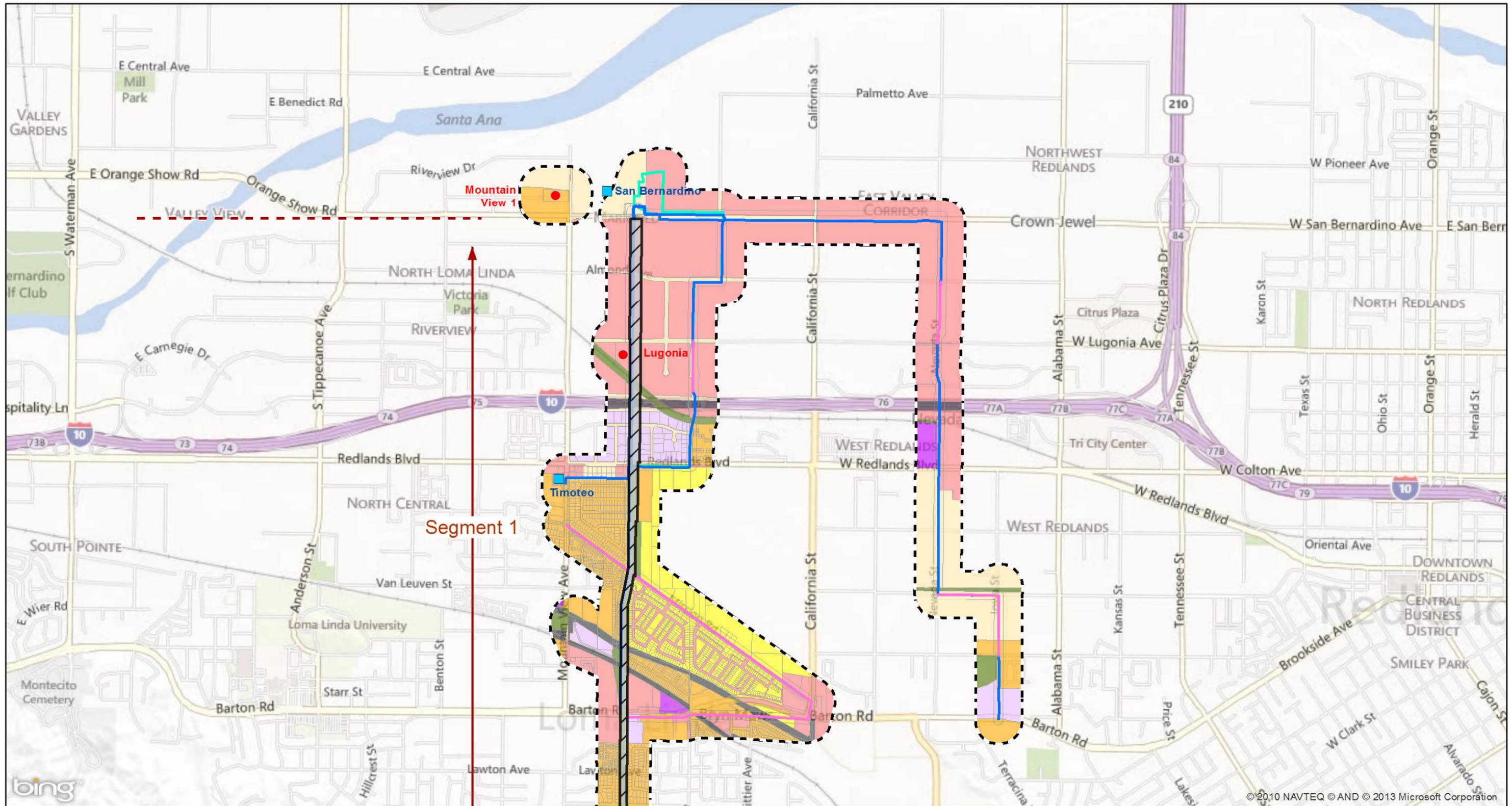
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FIGURE 4.10-1  
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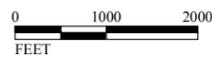
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- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both

- Staging Yards
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- Junction
- Telecommunication Line Routes
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- Relocated Distribution Line Routes

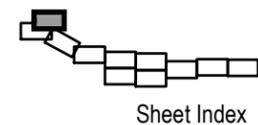
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- Morongo Indian Reservation
- Land Use Study Area

- |                  |                   |
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| Commercial       | Residential       |
| Flood Control    | Specific Plan     |
| Industrial       | Transportation    |
| Office           |                   |



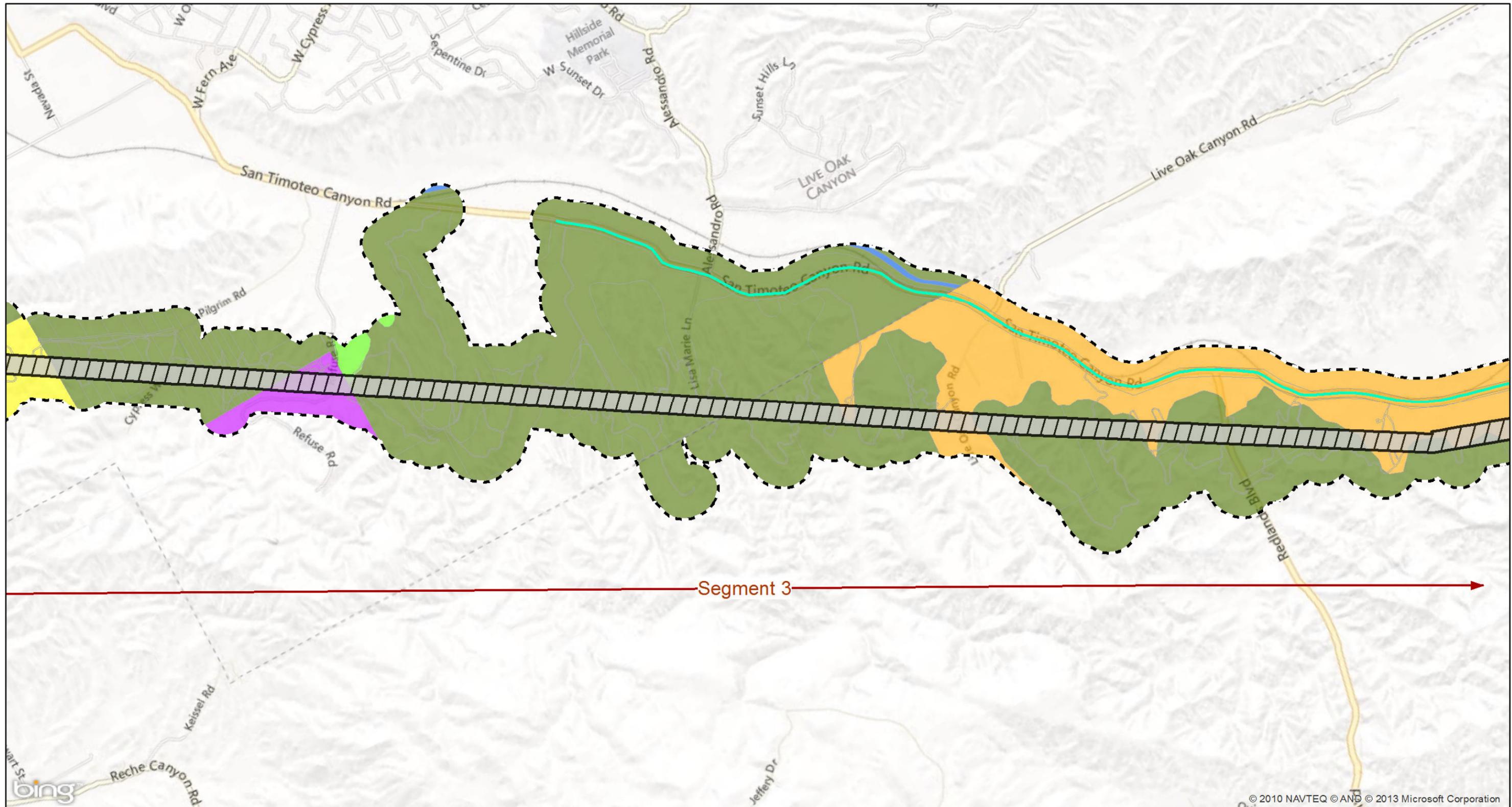
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FIGURE 4.10-1  
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- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both

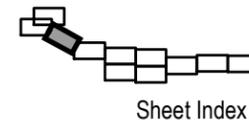
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  - Flood Control
  - Industrial
  - Office

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- Public Facilities
- Residential
- Specific Plan
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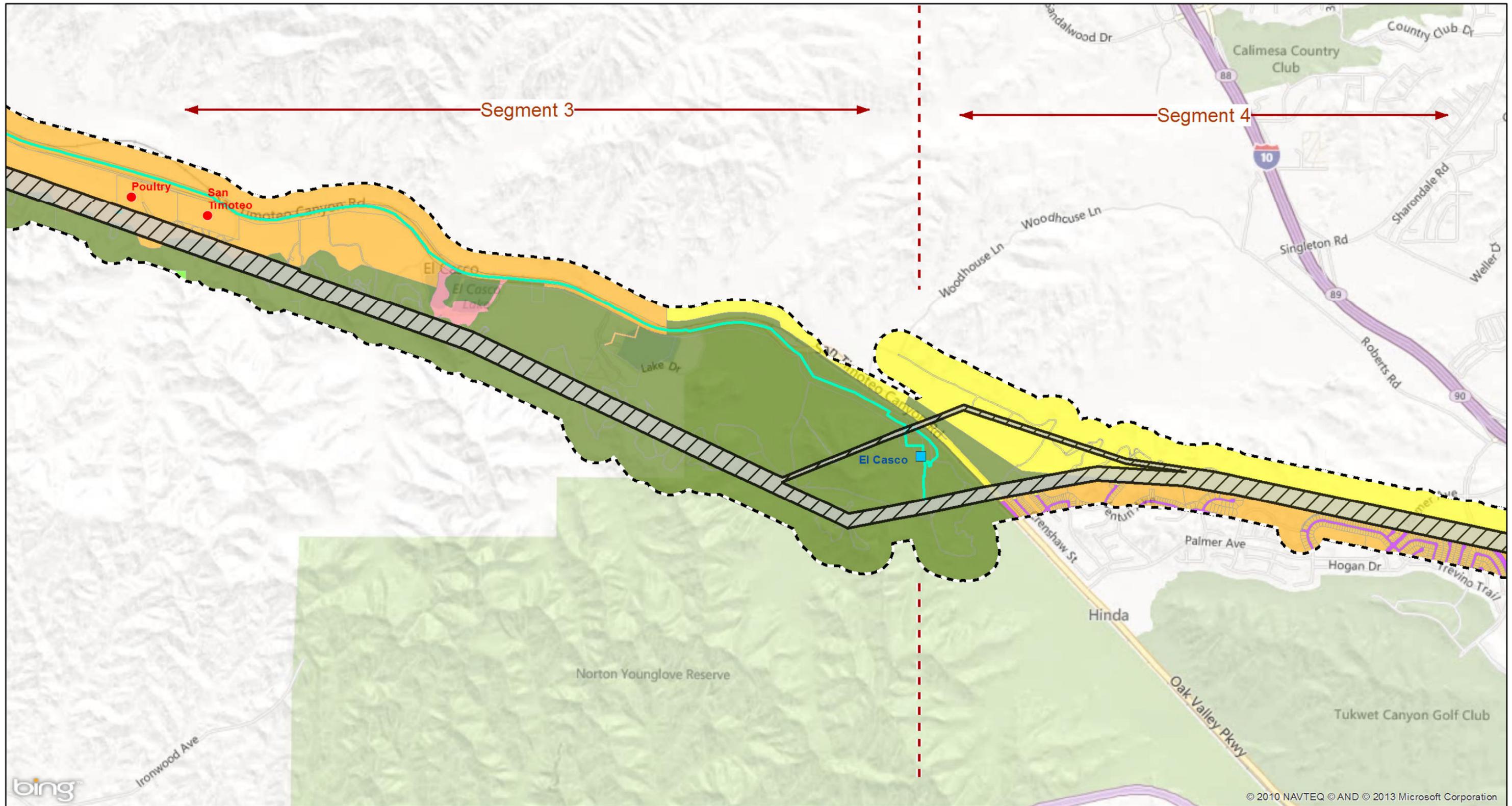


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FIGURE 4.10-1  
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-  Proposed Transmission Line Right of Way
-  Proposed Alternative Transmission Line Right of Way
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  -  Commercial
  -  Flood Control
  -  Industrial
  -  Office

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-  Residential
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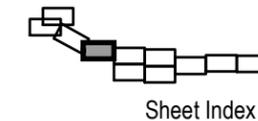
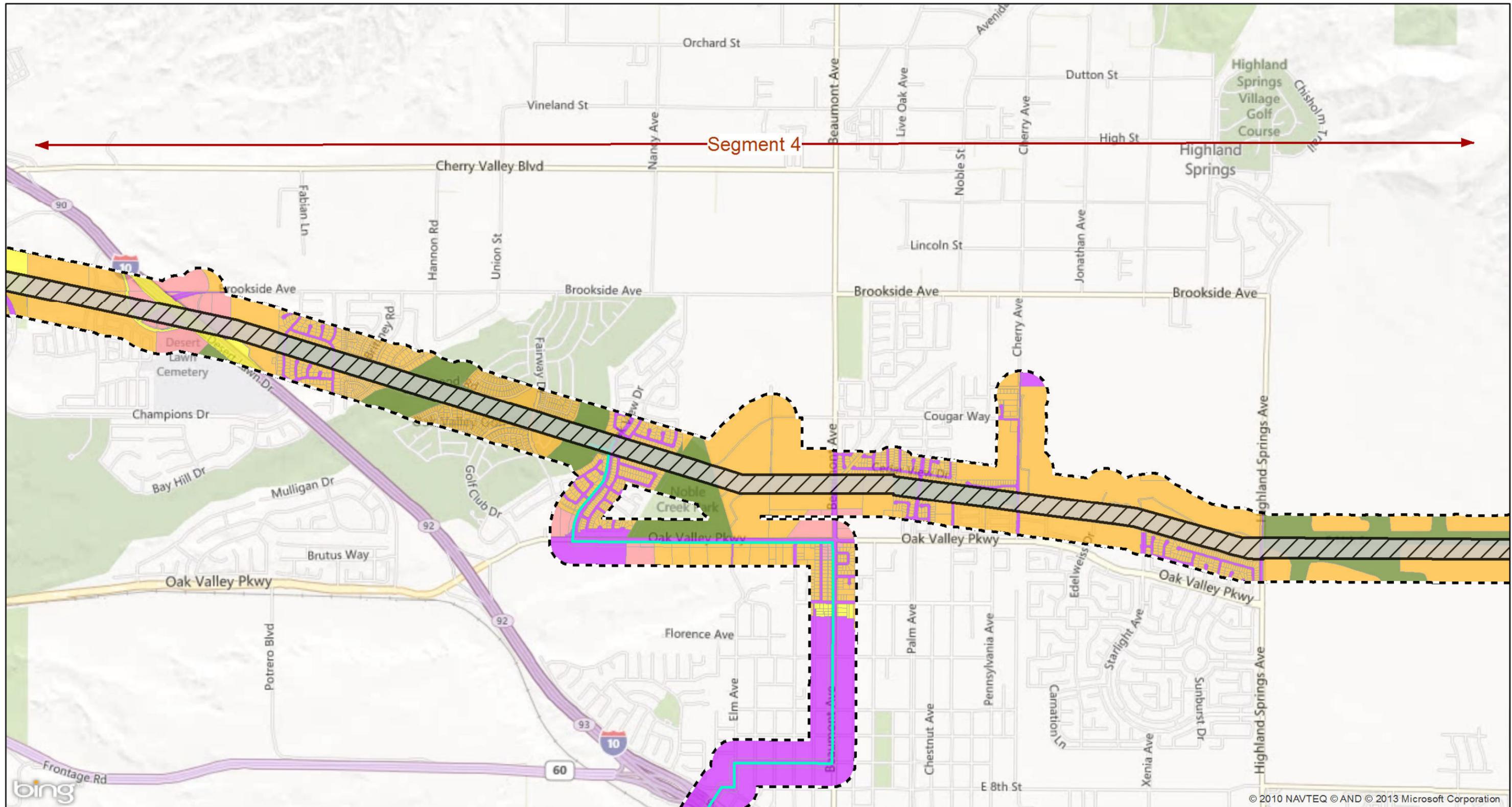


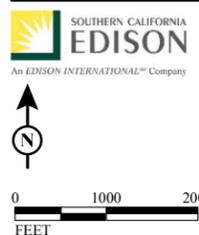
FIGURE 4.10-1  
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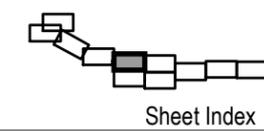
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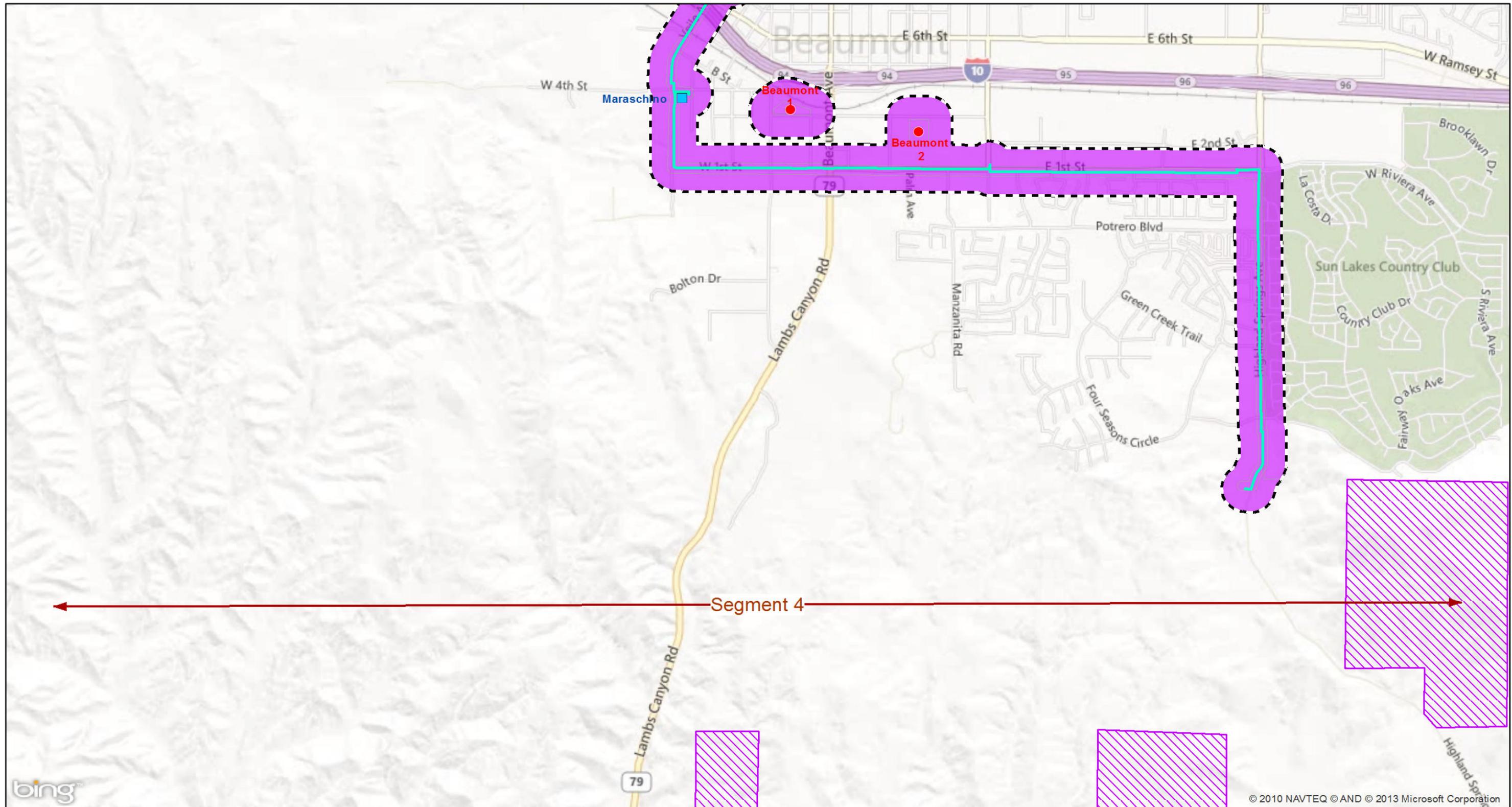
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FIGURE 4.10-1  
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Transmission Line Right of Way	Staging Yards	Segment Breaks	<b>Planned Land Use</b>	Open Space
Transmission Line Right of Way to be Removed	Substations	U.S. Bureau of Land Management	Agriculture	Public Facilities
Proposed Transmission Line Right of Way	Junction	Morongo Indian Reservation	Commercial	Residential
Proposed Alternative Transmission Line Right of Way	Telecommunication Line Routes	Land Use Study Area	Flood Control	Specific Plan
Proposed Transmission Line Right of Way Common to Both	Relocated Subtransmission Line Routes		Industrial	Transportation
	Relocated Distribution Line Routes		Office	

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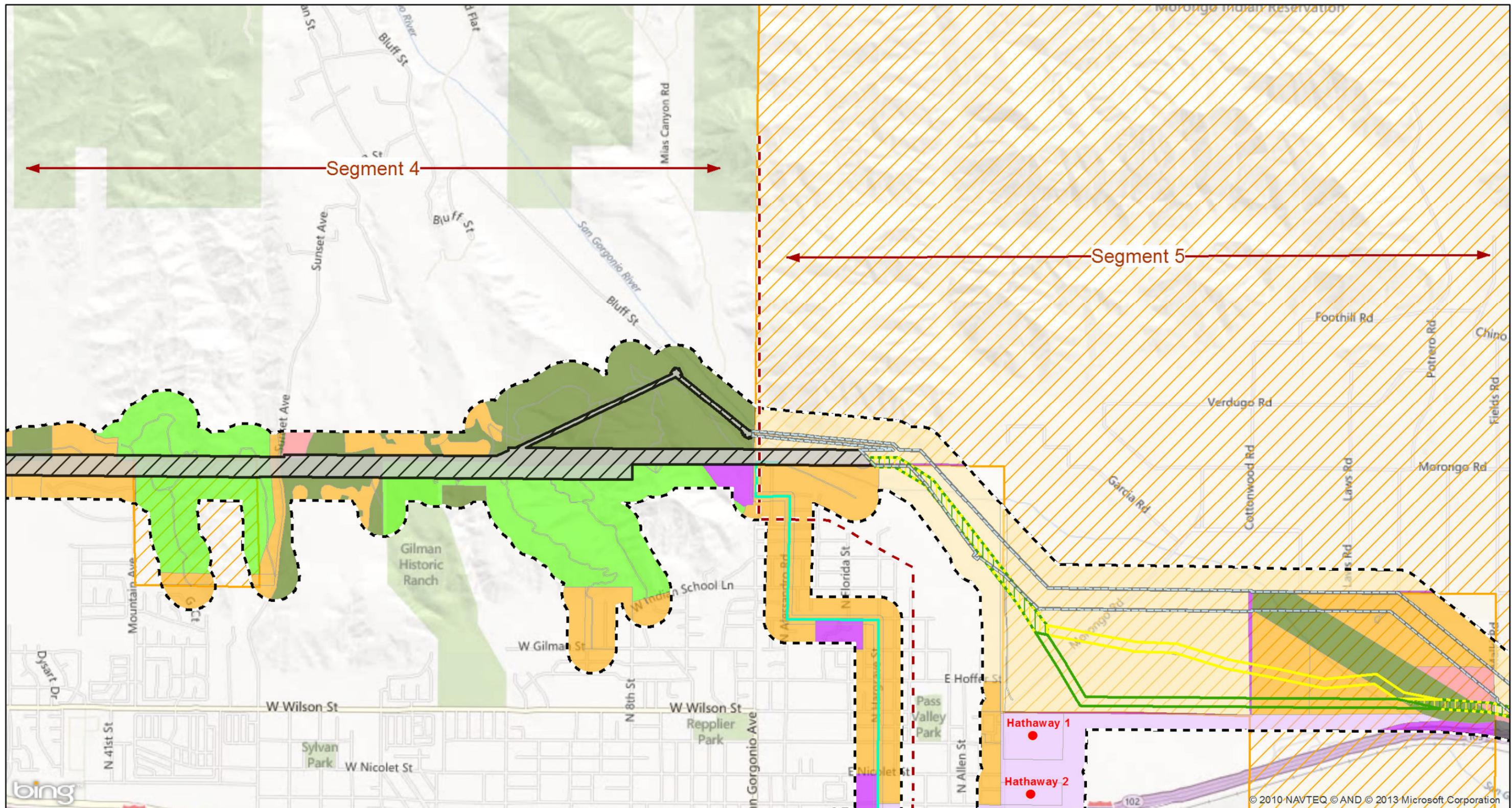
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**FIGURE 4.10-1**  
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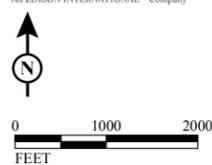
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- Proposed Transmission Line Right of Way Common to Both

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- Substations
- Junction
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- Relocated Subtransmission Line Routes
- Relocated Distribution Line Routes

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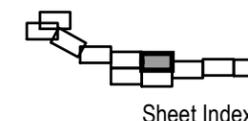
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  - Flood Control
  - Industrial
  - Office

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- Public Facilities
- Residential
- Specific Plan
- Transportation



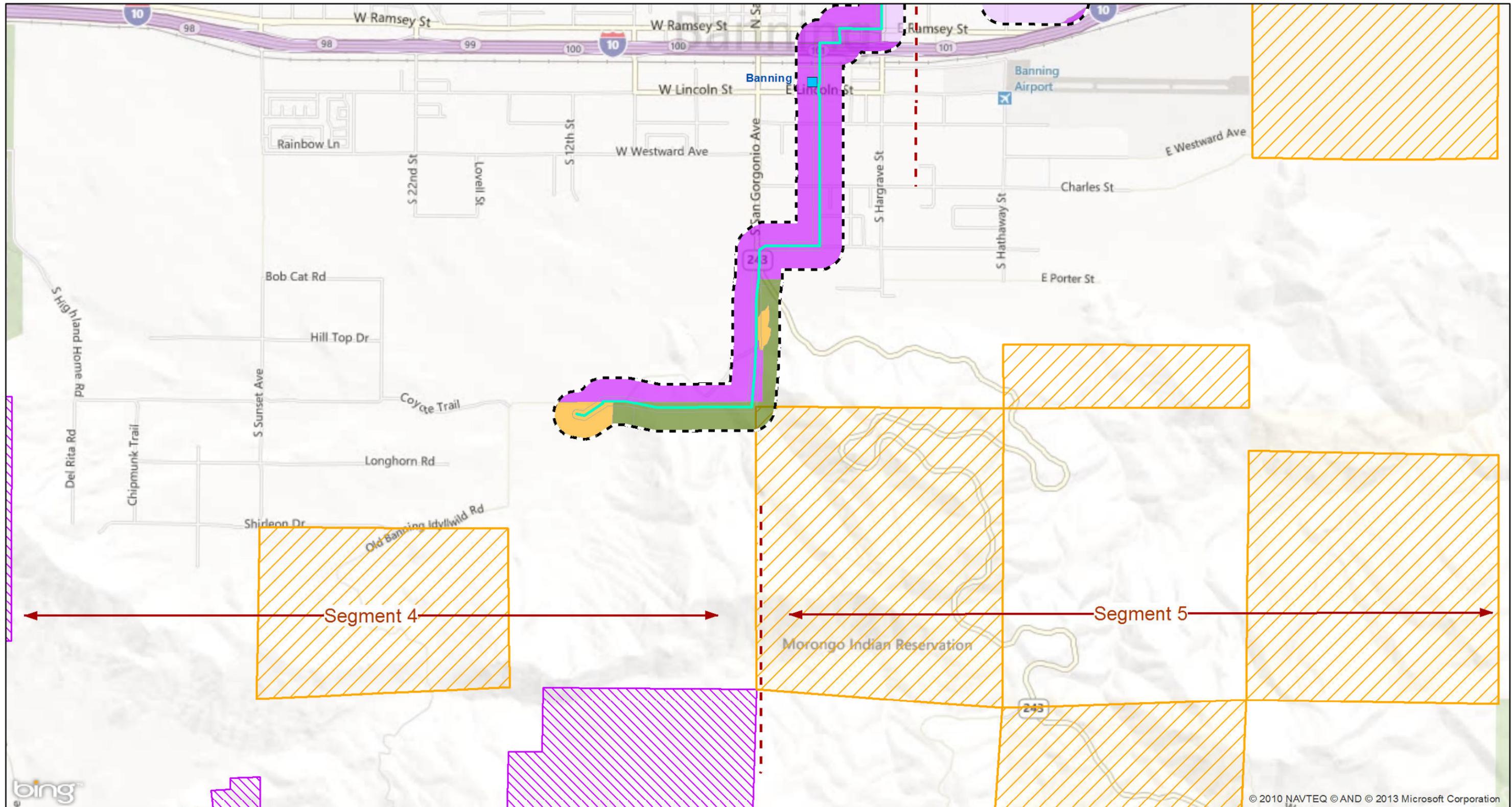
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FIGURE 4.10-1  
 Sheet 7 of 11



*Southern California Edison*  
*West of Devers Upgrade Project*  
 General Plan Land Use

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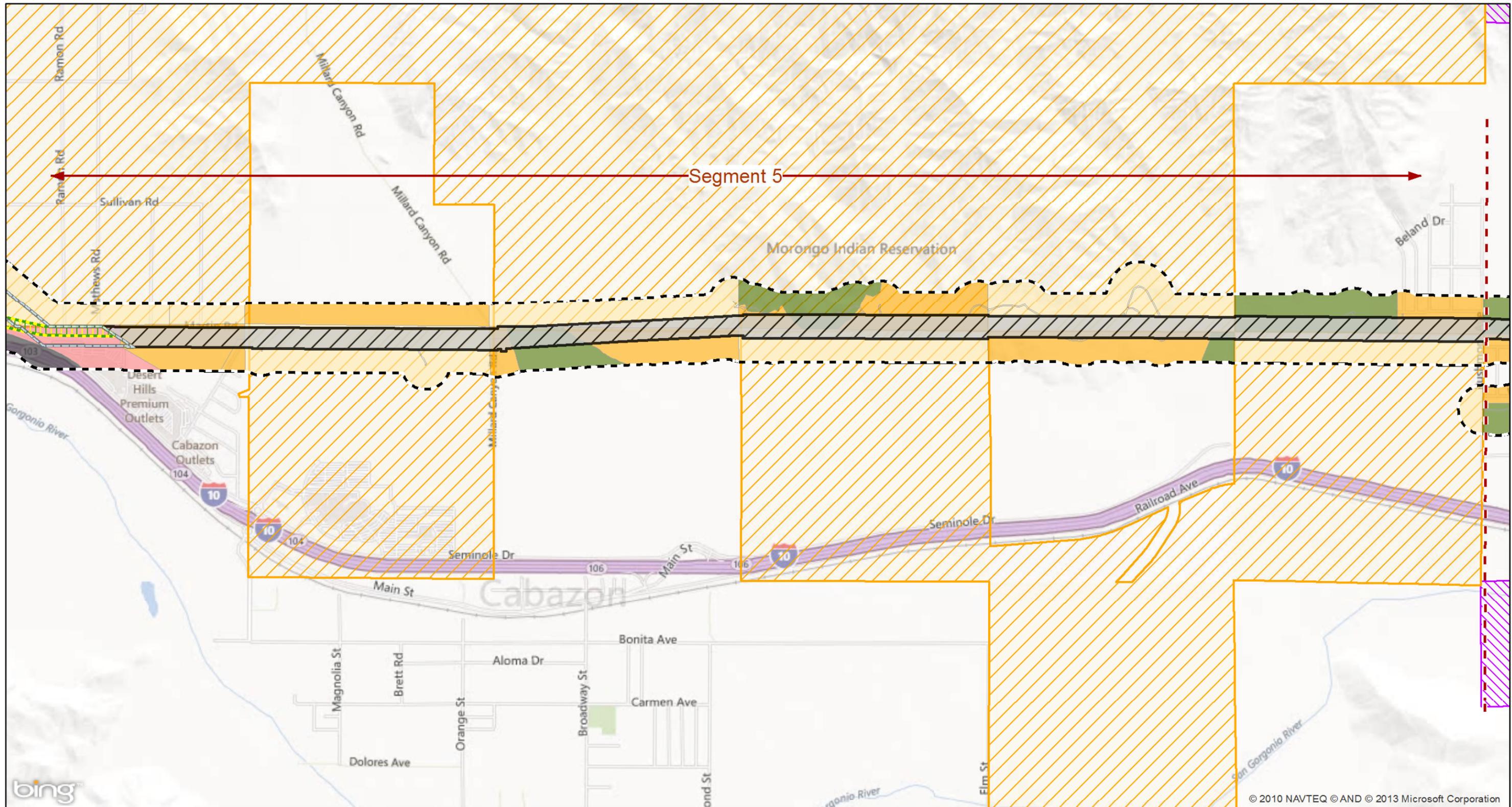
<p>SOUTHERN CALIFORNIA <b>EDISON</b> An EDISON INTERNATIONAL™ Company</p>	<p><b>LEGEND</b></p>					
	<ul style="list-style-type: none"> <li> Transmission Line Right of Way</li> <li> Transmission Line Right of Way to be Removed</li> <li> Proposed Transmission Line Right of Way</li> <li> Proposed Alternative Transmission Line Right of Way</li> <li> Proposed Transmission Line Right of Way Common to Both</li> </ul>	<ul style="list-style-type: none"> <li> Staging Yards</li> <li> Substations</li> <li> Junction</li> <li> Telecommunication Line Routes</li> <li> Relocated Subtransmission Line Routes</li> <li> Relocated Distribution Line Routes</li> </ul>	<ul style="list-style-type: none"> <li> Segment Breaks</li> <li> U.S. Bureau of Land Management</li> <li> Morongo Indian Reservation</li> <li> Land Use Study Area</li> </ul>	<p>Planned Land Use</p> <ul style="list-style-type: none"> <li> Agriculture</li> <li> Commercial</li> <li> Flood Control</li> <li> Industrial</li> <li> Office</li> </ul>	<ul style="list-style-type: none"> <li> Open Space</li> <li> Public Facilities</li> <li> Residential</li> <li> Specific Plan</li> <li> Transportation</li> </ul>	<p>0 1000 2000 FEET</p>

SOURCE: Bing Maps (c. 2010); SCE (11/2012)  
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FIGURE 4.10-1  
Sheet 8 of 11

Southern California Edison  
West of Devers Upgrade Project  
General Plan Land Use

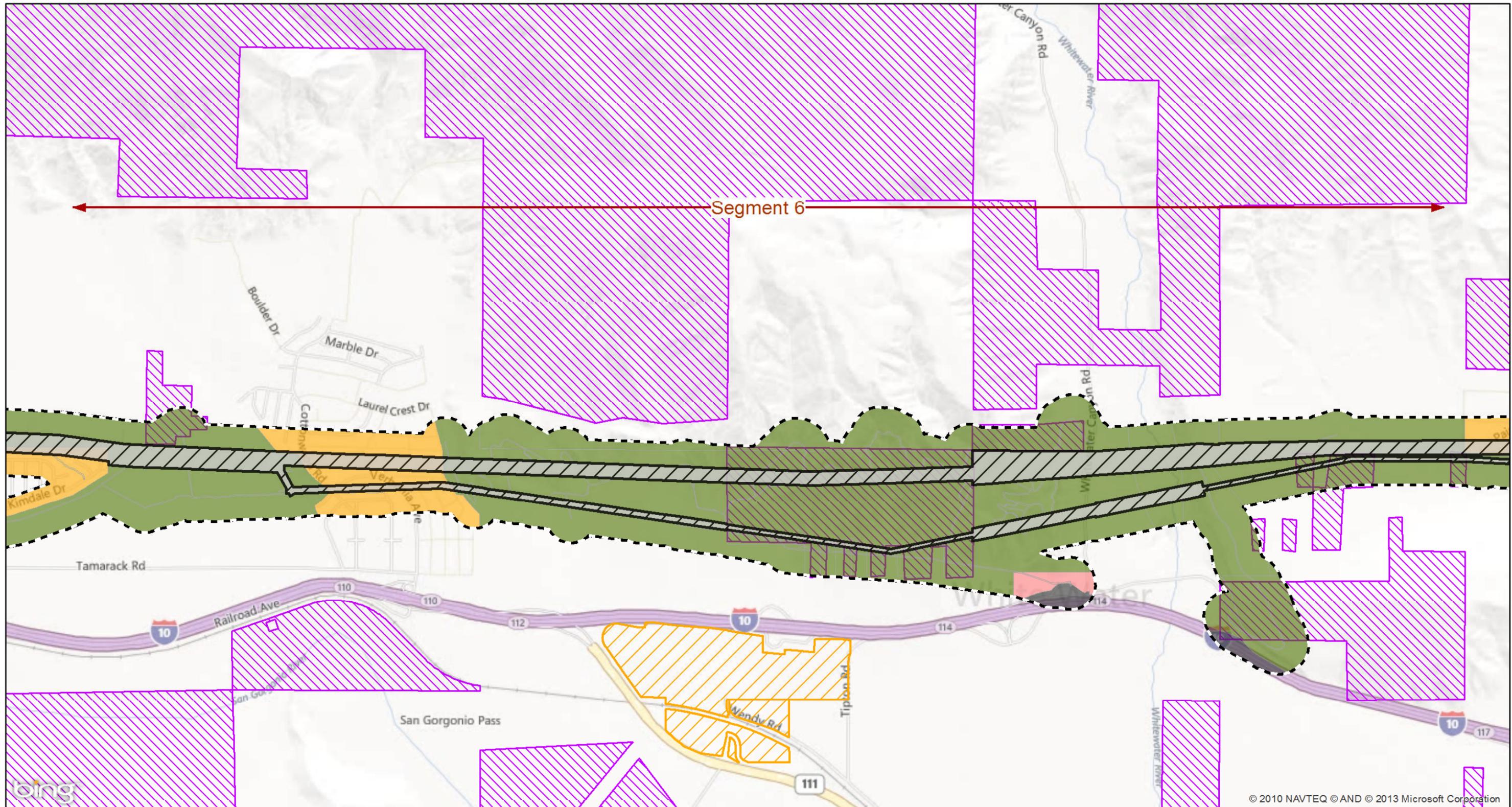
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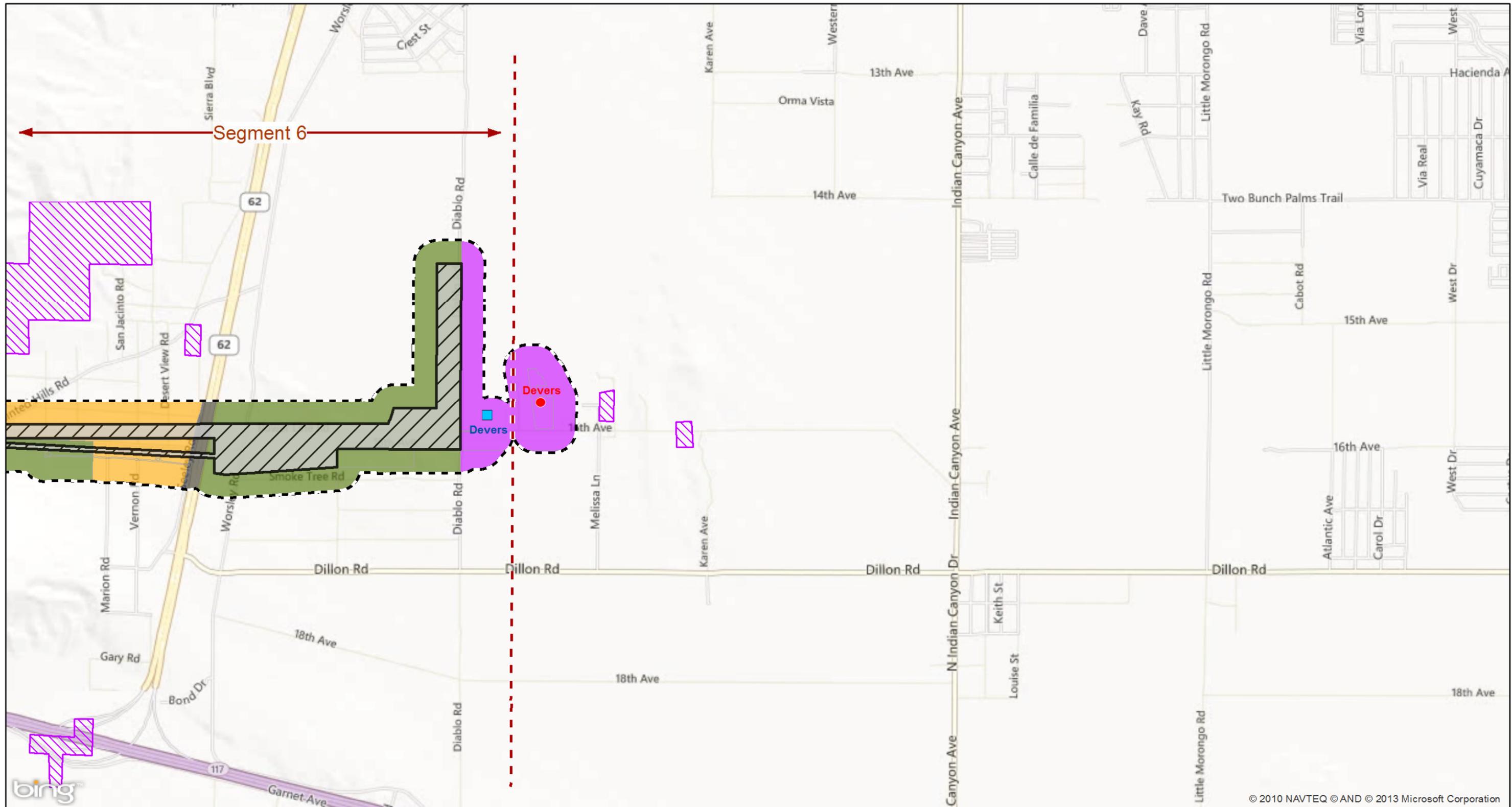
Transmission Line Right of Way	Staging Yards	Segment Breaks	<b>Planned Land Use</b>	Open Space
Transmission Line Right of Way to be Removed	Substations	U.S. Bureau of Land Management	Agriculture	Public Facilities
Proposed Transmission Line Right of Way	Junction	Morongo Indian Reservation	Commercial	Residential
Proposed Alternative Transmission Line Right of Way	Telecommunication Line Routes	Land Use Study Area	Flood Control	Specific Plan
Proposed Transmission Line Right of Way Common to Both	Relocated Subtransmission Line Routes		Industrial	Transportation
	Relocated Distribution Line Routes		Office	

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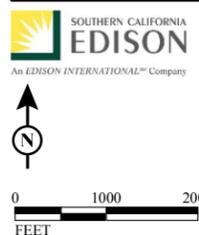


<p>SOUTHERN CALIFORNIA <b>EDISON</b> An EDISON INTERNATIONAL™ Company</p>	<p><b>LEGEND</b></p>					
	<ul style="list-style-type: none"> <li> Transmission Line Right of Way</li> <li> Transmission Line Right of Way to be Removed</li> <li> Proposed Transmission Line Right of Way</li> <li> Proposed Alternative Transmission Line Right of Way</li> <li> Proposed Transmission Line Right of Way Common to Both</li> </ul>	<ul style="list-style-type: none"> <li> Staging Yards</li> <li> Substations</li> <li> Junction</li> <li> Telecommunication Line Routes</li> <li> Relocated Subtransmission Line Routes</li> <li> Relocated Distribution Line Routes</li> </ul>	<ul style="list-style-type: none"> <li> Segment Breaks</li> <li> U.S. Bureau of Land Management</li> <li> Morongo Indian Reservation</li> <li> Land Use Study Area</li> </ul>	<p>Planned Land Use</p> <ul style="list-style-type: none"> <li> Agriculture</li> <li> Commercial</li> <li> Flood Control</li> <li> Industrial</li> <li> Office</li> </ul>	<ul style="list-style-type: none"> <li> Open Space</li> <li> Public Facilities</li> <li> Residential</li> <li> Specific Plan</li> <li> Transportation</li> </ul>	

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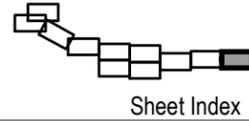
- Transmission Line Right of Way
- Transmission Line Right of Way to be Removed
- Proposed Transmission Line Right of Way
- Proposed Alternative Transmission Line Right of Way
- Proposed Transmission Line Right of Way Common to Both

- Staging Yards
- Substations
- Junction
- Telecommunication Line Routes
- Relocated Subtransmission Line Routes
- Relocated Distribution Line Routes

- Segment Breaks
- U.S. Bureau of Land Management
- Morongo Indian Reservation
- Land Use Study Area

- |                         |                |                   |
|-------------------------|----------------|-------------------|
| <b>Planned Land Use</b> | Agriculture    | Open Space        |
| Commercial              | Flood Control  | Public Facilities |
| Industrial              | Specific Plan  | Residential       |
| Office                  | Transportation |                   |

FIGURE 4.10-1  
Sheet 11 of 11



*Southern California Edison*  
*West of Devers Upgrade Project*  
**General Plan Land Use**

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