

C.9 Land Use and Public Recreation

This section describes the impacts to land use and public recreation associated with the construction and operation of the proposed Project and alternatives. The EIR/EIS considers existing and proposed land uses in addition to sensitive land uses that have the potential to be affected by the proposed Project and alternatives. Sensitive land uses include the following land use types: residences, schools, hospitals, daycare centers, retirement homes, and cemeteries. Recreational resources are also defined as sensitive land uses, as they are susceptible to disturbances (e.g., noise, traffic, dust, etc.) that could decrease or eliminate the value of the recreational experience. In general, recreational facilities (including parks, open space, playgrounds, play fields, etc.), recreational activities (bicycling, hiking, boating, etc.), and recreationists are considered to be sensitive receptors for purposes of this impact assessment.

The extent of the area to be analyzed for land use impacts is considered the Land Use Study Area. While other issue areas in this EIR/EIS may identify their Study Area within a specific radius, the Land Use Study Area has been defined by the following:

- Land and recreation uses immediately adjacent to the proposed Project and alternative ROWs;
- Land and recreation uses located near the construction equipment/materials transportation routes;
- Land and recreation uses affected by proposed Project and alternative construction and operation activities; and
- Land and recreation uses that have national, regional, or local significance and are within one mile of the proposed and alternative transmission line routes.

C.9.1 Affected Environment

The proposed Project and alternatives would traverse federal and local jurisdictions, which include the USDA Forest Service, BLM, Los Angeles County, City of Lancaster, City of Palmdale, and City of Santa Clarita (see Figure C.9-1). Within the proposed 25.6-mile transmission line corridor, there are land use regulations and land use types that significantly differ from one jurisdiction to another. To facilitate the analysis of land use and public recreation for the proposed Project and Alternatives 1 through 4, the Study Area has been divided into the following three geographic areas:

- **North Area:** Extending from Mile 0.0 to Mile 5.7 (proposed Project and Alternatives 1 through 4), the North Area begins at the Antelope Substation and ends at the northern boundary of the Angeles National Forest (ANF) Santa Clara/Mojave Rivers Ranger District, south of the Leona Valley. The North Area includes land within the jurisdiction of the City of Lancaster and the Antelope Valley area of unincorporated Los Angeles County.
- **Center Area:** The Center Area is located entirely within the ANF, and is subject to the jurisdiction of the USDA Forest Service. The Center Area begins at the northeastern boundary of the ANF Santa Clara/Mojave Rivers Ranger District, west of Leona Valley, and ends at the southern boundary of National Forest System (NFS) lands within the ANF Santa Clara/Mojave Rivers Ranger District, adjacent to Haskell Canyon (Mile 5.7 to Mile 18.6 for the proposed Project and Alternatives 1 and 3; Mile 5.7 to Mile 19.7 for Alternative 2; Mile 5.7 to Mile 18.8 for Alternative 4).
- **South Area:** The South Area begins at the southern boundary of NFS lands within the ANF Santa Clara/Mojave Rivers Ranger District, adjacent to Haskell Canyon, and ends at the Pardee Substation. The South Area portion of the corridor crosses the City of Santa Clarita and the Santa Clarita Valley area of unincorporated Los Angeles County (Mile 18.6 to Mile 25.6 for the proposed Project and Alternative 3; Mile 18.6 to Mile 26.2 for Alternative 1; Mile 19.7 to Mile 26.7 for Alternative 2; Mile 18.8 to Mile 25.9 for Alternative 4).

Each of these areas is described below. The discussion includes information on the key characteristics of each area as well as land uses and non-residential sensitive receptors. Table C.9-1 details the key land uses in the

North and South Areas (outside of the ANF) and Table C.9-2 details the key land uses in the Center Area (within NFS lands).

Alternative 5 would not be located in the same utility corridor as the proposed Project and Alternatives 1 thought 4, and consequently would not traverse the Study Area as described above. See Section C.9.10.1 for a discussion of key characteristics and land uses along the Alternative 5 route.

Table C.9-1. Land Uses and Sensitive Receptors along the North and South Areas of the Project Route (Private Lands)				
Location	Jurisdiction	Classification or Land Use Type	Specific Land Use	Non-Residential Sensitive Receptors
North Area				
West Avenue J	City of Lancaster	North: Residential; Open Space and Recreation South: Industrial; Open Space and Recreation	Antelope Substation	None
West 90 th Street at Avenue J	City of Lancaster	Residential; Commercial and Services; Transportation	Mobile home park; Restaurant (Dobb's Derby Pub); West 90 th Street (LA County Second Priority Scenic Highway)	None
West Avenue K	City of Lancaster	East: Residential; Open Space and Recreation; Transportation West: Agriculture; Open Space and Recreation; Transportation	Single-family residence; Avenue K (LA County Second Priority Scenic Highway)	None
110 th Street/Johnson Road	Unincorporated Los Angeles Co.; City of Lancaster	Transportation	110 th Street/Johnson Road (LA County Second Priority Scenic Highway)	None
Saugus-Del Sur ROW	Unincorporated Los Angeles Co.	East: Residential; Agriculture; Open Space and Recreation West: Agriculture; Open Space and Recreation	Single-family residence; Orchard	None
Saugus-Del Sur ROW	Unincorporated Los Angeles Co.	East & West: Industrial	California Aqueduct	None
Saugus-Del Sur ROW	Unincorporated Los Angeles Co.	East: Agriculture West: Residential; Agriculture	Single-family residence; Farm field (hay farm, cattle ranching)	R-Ranch
South Area				
Vasquez Canyon Road	Unincorporated Los Angeles Co.; USDA Forest Service	Transportation	Vasquez Canyon Road (LA County Second Priority Scenic Highway); OHV Road (5N15)	None
New 500-kV ROW	Unincorporated Los Angeles Co.	East: Open Space and Recreation West: Industrial	Vacant Land; Motion Picture Studio	Veluzat Motion Picture Ranch
Pardee-Vincent ROW	Unincorporated Los Angeles Co.	North & South: Industrial; Open Space and Recreation	LADWP ROW	Motorcross trails; Recreational Use of ROW
Rock Canyon Drive	Unincorporated Los Angeles Co.	North & South: Residential	Single-family residences	None
Garnet Canyon Drive	Unincorporated Los Angeles Co.	North: Residential; Educational Institution South: Residential	Single-family residences; Elementary school	Mountainview Elementary School
Tamarack Lane	City of Santa Clarita	North & South: Residential	Single-family residences	None

Table C.9-1. Land Uses and Sensitive Receptors along the North and South Areas of the Project Route (Private Lands)

Location	Jurisdiction	Classification or Land Use Type	Specific Land Use	Non-Residential Sensitive Receptors
Seco Canyon Road	City of Santa Clarita	North & South: Residential; Open Space	Single-family residences; Community park	Mountainview Park
San Francisquito Canyon Road	Unincorporated Los Angeles Co.	East: Residential; Agriculture; Open Space and Recreation West: Residential	Single-family residential; Ranch	None
Copper Hill Drive	Unincorporated Los Angeles Co.	West: Residential; East: Residential; Open Space and Recreation	Single-family residential	NorthPark III Rec. Center (Valencia NorthPark HOA)
McBean Parkway	Unincorporated Los Angeles Co.	North: Residential; Commercial and Services South: Residential; Open Space and Recreation; Educational Institution; Public Facility	Single-family residential; Multi-family residential; Community park; Elementary School; Religious Facility	Chesebrough County Park; NorthPark Elementary School; Church of Latter Day Saints
Copper Hill Drive	Unincorporated Los Angeles Co.	North: Open Space and Recreation South: Residential; Educational Institution	Single-family residential Junior High School	Rio Norte Junior High School
Johnson Parkway	City of Santa Clarita	North & South: Industrial; Commercial and Services	Retail Stores	None
Brady Parkway	City of Santa Clarita	East: Industrial; Commercial and Services West: Open Space and Recreation	Retail Stores	None
Rye Canyon Road	City of Santa Clarita	Industrial	Pardee Substation	None

Source: SCE 2004; Site reconnaissance conducted in May and July 2005.

Table C.9-2. Land Uses and Sensitive Receptors along the Center Area of the Project Route (NFS Lands)

Location	Jurisdiction	USDA Forest Service Forest Plan Designation ¹	Specific Land Use	Non-Residential Sensitive Receptors
Saugus-Del Sur Utility Corridor	USDA Forest Service	<i>Land Use Zone:</i> Back Country; <i>Recreation Opportunity Spectrum (ROS):</i> Semi-Primitive; <i>Emphasis:</i> forest health, open space protection	Off-highway vehicle (OHV) Road (Leona Divide [6N04])	None
Saugus-Del Sur Utility Corridor	USDA Forest Service	<i>Land Use Zone:</i> Back Country; <i>ROS:</i> Semi-Primitive; <i>Emphasis:</i> forest health, open space protection	Recreation Facility-Trail; OHV Road (Spunky Edison Road [6N09])	Pacific Crest National Scenic Trail at Mile 7.0

Table C.9-2. Land Uses and Sensitive Receptors along the Center Area of the Project Route (NFS Lands)

Location	Jurisdiction	USDA Forest Service Forest Plan Designation ¹	Specific Land Use	Non-Residential Sensitive Receptors
Spunky Canyon Road	USDA Forest Service	North: <i>Land Use Zone:</i> Back Country; <i>ROS:</i> Semi-Primitive; <i>Emphasis:</i> forest health, open space protection South: <i>Land Use Zone:</i> Back Country; <i>ROS:</i> Semi-Primitive; <i>Emphasis:</i> community protection, recreation use, urban and forest infrastructure, protection of biology and heritage resources, protection of open space	Spunky Canyon Road (LA County Second Priority Scenic Highway); Bouquet Reservoir; Recreation Facility-Campground	Spunky Campground (approximately 0.9 miles northwest of Mile 7.9)
Bouquet Canyon Road	USDA Forest Service	<i>Land Use Zone:</i> Back Country; <i>ROS:</i> Semi-Primitive; <i>Emphasis:</i> community protection, recreation use, urban and forest infrastructure, protection of biology and heritage resources, protection of open space	The Big Oaks Restaurant; Bouquet Canyon Road (LA County Second Priority Scenic Highway); Recreation Facilities; Recreational Residences	Streamside Campground; Zuni Campground; Los Cantiles Day Use Area; Texas Canyon Fire Station; Santa Clara/Mojave Rivers Ranger Station
Del Sur Ridge Road	USDA Forest Service	<i>Land Use Zone:</i> Back Country; <i>ROS:</i> Semi-Primitive; <i>Emphasis:</i> community protection, recreation use, urban and forest infrastructure, protection of biology and heritage resources, protection of open space	OHV Road (Del Sur Ridge Road [6N18])	Back Country Discovery Trail ^{2,3}
Quarry Road	USDA Forest Service	<i>Land Use Zone:</i> Back Country; <i>ROS:</i> Semi-Primitive; <i>Emphasis:</i> community protection, recreation use, urban and forest infrastructure, protection of biology and heritage resources, protection of open space	OHV Road (Quarry Road [6N19])	Back Country Discovery Trail ³
Del Sur Ridge Road	USDA Forest Service	<i>Land Use Zone:</i> Back Country; <i>ROS:</i> Semi-Primitive; <i>Emphasis:</i> community protection, recreation use, urban and forest infrastructure, protection of biology and heritage resources, protection of open space	Bouquet Canyon Stone Quarry	None
Coarse Gold Mountainway	USDA Forest Service; Unincorporated Los Angeles Co.	<i>Land Use Zone:</i> Back Country; <i>ROS:</i> Semi-Primitive; <i>Emphasis:</i> community protection, recreation use, urban and forest infrastructure, protection of biology and heritage resources, protection of open space	Single-family residences; OHV Road (Coarse Gold Mountainway [5N24])	None

Source: SCE 2004; Site reconnaissance conducted in May and July 2005.

¹ USDA Forest Service, 2006b.

² "California Back Country Discovery Trails are designated by the State of California, Off-Highway Motor Vehicle Division, which provides a shared-use backcountry opportunity for equestrians, hikers, cyclists, and off-road motorized recreationists" (USDA Forest Service, 2005a; Round Valley, 2005).

³ USDA Forest Service Memorandum: State Discovery Trail OHV Routes in Antelope-Pardee Transmission Project Area. May 26, 2006.

C.9.1.1 North Area: City of Lancaster and Unincorporated Los Angeles County

The North Area portion of the Project route begins at the Antelope Substation and traverses the City of Lancaster and unincorporated portions of Los Angeles County (see Figure C.9-1). As a component of the proposed Project, the Antelope Substation would be expanded onto land adjacent to the substation. The expansion would include approximately 33 acres or an area approximately 1,145 feet by 1,185 feet for the 500-kV expansion plus 300 feet by 205 feet for the 220-kV expansion, for which SCE would need to purchase additional property from a private land holder in the City of Lancaster. In addition, a new 180-foot ROW would be established between Mile 0 to Mile 1.1, which would include new 220-kV tubular steel poles and four-legged single-circuit 500-kV towers.

The 5.7-mile route in the North Area consists predominantly of agricultural and open space land uses, with residential uses scattered along the proposed Project route. A total of 51 privately owned parcels would be traversed by the proposed Project in the North Area. Specific land uses in the vicinity of the proposed Project include farms and ranches located along Elizabeth Lake Road and Johnson Road, and a trailer park located less than one mile east of Antelope Substation, along 90th Street West. The following three residences would be traversed by the proposed Project:

- A single-family residence located on Avenue K, at approximately Mile 1.8;
- A ranch located on Johnson Road/110th Street West, at approximately Mile 2.7; and
- A hay farm located on Elizabeth Lake Road, at approximately Mile 4.8.

These residences are currently traversed by an existing 66-kV transmission line in the Saugus-Del Sur ROW, which would be replaced by a 500-kV transmission line under the proposed Project. However, the existing ROW would be widened a total of 130 feet in the North Area (from 50 feet to approximately 180 feet), including the portions of the ROW that traverse private land. In order to accommodate the proposed Project, SCE would need to expand the width of its existing easement from Mile 1.1 to Mile 5.7.

Agricultural Land Uses

Figure C.9-2 depicts the variety of agricultural land classifications that are found in the general Project area. In the North Area, the proposed Project route would traverse a number of agricultural areas, and would include lands classified as Prime Farmland, Unique Farmland, and Grazing Land (DOC, 2005a).¹ No Williamson Act lands² occur within the North Area of the Project (DOC, 2005b).

Public Recreational Land Uses

The following recreational facility is located in the vicinity of the North Area of the proposed Project:

Antelope Valley California Poppy Reserve. The Antelope Valley California Poppy Reserve is located 15 miles west of Highway 14, near the City of Lancaster, approximately three miles northwest of the Antelope Substation. The visitor center is located on Lancaster Road, at Avenue I. The Poppy Reserve includes over 1,700 acres of protected land where the California State flower, the California Poppy, flourishes every spring. There are seven miles of trails in the Poppy Reserve, including a paved section for wheelchair access. Peak visitation at the Poppy Reserve occurs from March to May of each year (CA State Parks, 2005a).

¹ See Section C.9.2.2 for definitions of agricultural land classifications.

² See Section C.9.2.2 for a definition of Williamson Act lands.

C.9.1.2 Center Area: Angeles National Forest

The Center Area of the transmission route traverses NFS lands within the existing Saugus-Del Sur utility corridor, and would require a 60-foot expansion of the existing 66-kV transmission line ROW (from 100 feet to 160 feet). The ANF is characterized by recreational land uses that are accessed primarily from Bouquet Canyon Road, Spunky Canyon Road, and San Francisquito Canyon Road. Specific land uses include: off-highway vehicle (OHV), equestrian, bicycling, and hiking trails; recreation residences; campgrounds; day use areas; and other National Forest facilities (e.g., ranger station, fire station). The proposed Project would cross the Pacific Crest National Scenic Trail (PCT). The Project would also traverse six privately owned parcels that are located within the boundaries of the ANF on non-NFS lands. In addition, the proposed Project route would be constructed adjacent to an operating quarry located on Del Sur Ridge within the ANF.

Agricultural Land Uses

No designated areas of Important Farmland³ are located within the Center Area of the proposed Project (DOC, 2005a). In addition, no Williamson Act lands occur within this Project area (DOC, 2005b).

Public Recreational Land Uses

The following recreational facilities are located within the Center Area of the proposed Project:

Pacific Crest National Scenic Trail. The 2,650-mile PCT was designated by Congress in 1968 as one of the first scenic trails in the National Trails System (PCT, 2005). Extending from Mexico to Canada, the PCT traverses the states of California, Oregon, and Washington and is limited to non-mechanized means of travel. Approximately 126 miles of the PCT occur within the ANF (USDA Forest Service, 1987), and the proposed Project route would cross the PCT at approximately Mile 7.0. The PCT enters the ANF from the eastern boundary of the Santa Clara/Mojave Rivers Ranger District, and exits the ANF from the northwestern boundary of this district. As of July 2005, the PCT was opened east of Highway 14 and closed west of Highway 14, and had not been assessed for recent storm damage (USDA Forest Service, 2005b).

California Back Country Discovery Trail. Currently under development throughout the State, the goal of the California Back Country Discovery Trail is to provide long-distance OHV opportunities from Mexico to Oregon (CA State Parks, 2005b). Within the ANF, California State designated Back Country Discovery Trails include Quarry Road and portions of Del Sur Ridge Road.

Off-Highway Vehicle Roads. OHV systems provide a range of recreation opportunities for OHV enthusiasts through the development of an integrated system of trails and low-maintenance standard roads (USDA Forest Service, 2005d). In addition to the designated California Back Country Discovery Trails, the following OHV trails are located in the Center Area of the proposed Project: Leona Divide [6N04], Spunky Edison Road [6N09], and Coarse Gold Mountainway [5N24].

Spunky Campground. Spunky Campground is located on Spunky Canyon Road, four miles west of Bouquet Canyon Road, and approximately one mile northwest of proposed Project Mile 6.3. The PCT passes within one mile of the campground. Spunky Campground is situated at an elevation of 3,300 feet and facilities include 10 tent sites, vault toilets, and a nearby grocery store (USDA Forest Service, 2005c). No running water is available. An Adventure Pass is required for vehicles parked at the campground. Due to recent storm damage,

³ See Section C.9.2.2 for a description of Important Farmland.

Figure C.9-1. Jurisdictions and Notable Land Uses Along Project and Alternative Routes

[CLICK HERE TO VIEW](#)

Figure C.9-2. Important Farmland in the North and South Areas
[CLICK HERE TO VIEW](#)

Spunky Campground is currently closed by Forest Order 01-05-06. At the time of this analysis, the USDA Forest Service could not confirm when the campground would be reopened to the public (USDA Forest Service, 2006c).

Streamside Campground. Streamside Campground is located on Bouquet Canyon Road, approximately 0.6 miles southeast of proposed Project Mile 12.6. Streamside Campground is situated at an elevation of 2,500 feet and facilities include nine tent sites and vault toilets (USDA Forest Service, 2005c). No running water is available. An Adventure Pass is required for vehicles parked at this campground. Due to recent storm damage, Streamside Campground is currently closed by Forest Order 01-05-06. At the time of this analysis, the USDA Forest Service could not confirm when the campground would be reopened to the public (USDA Forest Service, 2006c).

Zuni Campground. Zuni Campground is located on Bouquet Canyon Road, approximately one mile southeast of proposed Project Mile 15.3. Zuni Campground is situated at an elevation of 1,700 feet and facilities include 10 tent sites and vault toilets (USDA Forest Service, 2005b). No running water is available. An Adventure Pass is required for vehicles parked at this campground. Due to recent storm damage, Zuni Campground is currently closed by Forest Order 01-05-06. At the time of this analysis, the USDA Forest Service could not confirm when the campground would be reopened to the public (USDA Forest Service, 2006c).

Los Cantiles Day Use Area. The Los Cantiles Day Use Area is located on Bouquet Canyon Road, approximately 1.5 miles southeast of proposed Project Mile 15.4. Facilities include a picnic area with maximum capacity for 200 visitors, restrooms, and running water. This day use area is also equipped to accommodate visitors with disabilities, including a multilingual/Braille-signed nature trail suitable for wheelchairs (USDA Forest Service, 2005c). The Los Cantiles Day Use Area is currently closed to the public due to storm damage suffered in 2005, and the USDA Forest Service could not confirm when the facility would be reopened (USDA Forest Service, 2006c).

C.9.1.3 South Area: City of Santa Clarita and Unincorporated Los Angeles County

The South Area extends from the southern border of NFS lands to Pardee Substation. This portion of the proposed Project route would traverse both unincorporated Los Angeles County and the City of Santa Clarita. The South Area is the most urbanized and densely populated portion of the Land Use Study Area, predominantly consisting of single-family residential, multiple-family residential, and commercial land uses, many of which are situated adjacent to recreation and open space uses. As the Project route approaches Pardee Substation, the land use types along Rye Canyon Road shift to light industrial and manufacturing uses.

The proposed Project would exit NFS lands at Mile 18.6. From Mile 18.6 to Mile 20.3, the proposed route would be constructed in a new 180-foot ROW that parallels the LADWP ROW along Haskell Canyon. The LADWP ROW access road is currently used for passive recreational activities such as running, dog walking, and dirt biking. Residences are also located along the ROW access road, north of Copper Hill Drive and south of the Veluzat Motion Picture Ranch.

The existing 750-acre Veluzat Motion Picture Ranch is located at the northern end of the ROW access road, a portion of which would be crossed by the proposed Project. The ranch operates as an active studio, and has been used for a number of feature films, television shows, and music videos (Melody Ranch, 2000). The outdoor sets available at the motion picture ranch include a Spanish town set, a 1950s period town set, army camps, ranch houses, cabins, and barns. The natural scenery is also advertised as an integral element of the sets, and includes desert, pine forests, an open area mesa, meadows, and a lake (Melody Ranch, 2000).

From Mile 20.3 to Mile 25.6, the proposed Project would be located within the existing Pardee-Vincent ROW approximately 400 feet from the following residential areas in unincorporated Los Angeles County: Rock Canyon Drive, Glen Canyon Place, Phantom Trail, Bridger Court, Bruin Place, Garret Canyon Drive, San Francisquito Canyon Road, Copper Hill Drive, Medlar Drive, Abbey Glen Place, Ashbrook Lane, and Canterbury Court (SCE, 2005). The Project would also be located within 400 feet of the following residential communities in the City of Santa Clarita: Persimmon Lane, Laurel Place, Poplar Street, Tamarack Lane, Apricot Place, Seco Canyon Road, Coral Way, Red Cedar Place, Avocado Place, and White Pine Place (SCE, 2005).

In addition to existing development, the proposed Project route would cross a number of existing open space areas that have been slated for future development, specifically within the Haskell Canyon area from Mile 19.3 to Mile 20.3, along Copper Hill Drive to the east and west of McBean Parkway, and San Francisquito Canyon Road from Mile 23.1 to Mile 24.9. However, the proposed Project would only traverse one privately owned parcel in the South Area of the route.

Agriculture

In the South Area, the Project route would traverse a number of agricultural areas, and would include lands classified as Prime Farmland, Farmland of Local Importance, and Grazing Land (DOC, 2005a).⁴ The route would also be located approximately 0.10 to 0.15 miles south of a pocket of Prime Farmland. See Figure C.9-2 for the location of these agricultural designations. No Williamson Act lands⁵ occur within the South Area of the Project (DOC, 2005b).

Public Recreation

The following recreational facilities are located within the South Area of the Project:

Chesebrough County Park. Chesebrough County Park is located at the corner of McBean Parkway and Sunset Hills Drive in the Santa Clarita Valley, approximately 0.1 miles southeast of proposed Project Mile 23.3. The park is managed by the Los Angeles County Department of Parks and Recreation, and includes the following recreational facilities: a baseball diamond; a playground; and a picnic area with cooking grills, restrooms, and running water.

Mountainview Park. Mountainview Park is located at the intersection of Seco Canyon Road and West Hazel Street, and is traversed by the proposed Project at Mile 22.1. The park is maintained by the City of Santa Clarita, Landscape Maintenance District, and is designated for use by children between the ages of two and five. The park is open from sunrise until 10:00 p.m., and dogs are permitted in the park while on leash. Facilities include two parking lots, picnic tables with grills, two playgrounds, restrooms, and running water.

Santa Clarita's Trail System. The Santa Clarita Valley has a number of trails and recreation areas that are managed by Los Angeles County, Santa Monica Mountains Conservancy, and the USDA Forest Service. These trails include Class I, II, and III bicycle trails, and multiple use trails for equestrians and pedestrians. While no designated trails are currently located near the proposed Project route, the Project would be constructed immediately adjacent to a proposed Class I bicycle trail (City of Santa Clarita, 2003). The proposed Class I trail would travel southwest along Copper Hill Drive from Decoro Drive to Newhall Ranch Road, and west along Newhall Ranch Road/Brady Parkway from Copper Hill Drive to Interstate 5.

⁴ See Section C.9.2.2 for definitions of agricultural land classifications.

⁵ See Section C.9.2.2 for a definition of Williamson Act lands.

C.9.2 Regulatory Framework

C.9.2.1 Federal

From Mile 5.7 to Mile 18.6, the proposed Project route would traverse NFS lands, which are under the jurisdiction of the USDA Forest Service. The following is a discussion of the federal plans and policies that would be applicable to the Project route across NFS lands.

At the time of this analysis, the USDA Forest Service had completed its update of the 1987 Land and Resources Management Plan. The 2005 Angeles National Forest Land Management Plan (Forest Plan) was approved through a Record of Decision signed September 20, 2005. Due to a technical error in the Record of Decision, the USDA Forest Service reissued it on April 21, 2006, and provided a second 90-day appeal period on the Forest Plan in accordance with the provision of 36 CFR 217. The USDA Forest Service will utilize or continue to implement the Forest Plan unless the decision is overturned (USDA Forest Service, 2006a).

Forest Service Manual

The Forest Service Manual Section 2700 (Special Uses Management) provides direction for the administration of special-use authorizations (SUAs) on NFS lands (USDA Forest Service, 2005e). As described in Section 2703.2, the USDA Forest Service is instructed to deny a written request for the use of NFS lands according to the following criteria:

- The proposal is inconsistent with Forest land and resource management plans;
- The proposal is in conflict with other Forest management objectives, or applicable federal statutes and regulations; or
- The proposal can be reasonably accommodated on non-NFS lands, provided however, that First Amendment group uses (freedom of assembly and worship) may not be denied on this basis.

The USDA Forest Service may not authorize the use of NFS lands just because it affords the applicant a lower cost and less restrictive location when compared with non-NFS lands (USDA Forest Service, 2005e).

Additional guidance regarding the management of special uses such as transmission lines across NFS lands has been provided in the Forest Service Manual Region 5 Supplement No. 2700-92-8 (USDA Forest Service, 1992). As stated in Section 2726.43 of the supplement, the objectives for the management of transmission lines include the following:

- To eliminate or mitigate long-term conflicts between powerlines and the management of NFS lands and resources; and
- To eliminate identified fire and safety hazards.

According to the direction provided in Section 2726.43 for the construction of transmission lines over 35 kV, aerial construction of transmission line structures (as opposed to underground construction) may be authorized, except in those areas where the environmental analysis clearly indicates unacceptable effects on NFS resource and environmental values (USDA Forest Service, 1992). This supplement recognizes that construction costs and operational problems increase substantially for underground construction of transmission lines over 35 kV, and states that the authorizing officer would consider undergrounding only after a thorough assessment of the situation (USDA Forest Service, 1992).

Angeles National Forest Land Management Plan (2005)

The Forest Plan consists of three parts that examine vision, strategy, and design criteria for the ANF. Part 1 of the Forest Plan includes a Forest vision of serving as an open space, visual backdrop, recreation destination, and natural environment for a diverse urban population. The USDA Forest Service has incorporated its goals into the National Strategic Plan. The National Strategic Plan Goal 4 states that the nation's forests and

grasslands play a significant role in meeting America's need for producing and transmitting energy. Unless otherwise restricted, NFS lands are available for energy exploration, development, and infrastructure (e.g., well sites, pipelines, and transmission lines) (USDA Forest Service, 2005d). In addition, Goal 4.1b of the Forest Plan states that the National Forest will support the use of renewable resources to help meet the growing energy needs in southern California while protecting other resources (USDA Forest Service, 2005a). However, the emphasis on non-recreation special-uses (i.e., utility corridors) is to authorize special uses only when they cannot be reasonably accommodated on non-NFS lands. Goal 7.1 of the Forest Plan states that the USDA Forest Service is to retain natural areas as a core for a regional network while focusing the built environment into the minimum land area needed to support growing public needs (USDA Forest Service, 2005d).

Part 2 of the Forest Plan includes the Angeles National Forest program emphasis and objectives and strategic management direction, which allows the USDA Forest Service to make progress towards its vision presented in Part 1 of the Forest Plan. Within the strategic management direction, land use zones are designated to show allowable uses and opportunities. The project area is located within the Back Country Land Use Zone, which allows major utility corridors in designated areas (USDA Forest Service, 2005a). In addition, the 2005 Forest Plan describes the management intent of the Back Country zone to retain the inherent natural character and to limit the level and type of development. Within the Back Country zone, ANF staff would expect no increase or a very low level increase in the national forest road system. In general, development would be limited to a slow increase of carefully designed facilities to help direct use into the most suitable areas and temporary facilities would be removed when they are no longer needed (USDA Forest Service, 2005a). The Project area is located east of a designated Critical Biological Land Use Zone in San Francisquito Canyon. This area was designated an important area on NFS lands to manage for the protection of species-at-risk. San Francisquito Canyon (extending 0.25 miles on each side of San Francisquito Creek) is also eligible under the Forest Plan as a Wild and Scenic River. Please refer to Sections C.3 (Biological Resources) and C.8 (Hydrology and Water Quality) for further discussion of these biological and hydrologic areas.

Part 2 of the Forest Plan also subdivided the ANF into geographical "Places," for which the desired condition and the program emphasis is described for each. The Project area is within the Liebre-Sawmill and Santa Clara Canyon Places. The desired condition for the Liebre-Sawmill Place is to be maintained as a natural appearing landscape where the program emphasis is to focus on forest health and maintain and promote the sense of remoteness and minimal use. The desired condition for the Santa Clara Canyon Place is for a natural appearing and pastoral landscape. Program emphasis is to focus on community protection, recreation use, and urban and forest infrastructure that is sustainable, sympathetic to the natural setting and integrity, and has minimal effects to wildlife as well as heritage resources.

The 2005 Forest Plan continues to use a Recreation Opportunity Spectrum (ROS) to plan for future management of recreation areas. The ROS for the 2005 Forest Plan is described in Table C.9-3. The proposed Project area on NFS lands is within the semi-primitive, motorized setting, but the Project may indirectly affect areas that are zoned roaded natural (areas around Bouquet Canyon and San Francisquito Canyon Roads).

Setting	Characterization
Primitive	Characterized by an essentially unmodified natural environment of fairly large size. Interaction between users is very low and evidence of other users is minimal. The area is managed to be essentially free of evidence of human-induced restrictions and controls. Motorized use within the area is not permitted. There are no developed facilities.
Semi-Primitive Non-Motorized	Characterized by a predominantly natural or natural-appearing environment of moderate to large size. Interaction among users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present, but would be subtle. Motorized recreation is not permitted, but local roads used for other resource management activities may be present on a limited basis. Use of such roads is restricted to minimize impacts on recreation experience opportunities. A minimum of developed facilities (if any) are provided.
Semi-Primitive Motorized	Characterized by a predominantly natural or natural-appearing environment of moderate to large size. Concentration of users is low, but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present but would be subtle. Motorized use of local primitive or collector roads with predominantly natural surfaces and trails suitable for motorbikes is permitted. Developed facilities are present but are more rustic in nature.
Roaded Natural	Characterized by predominantly natural-appearing environments with moderate evidence of the sights and sounds of people. Such evidence usually harmonizes with the natural environment. Interaction among users may be moderate to high, with evidence of other users prevalent. Resource modification and utilization practices are evident, but harmonize with the natural environment. Conventional motorized use is allowed and incorporated into construction standards and design of facilities, which are present and well defined.
Rural	Characterized by a substantially developed environment and a background with natural-appearing elements. Moderate to high social encounters and interaction between users is typical. Renewable resource modification and utilization practices are used to enhance specific recreation activities. Sights and sounds of humans are predominant on the site and roads and motorized use is extensive. Facilities are more highly developed for user comfort with ample parking.

Source: USDA Forest Service, 2005f.

Part 1 of the 2005 Forest Plan includes a discussion of forest goals and desired conditions for resources, which are linked to the USDA Forest Service National Strategic Plan. The following is a list of goals that pertain to development of the proposed Project across NFS lands.

National Strategic Plan Goal 4 – Help meet energy resource needs. Consider opportunities for energy development and the supporting infrastructure on forests and grasslands to help meet the nation’s energy needs:

- Work with other agencies to identify and designate corridors for energy facilities, improve permit application processing efficiency, and establish appropriate land tenure (including transferability clauses) in easements and other authorizations to provide for long-term project viability.

Forest Goal 4.1b. Administer Renewable Energy Resource developments while protecting ecosystem health.

Forest Goal 7.1. Retain natural areas as a core for a regional network while focusing the built environment into the minimum land area needed to support growing public needs.

Part 2, Appendix B, of the 2005 Forest Plan includes a list of program strategies that the ANF may choose to emphasize to progress toward achieving the desired conditions and goals of the Plan. The following is a summary of the program strategies that are applicable to land use and recreation within the ANF.

Lands 2-Non-Recreation Special-Use Authorizations. Optimize utilization of encumbered NFS land and efficiently administer SUAs:

- Work with SUA holders to better administer NFS land and reduce administrative cost.
- Require SUAs to maximize opportunities to co-locate facilities and minimize encumbrance of NFS land.

Trans 3-Improve Trails. Develop an interconnected, shared-use trail network and support facilities that complement local, regional and national trails and open space, and that also enhance day-use opportunities and access for the general public:

- Construct and maintain the trail network to levels commensurate with area objectives, sustainable resource conditions, and the type and level of use. Convert roads planned for decommissioning into trails if ecologically sustainable.
- Manage the PCT to protect the trail experience, and provide for the conservation and enjoyment of its nationally important scenic, historic, natural, and cultural qualities.
- Maintain and/or develop access points and connecting trails linked to surrounding communities and create opportunities for non-motorized trips of short duration.

In addition to the program strategies of the USDA Forest Service's Pacific Southwest Region, Part 2 of the Forest Plan includes a list ANF-specific Design Criteria. The following design criteria would be applicable to land use and recreation within the ANF:

ANF S1-Pacific Crest Trail. Protect scenic integrity of foreground views as well as from designated viewpoints. Where practicable, avoid establishing nonconforming land uses within the viewshed of the trail.⁶

Pacific Crest Trail Management Plan: Angeles National Forest

The Pacific Crest Trail Management Plan (USDA Forest Service, 1980) was developed to provide management direction for the portion of the PCT that traverses Forest Service System lands within the ANF. In general, the Plan identifies three types of conflicting uses along the PCT that it attempts to resolve through a number of policies. These conflicting uses include:

- Illegal OHV use of the PCT;
- Recreational shooting in the vicinity of the PCT; and
- Conflicts between private land uses and improvements and public use of the PCT.

The Pacific Crest Trail Management Plan divides the ANF portion of the PCT into four sections; Section C, Liebre-Annan, includes the northwestern portion of the Santa Clara/Mojave Rivers Ranger District where the proposed Project would traverse the PCT. The Plan describes three major transmission lines in Bouquet and San Francisquito Canyons that cross the PCT. However, the Plan does not include any policies that pertain to changes in the existing use or recreational value of the PCT from the construction of new projects in the vicinity of the PCT. A policy that pertains to public views along the PCT, (Policy 1, Visual Resource Management) is discussed in Section C.15 (Visual Resources).

Farmland Protection and Policy Act

Administered by the USDA Natural Resources Conservation Service (NRCS), the Farmland Protection Policy Act (FPPA) (Public Law 97-98, 7 U.S.C. 4201) was passed in 1981 in order to minimize the extent to which federal programs convert Farmland⁷ to nonagricultural use. The NRCS uses a land evaluation and site assessment (LESA) system to establish a Farmland conversion impact rating score on proposed sites of federally funded and assisted projects. The rating score is used as an indicator for the need to consider alternative sites if impacts to Farmland of the proposed project exceed a pre-established threshold.

While the FPPA directs units of the federal government to identify the effects of federal programs on the conversion of Farmland, it does not provide a basis for any action nor does it authorize the federal government to regulate the use of private or nonfederal land. Please see Section E.3 for a detailed discussion of the FPPA.

⁶ See Section C.15 (Visual Resources) for a discussion of foreground views in regards to the PCT.

⁷ Farmland includes Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as classified by the DOC's FMMP.

National Environmental Policy Act (NEPA)

NEPA addresses the need for policy analysis in federal environmental documents. 40 CFR 1502.16(c) (Environmental Consequences) states that federal environmental documents shall include discussions of “Possible conflicts between the proposed action and the objectives of federal, regional, State, and local (and in the case of a reservation, Indian Tribe) land use plans, policies and controls for the area concerned.” Additionally, 40CFR 1506.2(d) states:

“To better integrate environmental impact statements into state or local planning processes, statements shall discuss any inconsistency of a proposed action with any approved State or local plan and laws (whether or not federally sanctioned). Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law.”

However, the decision maker retains the authority to go forward with a project despite the potential conflict. In addition, the Record of Decision must explain how the decision was made and what mitigation measures are being imposed to reduce impacts (CEQ, 1986).

C.9.2.2 State

California Department of Conservation, Division of Land Resource Protection

The California Department of Conservation (DOC) established the Farmland Mapping and Monitoring Program (FMMP) in 1982 to continue the Important Farmland mapping efforts of the NRCS. The DOC applies the NRCS soil classifications to identify agricultural lands, and these agricultural designations are used in planning for the present and future of California’s agricultural land resources (DOC, 2004). Agricultural designations used by the DOC include the following (DOC, 2004):

- **Prime Farmland.** Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance.** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland.** Farmland of lesser quality soils used for the production of the State’s leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- **Farmland of Local Importance.** Land of importance to the local agricultural economy as determined by each county’s board of supervisors and a local advisory committee.
- **Grazing Land.** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen’s Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-up Land.** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land.** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

In this report, lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are collectively referred to as Farmland (DOC, 2005c). Every two years, FMMP updates maps and statistical data reflecting the location and classification of California's agricultural resources (DOC, 2005d). The FMMP data are used in elements of some county and city general plans, environmental documents, in regional studies on agricultural land conversion, and in assessing impacts of proposed projects on Farmland (DOC, 2005e).

California Land Conservation Act

The California Land Conservation Act of 1965 (Williamson Act) is California's primary program for the conservation of private land in agricultural and open space use. Nearly 16.9 million of the State's 45 million acres of farm and ranch land are currently protected under the Williamson Act (DOC, 2005f). This locally administered program creates an arrangement in which private landowners enter a 10-year contract with counties and cities to voluntarily restrict the development of their land. In return, the restricted parcels benefit from preferential property taxes. Agricultural preserves that are eligible for Williamson Act contracts are regulated by the rules and restrictions of the board of supervisors or city council having jurisdiction (DOC, 2005f).

C.9.2.3 Local

The proposed Project would cross lands within the County of Los Angeles, City of Lancaster, and the City of Santa Clarita. Local land use plans are evaluated in this report to assist the CPUC and the USDA Forest Service in determining the proposed Project's consistency with local plans, goals, and policies. As the CPUC has pre-emptive jurisdiction over the construction, maintenance, and operation of public utilities, no local discretionary permits (e.g., conditional use permits) or local plan consistency evaluations are required for the proposed Project or the Project alternatives. However, SCE would be required to obtain all ministerial building and encroachment permits from local jurisdictions. The following discussion summarizes the local plans and policies that are applicable to the Project. Figure C.9-1 shows the jurisdictional boundaries along the Project route.

County of Los Angeles General Plan, Land Use Element

The County of Los Angeles General Plan establishes goals and policies for the management of county resources. The policies of the Land Use Element of the County of Los Angeles General Plan (LA County, 1990a) support the countywide General Plan policies of encouraging a more concentrated urban pattern through the revitalization of deteriorating urban areas, infilling of bypassed lands, and focusing new urban development in the most suitable locations.

The following policies would be applicable to portions of the Project route that traverse unincorporated Los Angeles County areas:

Policy 14: Assure that new development is compatible with the natural and manmade environment by implementing appropriate locational controls and high quality design standards.

Policy 15: Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing and traffic.

Policy 17: Establish and implement regulatory controls that ensure compatibility of development adjacent to or within major public open space and recreation areas including National Forests, the National Recreation Area, and State and regional parks.

Policy 20: Protect identified Potential Agricultural Preserves by discouraging inappropriate land division and allowing only use types and intensities compatible with agriculture.

Antelope Valley Areawide General Plan

The Antelope Valley Areawide General Plan (LA County, 1986) is a component of the Los Angeles County General Plan, and includes policies that are specific to the unincorporated county areas of the Antelope Valley planning area.

The following policy statements from the Antelope Valley Areawide General Plan are applicable to the portions of the Project route in the North Area that traverse unincorporated Los Angeles County:

Land Use, Agricultural Lands, Policy 28: Within designated “Agricultural Opportunity Areas,” carefully evaluate extension of urban and suburban uses (outside the urban areas and the rural communities) for their impact on adjacent agricultural operations.

Community Design, Compatibility and Proximity of Urban Activities, Policy 62: Mitigate where possible undesirable impacts of adjacent land uses (i.e., noise interruption, visual intrusion, and airborne emissions) through utilization of appropriate buffers, building codes and standards.

Community Design, Physical Appearances/Community Image, Policy 65: Encourage the locating of new power distribution networks, communication lines, and other service network facilities underground in urban areas. Transmission lines should be located underground where feasible.

Environmental Resource Management, Antelope Valley Trails Plan, Policy 163: Encourage the use of public utility ROWs for trails when practical and compatible with the utility.

Santa Clarita Valley Area Plan

The Santa Clarita Valley Area Plan (LA County, 1990b) is designed to guide management decisions within the unincorporated Los Angeles County areas of the Santa Clarita Valley, and is a component of the Los Angeles County General Plan.

The Santa Clarita Valley Area Plan includes one land use policy statement that applies to the South Area of the Project within the County of Los Angeles jurisdiction. The policy statement reads as follows:

Environmental Resources Management Element, Policy 6.4: Encourage the use of public utility ROWs for trails when practical and compatible with the utility present, as shown on the Trails Plan.

City of Lancaster General Plan

The City of Lancaster General Plan (City of Lancaster, 1994) establishes local policy for the City of Lancaster. The Plan considers both the City’s sphere of influence, as well as the need to integrate regional and countywide policies. The General Plan includes policies and specific actions that serve to achieve the objectives of the Plan through the establishment of programs within the appropriate city departments.

The following policies and specific actions are applicable to the North Area portions of the Project route that traverse the City of Lancaster:

Pedestrian, Equestrian, and Bicycle Trails, Policy 10.2.2: Establish and acquire ROWs for master planned trails.

- **Specific Action 10.2.2(a):** Pursue agreements with public and private utilities for the use and maintenance of utility corridors and ROWs for trail purposes.

City of Santa Clarita General Plan

The City of Santa Clarita General Plan is designed to manage growth decisions within the City of Santa Clarita through the incorporation of goals, policies, and implementation actions. Each of the 12 elements that constitute the General Plan has been updated when appropriate to adequately address recent growth within the City.

The following elements and policies are applicable to the South Area portions of the Project route that traverse the City of Santa Clarita:

Land Use Element, Policy 2.8: Explore the utility ROWs for tree farms, nurseries, row crops, trails, and greenbelts (City of Santa Clarita, 1991a).

Community Design Element, Policy 11.8: Examine the use of the land under highpower transmission lines for landscaping, tree farms, additional safe recreation areas, and other appropriate feasible uses (City of Santa Clarita, 1991b).

Community Design Element, Policy 11.9: Encourage single pole transmission towers and cellular poles, and avoid reinforced structural support bases (City of Santa Clarita, 1991b).

Parks and Recreation Element, Policy 7.4: Encourage multiple use and dedication of existing public easements for trail development including, but not limited to, utility lines and access easements, where appropriate (City of Santa Clarita, 1991c).

Parks and Recreation Element, Policy 10.3: Encourage and promote cooperation between agencies to facilitate the multiple use of public ROWs consistent with the general plan and public safety.

City of Santa Clarita Municipal and Unified Development Code

Ridgeline Preservation and Hillside Development Ordinance (Chapter 17.80)

The provisions of the City of Santa Clarita's Ridgeline Preservation and Hillside Development Ordinance are designed to implement and define the goals and policies of the City of Santa Clarita General Plan in relation to land use, densities, open space, and community image in furtherance of the General Plan (City of Santa Clarita, 2005). The intent of this ordinance is to (1) regulate the development and alteration of hillside areas and ridgelines, (2) minimize the adverse effects of hillside development, and (3) provide for the safety and welfare of the City of Santa Clarita while allowing for the reasonable development of hillside areas through the following methods:

- Provide hillside development standards to maximize the positive impacts of site design, grading, landscape architecture, and provide development consistent with the goals and policies of the City of Santa Clarita's General Plan.
- Provide ridgeline preservation and development standards to protect certain ridges within the City and minimize the adverse impacts of development.
- Maintain the essential natural characteristics of the area such as major landforms, vegetation and wildlife communities, hydrologic features, scenic qualities, and open space that contribute to a sense of place.
- Retain the integrity of predominant off-site and on-site views in hillside areas in order to maintain the identity, image, and environmental quality of the City.

The provisions of the Ridgeline Preservation and Hillside Development Ordinance apply to parcels of land having average slope of 10 percent or more or are located in the area of a significant ridgeline,⁸ as classified

⁸ There are two categories of significant ridgelines: (1) Primary ridgelines are characterized by any combination of significant ridgeline criteria, including: surround or visually dominate the valley landscape either though size in relation to the hillside or mountain terrain; visual dominance as characterized by a silhouetting appearance against the sky; or as a significant natural backdrop feature or separation of communities. (2) Secondary ridgelines are characterized by the same criteria as primary ridgelines, but are secondary in nature due to their smaller size and prominence of a feature or branch of a primary ridgeline.

by the Significant Ridgelines Map for the City of Santa Clarita (City of Santa Clarita, 2002). As proposed, the Project would traverse primary and secondary ridgelines⁹ within the City (City of Santa Clarita, 2002). In order to grant a hillside development review permit for a proposed project, the City of Santa Clarita Planning Commission or City Council must make the following findings (City of Santa Clarita, 2005):

- The natural topographic features and appearances are conserved by means of landform grading so as to blend any manufactured slopes or required drainage benches into the natural topography.
- Significant, natural, topographic prominent features are retained to the maximum extent possible.
- Clustered sites and buildings are utilized where such techniques can be demonstrated to substantially reduce grading alterations of the terrain and to contribute to the preservation of trees, other natural vegetation, and prominent landmark features and are compatible with existing neighborhoods.
- Building setbacks, building heights and compatible structures and building forms that would serve to blend buildings and structures with the terrain are utilized.
- Plant materials are conserved and introduced so as to protect slopes from slippage and soil erosion and to minimize visual effects of grading and construction on hillside areas, including the consideration of the preservation of prominent trees and, to the extent possible, reduce the maintenance cost to public and private property owners.
- Curvilinear street design and improvements that serve to minimize grading alterations and emulate the natural contours and character of the hillsides are utilized.
- Grading designs that serve to avoid disruption to adjacent properties are utilized.
- Site design and grading that provide the minimum disruption of view corridors and scenic vistas from and around any proposed development are utilized.

C.9.3 Significance Criteria

This section presents the significance of land use impacts associated with the proposed Project. New facilities such as the proposed Project can be considered incompatible with existing land uses if they create noise, visual impacts, or other environmental impacts that disturb or preclude existing land uses. Applicable federal, State, and local land use plans are intended to, among other things, prevent such incompatibilities. This section evaluates the Project's consistency with applicable land use plans and considers the impact the Project may have on existing and proposed land uses. The assessment is based on an evaluation of land uses identified during site reconnaissance in June and July of 2005; an analysis of the Project's consistency with federal, State, and local plans and policies; and information provided in the proponent's PEA.

Land Use

The proposed Project would result in significant land use impacts if it would:

- Criterion LU1: Conflict with applicable adopted county, State or federal land use or recreation plans, goals, policies, or regulations.
- Criterion LU2: Preclude a permitted use on nearby property or create a disturbance that would diminish the function of a particular land use.
- Criterion LU3: Convert Farmland¹⁰ to non-agricultural use, impair the agricultural productivity of Farmland, and/or conflict with existing zoning for agricultural use or a Williamson Act contract.

Public Recreation

The proposed Project would result in significant impacts to recreational resources if it would:

⁹ See Footnote 7.

¹⁰ "Farmland" includes Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as classified by the DOC's FMMP. Farmland is recognized by the DOC as having national or State importance for agricultural production.

- Criterion REC1: Temporarily preclude the use of a recreation site during period of peak use.
- Criterion REC2: Contribute to the long-term loss or degradation of the recreational value of established, designated, or planned recreational use area.

C.9.4 Applicant-Proposed Measures (APMs)

In its PEA, SCE has listed a number of APMs that are designed to reduce impacts from the proposed Project. None of these APMs are specifically applicable to land use and public recreation. The impact discussion in Section C.9.5.1 has introduced mitigation measures, where appropriate, to reduce adverse impacts.

C.9.5 Impact Analysis: Proposed Project/Action

The following section describes the proposed Project's impacts to land use and public recreation, as determined by the significance criteria listed in Section C.9.3 and, if necessary, provides mitigation measures that would serve to reduce significant impacts to less-than-significant levels.

Land Use

Conflict with applicable land use or recreation plans, goals, policies, or regulations (Criterion LU1)

Under NEPA, an environmental document must consider the federal, state, and local plans and policies that apply to a project and determine the project's consistency with the plans (40 CFR 1506.2[d]). Similarly, CEQA requires an EIR to discuss any inconsistencies between a proposed project and the applicable general and regional plans (14 CCR Section 15125[d]). While a project may be approved even though there is an inconsistency, both NEPA and CEQA require that an evaluation be made and measures identified to reduce any potential for impacts. Thus, this section documents the land use and recreation policies considered in preparation of the EIR/EIS and identifies measures taken to avoid potential inconsistencies.

USDA Forest Service Plans and Policies. Table C.9-4 presents the analysis of the proposed Project's consistency with the 2005 Forest Plan. Within the ANF, the Project would be located in a Back Country Land Use Zone. Applicable policies from the 2005 Forest Plan include those that address the Back Country Land Use Zone and preservation of the PCT. While the Project would intensify the industrial use of the existing Saugus-Del Sur utility corridor, the proposed Project is a permitted use within the Back Country Land Use Zone (USDA Forest Service, 2005a). According to the Forest Plan, the Saugus-Del Sur utility corridor has a designated width of approximately 1,000 feet (USDA Forest Service, 2005a). As such, the expansion of the proposed Project ROW from 100 to 160 feet would remain within the USDA Forest Service's designated utility corridor. In addition, any new access or spur roads or existing roads that would be re-opened or re-graded as a result of the proposed Project would occur only with the approval of the USDA Forest Service. As stated in the Forest Plan, under Commodity and Commercial Uses (Non-Recreation Special-Uses), non-recreation special-uses are authorized within the ANF only when they cannot be reasonably accommodated on non-NFS lands (USDA Forest Service, 2005a). See Section D (Comparison of Alternatives) of this report for a discussion of the non-Forest alternative and its feasibility. The proposed Project would be consistent with the land use policies identified in Table C.9-4, below. Table C.9-4 also lists a few of the mitigation measures described in other issue area sections that ensure consistency with the Forest Plan. See Section C.15 (Visual Resources) for a discussion of Project consistency with the scenic integrity objectives and visual policies of the Forest Plan.

Local Plans and Policies. Table C.9-4 presents the analysis of the proposed Project’s consistency with local land use policies as they relate to land use direction. As described in the table below, the Project would not conflict with Los Angeles County, City of Lancaster, or City of Santa Clarita land use plans and policies.¹¹ Therefore, the Project would be consistent with applicable land use plans and policies, and no impact would occur.

The policies that are listed below in Table C.9-4 are fully described in Section C.9.2. Please refer to Section C.9.2 for the complete text of these policies.

Table C.9-4. Consistency with Applicable Land Use Plans and Policies			
Agency	Plan/Policy	Consistency	Explanation
USDA Forest Service, Pacific Southwest Region	Land Management Plan: Angeles National Forest (2005)		
	National Strategic Goal 4: Help meet energy resource needs	Yes	The Project is consistent with this policy. The Project would occur within a Back Country Land Use Zone that permits utility corridors.
	Goal 4.1b – Support use of renewable resources	Yes	The Project includes the expansion of the Antelope Substation to allow for the integration of a proposed wind energy project. With wind energy identified in the proponent’s purpose and need, the Project is consistent with this policy that encourages the development of alternative energy sources.
	Goal 7.1 – Minimize land area needed to support growing public needs	Yes	This goal states that facilities supporting urban infrastructure needs should be clustered on existing sites or designated corridors, minimizing the number of acres encumbered by special-use authorizations. The Project would occur within an existing utility corridor in the ANF, and would implement the following mitigation measures to ensure consistency with this goal: Mitigation Measures V-3a (Remove Existing Foundations, Rehabilitate, and Re-Vegetate Tower Sites), V-3b (Remove, Rehabilitate, and Re-Vegetate Crane Pads), and V-3c (Avoid Locating New Roads in Bedrock on NFS Land).
	Back Country Land Use Zone	Yes	The Project is consistent with this policy. The Project would occur within a Back Country Land Use Zone that permits utility corridors in designated areas (Saugus-Del Sur utility corridor).
	Lands 2-Non-Recreation Special Use Authorizations	Yes	The Project is proposed within the designated Saugus-Del Sur utility corridor. The corridor is wide enough to provide the opportunity to collocate other utility facilities. In order to ensure that the Project would minimize encumbrance of NFS land, the following mitigation measures have been recommended: Mitigation Measures V-3a (Remove Existing Foundations, Rehabilitate, and Re-Vegetate Tower Sites), V-3b (Remove, Rehabilitate, and Re-Vegetate Crane Pads), and V-3c (Avoid Locating New Roads in Bedrock on NFS Land).
	Trans 3-Improve Trails	Yes	The Project would be located within the existing Saugus-Del Sur utility corridor, and would not preclude the use of existing trails. See Section C.15 (Visual Resources) for a discussion of impacts to the scenic quality of the PCT.
	ANF S1-Pacific Crest Trail	Yes	The Project would occur within a Back Country Land Use Zone that permits utility corridors. This Forest Standard would be amended to ensure that the Project is in compliance with the Forest Plan. The Project’s impact to visual resources is discussed in Section C.15 of the report.
USDA Forest Service, Pacific Southwest Region	Pacific Crest Trail Management Plan, Angeles National Forest (Sept. 1980)	Yes	The Plan does not include any policies pertaining to the effects on the existing use or recreational value of the PCT from new projects constructed in the vicinity of the PCT. The proposed Project would not conflict with this Plan.
USDA Natural Resources Conservation	Farmland Protection Policy Act	Yes	Please see Section E.3 for a detailed discussion of the Project’s compliance with the FPPA.

¹¹ Plans and policies that affect other issue areas such as air quality, biological resources, and noise are addressed in their respective issue area discussions in Sections C.2, C.3, and C.10.

Table C.9-4. Consistency with Applicable Land Use Plans and Policies			
Agency	Plan/Policy	Consistency	Explanation
Service			
Los Angeles County	County of Los Angeles General Plan, Land Use Element (Amended January 9, 1990)		
	Policy 14	Yes	SCE would implement all industry accepted methods and materials for construction of the proposed Project. As such, the Project would be consistent with Policy 14.
	Policy 15	Yes	The proposed Project would utilize an existing ROW near residential communities, and would therefore be compatible with existing uses. To minimize construction impacts to adjacent neighborhoods, SCE would implement APM AQ-1 through AQ-12, APM NOI-2, and APM TRA-1 through TRA-5. Please see Sections C.2 (Air Quality), C.10 (Noise), C.13 (Traffic), and C.15 (Visual Resources) for a discussion of potential impacts and subsequent mitigation measures.
	Policy 17	Yes	The proposed Project would be consistent with policies pertaining to utility corridors in NFS lands. As such, the Project would not conflict with this policy.
	Policy 20	Yes	The proposed Project would not divide existing agricultural land uses. Any project activities that would traverse agricultural areas in unincorporated Los Angeles County would occur within an existing ROW, and would be compatible with agriculture activities.
Los Angeles County	Antelope Valley Areawide General Plan, A Component of the Los Angeles County General Plan (Adopted December 4, 1986)		
	Land Use, Agricultural Lands, Policy 28	Yes	Within the unincorporated Los Angeles County areas of Antelope Valley, the proposed Project would traverse Agricultural Opportunity Areas in an existing ROW. Although the ROW would be widened from 50 ft. to 180 ft., the Project would not affect the long-term agricultural productivity of adjacent farmlands.
	Community Design, Physical Appearances/ Community Image, Policy 65	Yes	Within the unincorporated Los Angeles County areas of Antelope Valley, the proposed Project would not be located in urban areas. As such, the Project would not conflict with Policy 65.
	Environmental Resource Management, Antelope Valley Trails Plan, Policy 163	Yes	The Project is consistent with this policy because the policy does not mandate the use of corridors for recreation. The development of recreational uses within a utility corridor would be initiated by the local agency and could be established after construction of the Project.
Los Angeles County	Santa Clarita Valley Area Plan, A Component of the County of Los Angeles General Plan (Updated December 6, 1990)		
	Environmental Resources Management Element, Policy 6.4	Yes	The Project is consistent with this policy because the policy does not mandate the use of corridors for recreation. The development of recreational uses within a utility corridor would be initiated by the local agency and could be established after construction of the Project.
City of Lancaster	General Plan Policy Document, City of Lancaster (1992, Amended October 3, 1994)		
	Pedestrian, Equestrian, and Bicycle Trails, Policy 10.2.2 Specific Action 10.2.2(a)	Yes	The Project is consistent with this policy because the policy does not mandate the use of corridors for recreation. The development of recreational uses within a utility corridor would be initiated by the local agency and could be established after construction of the Project.
	Define Land Use Categories, Policy 17.1.1 Specific Action 17.1.1(b)	Yes	The proposed expansion of the existing Antelope Substation, and the construction of a new ROW for 1.1 miles in the City of Lancaster, would not alter the existing agricultural and residential land uses adjacent to the proposed Project. The Project is consistent with the General Plan land use map and would not conflict with Policy 17.1.1.

Table C.9-4. Consistency with Applicable Land Use Plans and Policies			
Agency	Plan/Policy	Consistency	Explanation
City of Santa Clarita	City of Santa Clarita General Plan (Amended June 1991)		
	Land Use Element, Policy 2.8	Yes	The Project is consistent with this policy because the policy does not mandate the use of corridors for recreation. The development of recreational uses within a utility corridor would be initiated by the local agency and could be established after construction of the Project.
	Community Design Element, Policy 11.8	Yes	The Project is consistent with this policy because the policy does not mandate the use of corridors for recreation. The development of recreational uses within a utility corridor would be initiated by the local agency and could be established after construction of the Project.
	Community Design Element, Policy 11.9	Yes	The Project is consistent with this policy because the policy does not mandate the use of corridors for recreation. The development of recreational uses within a utility corridor would be initiated by the local agency and could be established after construction of the Project.
	Parks and Recreation Element, Policy 7.4	Yes	The Project is consistent with this policy because the policy does not mandate the use of corridors for recreation. The development of recreational uses within a utility corridor would be initiated by the local agency and could be established after construction of the Project.
	Parks and Recreation Element, Policy 10.3	Yes	The Project is consistent with this policy because the policy does not mandate the use of corridors for recreation. The development of recreational uses within a utility corridor would be initiated by the local agency and could be established after construction of the Project.
City of Santa Clarita	City of Santa Clarita Municipal and Unified Development Code (Approved March 8, 2005)		
	Ridgeline Preservation and Hillside Development Ord. (Chapter 17.80)	Yes	The City of Santa Clarita will require SCE to comply with this ordinance prior to issuing a hillside development review permit for construction of the Project across primary and secondary ridgelines within the City. As such, the Project would be consistent with this ordinance.

Source: USDA Forest Service, 1980, 1987, 2005a, ; Farmland Protection Policy Act (Public Law 97-98 U.S.C. 4201); Los Angeles County 1986, 1990a, 1990b; City of Lancaster 1994; City of Santa Clarita 1991a,b,c.

Preclude a permitted use or create a disturbance to a particular land use (Criterion LU2)

The proposed Project would disrupt existing land uses during construction and would further encroach onto agricultural, residential, and commercial land due to the larger towers and tower footprints. Section C.7 (Forest Management Activities) addresses land use conflicts on NFS lands related to Forest Service wildland fire suppression and prevention activities; therefore, this topic will not be addressed here. In addition, the Project would expand the ROW in certain areas along the route, thereby precluding future use of private properties adjacent to the existing utility corridor (i.e., future development of private land). As the majority of the Project would be constructed within an existing utility corridor, the Project would be collocated with other utility uses and is designed to allow for future utility uses within the corridor. See Section C.14 (Utilities and Service Systems) for a discussion of potential collocation impacts resulting from the proposed Project, and Sections C.9.13 and C.14.13 for a discussion of future cumulative impacts from utility collocation. The construction and operational impacts of the proposed Project would disrupt land uses along the route, as described below.

Impact L-1: Construction of the Project would temporarily disrupt existing residential and commercial land uses.

During Project construction, temporary traffic, noise, and air quality impacts would occur to residences located within 1,000 feet of the route. A discussion of these impacts can be found in Sections C.2 (Air Quality), C.10 (Noise), and C.13 (Traffic). In the South Area, the Project construction would occur within 400 feet of over 20 residential communities within the City of Santa Clarita and unincorporated Los Angeles County, with some communities located as near as 200 feet from the ROW (SCE, 2005). Please see Section C.9.1 for a list of

residential areas that are adjacent to the ROW. The ROW currently crosses a number of roads used as primary access to the residential communities adjacent to the utility corridor, such as Rock Canyon Drive, Garnet Canyon Drive, Tamarack Lane, and Seco Canyon Drive. Project construction activities along these roads (i.e., removal of existing towers and conductor, construction of new towers and stringing of new conductor) would create increased traffic and short-term delays for residents as they enter and exit their neighborhoods. The noise, dust, and construction equipment associated with erecting new transmission towers would also disrupt business operations such as those of the Veluzat Motion Picture Ranch where the use of outdoor sets would be impeded during construction of the Project. While disruption to residential communities and businesses would be a significant impact (**Class II**), implementation of Mitigation Measures N-1a (Nighttime Construction Noise Restriction in Santa Clarita), N-1b (Provide Advanced Notification of Construction), and N-1c (Provide Shields for Stationary Construction Equipment) would reduce impacts to a less-than-significant level. The aforementioned mitigation measures would serve to limit the hours of construction, would minimize noise levels, and would provide advance notice of potentially disruptive activities to nearby residences and businesses. See Section C.10.3.3 (Noise) for a complete description of these mitigation measures.

Impact L-2: Construction of the Project would temporarily disrupt access to Bouquet Canyon Stone Quarry

Bouquet Canyon Stone Company utilizes Del Sur Ridge Road for hauling stone from its quarry, located on the south side of Del Sur Ridge Road near proposed Project route Mile 13.4. Forest Service Roads 6N19 (Quarry Road) and 6N14 (Bouquet Reservoir Road) provide access to Del Sur Ridge Road from Bouquet Canyon Road to the south. Construction activities associated with the proposed Project would require the use of construction equipment along Del Sur Ridge Road. During construction, continual access would be provided along Del Sur Ridge Road in order to allow the passage of construction equipment, and as such, access to the quarry would not be precluded. Trucks traveling to and from the quarry may encounter temporary delays from construction equipment associated with the proposed Project. However, Project construction would not prevent daily access to the quarry, and as such, construction activities would create less-than-significant impacts to the Bouquet Canyon Stone Quarry (**Class III**). No mitigation is recommended. See Section C.13.5 for a discussion of traffic access issues along Del Sur Ridge Road.

Impact L-3: Operation of the Project would cause long-term disruption of existing residential land uses.

In the North Area of the proposed Project route, the Project would expand the existing ROW from 50 to 180 feet, for which SCE would need to acquire an additional easement width of 130 feet along the corridor. The expanded easement would extend over three private residential properties and agricultural land, which are described in Section C.9.1. As the purpose of the expanded ROW would be to maintain radio frequency interference near the utility corridor to acceptable levels (SCE, 2005), the existing residential and agricultural use of the property over which the easement extends likely would not be precluded. However, future use of the extended easement would be restricted. For example, the affected property owners could not build any structures on lands that occur within the proposed expanded easement. Some restriction of land uses would also occur within the existing ROW, as the proposed Project would replace existing 66-kV structures with new lattice steel towers that would be larger in size and would occupy more land area. Existing towers range in height from 60 to 90 feet and are up to 21 feet wide. The proposed towers would be approximately 113 feet to 178 feet tall and 96 feet wide. In total, the proposed Project would traverse 58 privately owned parcels, which would cause long-term impacts to existing land uses. The proposed Project's restriction of current or future land uses on private property would be considered a significant and unavoidable impact (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Impact L-4: Operation of the Project would cause long-term disruption of existing commercial land uses.

From Mile 18.6 to Mile 20.3, the proposed Project would create a new 180-foot ROW in Haskell Canyon that would traverse the Veluzat Motion Picture Ranch, which is actively used to film motion pictures, television shows, and music videos. As discussed in Section C.9.1.3, the motion picture ranch conducts much of its filming on outdoor sets, for which the varied landscape of the ranch (i.e., desert, pine forests, an open area mesa, meadows, and a lake) provide a natural scenery that is essential to each of the sets. However, operation of the proposed Project would hinder the current operations of the motion picture ranch. As proposed, the Project would construct new lattice steel towers immediately adjacent to the outdoor sets, which would be visible from the sets and would disrupt the current landscape of the ranch. This business depends on its visual characteristics and landscape quality. The motion picture ranch would be required to relocate its elaborate sets to avoid viewing the transmission line in the background of its films. In addition, the motion picture ranch often conducts its aerial filming with the use of helicopters. The erection of a new transmission line would interfere with established filming practices at the ranch. Overall, a new transmission line across the motion picture ranch would interfere with current filming practices and would preclude the ranch's current use of specific landscapes and sets that would be occupied by the proposed Project. No additional businesses (e.g., Bouquet Canyon Stone Quarry) would be adversely affected from operation of the proposed Project.

Operation of the proposed Project would cause long-term impacts to an existing commercial land use. The proposed Project's long-term land use disturbance of the motion picture ranch in the South Area would be considered a significant and unavoidable impact (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Convert Farmland to non-agricultural use (Criterion LU3)

As discussed in the Affected Environment (Section C.9.2), Farmland (i.e. Prime Farmland, Unique Farmland, Farmland of Statewide Importance) is only found in the North Area of the Project route. Farmland is recognized by the DOC as having national or State importance for agricultural production. Other agricultural areas are of lesser importance, and may be classified by the DOC as Farmland of Local Importance and Grazing Land. However, local cities and counties may incorporate protections for these other agricultural designations into their planning documents. No protections for Farmland of Local Importance or Grazing Land have been implemented by the planning jurisdictions traversed by the proposed Project.

The following is a discussion of Project impacts to Farmland. Figure C.9.2 presents information on the type of Farmland that is traversed by or adjacent to the Project.

Impact L-5: Construction of the Project would temporarily encroach upon Farmland.

In the North Area of the proposed route, the Project would traverse lands classified as Prime Farmland and Unique Farmland in an existing ROW from approximately Mile 2.6 to Mile 2.7 and from Mile 4.7 to Mile 5.1 (see Figure C.9-2) (DOC, 2005a). As discussed in Criterion LU2, this portion of the ROW would be expanded an additional 130 feet, for which SCE would need to extend its easement over adjacent agricultural land. From Mile 2.6 to Mile 2.7, the Project would remove one existing 66-kV tower that is located on or immediately adjacent to Prime Farmland, and would construct one new 500-kV tower less than 100 feet northeast of Farmland. From Mile 4.7 to Mile 5.1, the Project would remove two existing 66-kV towers that are located on Prime Farmland, and would construct one new 500-kV tower in their place.

No new permanent access roads would be constructed on Farmland (SCE, 2004). However, in order to remove the existing towers and to construct new ones, construction equipment would temporarily traverse active agri-

cultural fields on temporary access roads. During the peak growing season, some crops in these agricultural fields would likely be damaged from construction activities, resulting in significant but mitigable impacts (**Class II**). To minimize damage to agricultural lands during the peak growing season, implementation of Mitigation Measure L-5 (Establish Agreement and Coordinate Construction Activities with Agricultural Landowners) would reduce significant impacts to Farmland to a less-than-significant level.

Mitigation Measure for Impact L-5

L-5 Establish Agreement and Coordinate Construction Activities with Agricultural Landowners. Sixty (60) days prior to the start of Project construction, SCE shall secure a signed agreement with property owners of Farmland (Prime Farmland, Farmland of Statewide Importance, Unique Farmland) that will be used for construction and operation of the Project, access and spur roads, staging areas, and other project-related activities. The purpose of this agreement will be to set forth the use of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland during construction in order to: (1) schedule proposed construction activities at a location and time when damage to agricultural operations would be minimized, and (2) ensure that any areas damaged or disturbed by construction are restored to a condition mutually agreed upon by the landowner and SCE.

SCE shall coordinate with the agricultural landowners in the affected areas where Farmland will be temporarily disturbed in order to determine when and where construction should occur in order to minimize damage to agricultural operations. This includes avoiding construction during peak planting, growing, and harvest seasons. If damage or destruction does occur, SCE shall perform restoration activities on the disturbed area in order to return the area to a pre-determined condition or the pre-construction condition, whichever option is agreed upon by the landowner and SCE. This could include activities such as soil preparation, regrading, and reseeded. This measure applies to agricultural landowners with land that is impacted by the Project. SCE shall provide proof of the continued use of Farmland through the submittal of a signed agreement between an individual property owner and SCE. Thirty (30) days prior to the start of construction, copies of the signed agreements shall be submitted to the CPUC for review and approval prior to the start of construction.

Impact L-6: The right-of-way expansion and larger 500-kV towers would permanently preclude use of Farmland.

As discussed in Impact L-4, above, the proposed Project would include an expansion of the ROW and involve the replacement of 66-kV towers in the existing corridor with larger 500-kV towers. Although the exact location of the towers has not been provided by SCE, the Project as proposed has the potential to affect Farmland. In the North Area, the Project would traverse and would expand the ROW from 50 to 180 feet along approximately 0.5 miles of Prime Farmland and Unique Farmland (Mile 2.6 to 2.7 and Mile 4.7 to 5.1). Specific calculations of the amount of Farmland that would be precluded cannot be established at this time because final engineering of the Project has not been completed. However, the new 500-kV towers that would be sited on Farmland in the North Area would be larger at the base than the existing 66-kV towers. As such, the erection of larger towers on Prime and Unique Farmland would preclude some existing agricultural uses and would be a significant impact. To address the loss of Farmland as a result of the Project, Mitigation Measure L-6 (Locate Transmission Towers and Pulling/Splicing Stations to Avoid Agricultural Operations) has been identified. Implementation of this mitigation measure would reduce significant impacts to Farmland to a less-than-significant level (**Class II**).

Mitigation Measure for Impact L-6

L-6 Locate Transmission Towers and Pulling/Splicing Stations to Avoid Agricultural Operations.

SCE shall site transmission towers and pulling/splicing stations in locations that minimize impacts to active agricultural operations. Specifically, SCE shall comply with the following measures when siting transmission towers and splicing/pulling stations within areas where active cultivated farmland would be removed through the presence of structures:

- SCE shall avoid orchards, row crops, and furrow-irrigated crops where towers would interfere with irrigation and harvest activities.
- SCE shall avoid irrigation canals and ditches.
- SCE shall align towers adjacent to field boundaries and parallel to rows (if located in row crops), and shall avoid diagonal orientations and angular alignments within agricultural land.

SCE shall document and provide proof of compliance with the above listed items 90 days prior to the start of proposed Project construction. This documentation shall be submitted to the CPUC for review and approval prior to the start of construction, and reviewed with affected landowners during coordination activities described in Mitigation Measure L-5 (Establish Agreement and Coordinate Construction Activities with Agricultural Landowners).

Public Recreation

Temporarily preclude use of a recreation site (Criterion REC1)

Impact R-1: Construction of the Project would preclude the use of established recreation areas in the Angeles National Forest and in the City of Santa Clarita.

In the ANF, the Project would temporarily preclude the use of facilities such as picnic areas, campgrounds, and OHV trails as a result of construction activities near recreational areas. Construction traffic along Bouquet Canyon and Spunky Canyon roads would create temporary congestion or delays that would discourage use of ANF recreational facilities. Additional encroachment of construction activities on recreational uses (i.e., construction noise, visual impacts from equipment) would adversely affect the use and enjoyment of recreational facilities such as Spunky Campground, Streamside Campground, Zuni Campground, and Los Cantiles Day Use Area, in addition to the OHV trails listed in Table C.9-2. Please see Sections C.10 (Noise) and C.13 (Traffic) for further discussion of these impacts in the ANF. As the proposed Project route would cross the PCT and would use OHV routes for access, these routes and trails would be temporarily closed during construction. Temporary closure of the PCT would likely occur for only a few hours, and would not exceed one day (Williams, 2006). The Project would also require road improvements to Forest System roads to allow access for equipment, which would result in temporary closure of OHV routes along Del Sur Ridge Road. This road work would potentially upgrade Maintenance Level 2 roads (and OHV routes) to a Level 3. OHV use would be prohibited on roads that are temporarily upgraded to a Maintenance Level 3, as Level 3 roads can accommodate standard passenger vehicles that would create a safety hazard to OHV recreationists. Closure of OHV routes and trails would be necessary to ensure public safety during removal of the existing transmission line and construction of the new line. While trails and OHV route closures would be coordinated with the USDA Forest Service, the closure would adversely affect recreational users of the OHV and PCT routes and trails. Construction activities would also result in damage to the ANF trails and roads that are used to access the Project route, resulting in significant impacts.

As discussed in Section C.9.1, the proposed Project route would traverse Mountainview Park in the South Area. Construction of the Project would preclude or interrupt the use of this City of Santa Clarita community park. While no existing or proposed transmission towers would be located within the park, access to the park would be temporarily precluded to ensure public safety during removal of the existing transmission line and

construction of the proposed line. Short-term preclusion of Mountainview Park would negatively impact the adjacent residences and other community members who use the park.

To reduce significant construction impacts to recreational users of the ANF, ANF trails and roads, and to the community park in Santa Clarita, the following mitigation measures have been identified: Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), and R-1d (Temporary Upgrades to Forest System Roads), as well as Mitigation Measure B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities). Please see Section C.3 (Biological Resources) for a complete description of Mitigation Measure B-1a. These mitigation measures would minimize construction impacts to recreationists and recreational sites. The implementation of these mitigation measures would reduce construction impacts to less-than-significant levels (**Class II**).

Mitigation Measures for Impact R-1

R-1a Coordinate Construction Schedule with the Authorized Officer for the Recreation Area. No less than 40 days prior to construction, SCE shall coordinate construction activities and the Project construction schedule with the authorized officer of the recreation areas listed below. SCE shall schedule construction activities to avoid heavy recreational use periods, including major holidays, in coordination with, and at the discretion of the authorized officer. SCE shall prepare a public notice of construction activities consistent with Mitigation Measure N-1b (Provide Advanced Notification of Construction), which shall be distributed to ranger stations within the ANF as well as published in local newspapers. SCE shall document its coordination efforts with the authorized officer, and provide this documentation to the CPUC and the USDA Forest Service 30 days prior to construction.

- **Angeles National Forest**
- **Pacific Crest National Scenic Trail**
- **Mountainview Park**
- **Ritter Ranch**

R-1b Identify Alternative Recreation Areas. No less than 40 days prior to construction, SCE shall coordinate with the authorized officer for the recreation areas listed below in order to identify alternative recreation sites (i.e., trails, parks) that may be used by the public during construction. SCE shall post a public notice at ranger stations within the ANF and at other recreation facilities that would be closed or limited during construction, which shall provide information on alternative recreation facilities. SCE shall document its coordination with the authorized officer, and submit this documentation to the CPUC and the USDA Forest Service 30 days prior to construction.

- **Angeles National Forest**
- **Pacific Crest National Scenic Trail**
- **Mountainview Park**
- **Ritter Ranch**

R-1c Temporary Closure of Off-Highway Vehicle Routes During Construction. SCE shall coordinate with the Forest Service and shall post a public notice consistent with Mitigation Measure N-1b (Provide Advanced Notification of Construction). The notice shall be posted in local newspapers, ranger stations within the ANF, and at adjacent recreation facilities, and shall include a list of the specific off-highway vehicle (OHV) routes to be closed during construction. SCE shall maintain these postings throughout the temporary OHV route closure period. SCE shall document its coordination with the authorized officer, and submit this documentation to the CPUC and the USDA Forest Service 30 days prior to construction.

R-1d Temporary Upgrades to Forest System Roads. SCE shall submit its plans of proposed road maintenance work to the Forest Service Engineer for review and approval, which shall be incorporated into a temporary Special Use or Road Use Authorization to be issued by the USDA Forest Service. The proposed maintenance work shall include a road restoration plan and restoration schedule to ensure that the Forest System roads are restored at the designated Maintenance Level (i.e., Level 2) following Project construction, in order to allow for their continued use by OHV recreationists.

Long-term loss or degradation of recreation areas (Criterion REC2)

According to the Forest Plan, recreation is one of the primary uses of the ANF, and includes activities such as camping, picnicking, OHV use, and other trail use (e.g., mountain bike, hiking, equestrian). In particular, ANF trails such as the PCT are popular activities for recreationists. Impacts R-2 and R-3 discuss the long-term effects of the proposed Project on recreational facilities, while Impact R-4 discusses the effects on recreational resources from illegal OHV use of Project access and spur roads.

Outside of the ANF, the proposed Project would traverse or be located adjacent to community parks within the Santa Clarita Valley area, such as Mountainview Park and Chesebrough County Park. For a discussion of the potential degradation in the aesthetic value of community parks resulting from the Project, please see Section C.15 (Visual Resources).

Impact R-2: The siting of Project components would contribute to the long-term loss or degradation of recreational trails.

As it travels through the ANF, the proposed Project would replace an existing 66-kV transmission line with a 500-kV transmission line and expand the corridor by an additional 60 feet for a total corridor width of 160 feet. Of particular concern would be the Project's crossing of the PCT, which is a federally designated scenic trail. The height of the new lattice steel towers to be located adjacent to the PCT would range between 40 feet to 105 feet taller than the existing towers, and the tower arms would be approximately 80 feet wider than the existing tower arms. The corridor width and size of the towers would be prominent features in the landscape. As discussed in Section C.9.2, the Forest Plan requires the protection of the scenic integrity of foreground views and, where practicable, must avoid establishing nonconforming land uses within the viewshed of the trail. The proposed Project includes the need to amend the Forest Plan to exempt the Project from Forest Standard S1 (see Section A.5.2). With a Forest Plan amendment, the Project would be in compliance with the Forest Plan. See Section C.15 (Visual Resources) for a discussion of the proposed Project visual impacts on the PCT.

The 66-kV towers were constructed in the 1930s, and the PCT was not designated a National Scenic Trail until 1968. The proposed Project would replace the existing 66-kV transmission line with a new 500-kV transmission line. Although the new transmission line towers would be larger and wider, the number of nonconforming land uses crossing the PCT would not change. The proposed Project would not alter the number and type of land uses that cross this recreational resource, and as such, the Project would not substantially degrade recreationists' experience of the PCT from how it presently exists. Consequently, impacts to the recreational value of the PCT would be adverse but less than significant (**Class III**).

Impact R-3: The Project would contribute to the long-term loss or degradation of OHV routes.

The proposed Project would traverse areas within the ANF that have an ROS designation of semi-primitive, motorized, which permits motorized use of local primitive or collector roads and includes trails suitable for motorbikes (see Table C.9-3). As described in Section B.2.2.1, the Project would include clearing and grading

of existing access and spur roads, some of which would be located along designated OHV routes. OHV roads within the Center Area of the proposed Project have been designated Maintenance Level 2 (USDA Forest Service, 2006d). The USDA Forest Service has established maintenance prescription guidelines for each designated road maintenance level. Level 2 roads are maintained for high clearance vehicles, and traffic is limited to administrative, permitted, dispersed recreation, or other specialized uses (USDA Forest Service, 1995).

Roads that are improved from Level 2 to Level 3 would no longer allow OHV use. Designated Level 3 roads can accommodate standard passenger vehicles, which would pose a safety hazard to OHV users. For road improvements to a Level 3, the USDA Forest Service would require an engineering study to determine the road's suitability and safety for OHV use. As such, any improvements to existing OHV roads that would satisfy the Level 3 maintenance prescription guidelines (or above) would serve to prohibit future OHV use along that route. Any upgrades of designated OHV routes to a Level 3 maintenance level resulting from the proposed Project would create significant recreation impacts, because these improvements would permanently preclude OHV use of the affected road system (**Class II**). To avoid the permanent closure to OHV users along these existing OHV routes, Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) would be recommended. Implementation of this mitigation measure would ensure that existing OHV routes would not be upgraded to a Level 3 standard during operation of the Project, therefore allowing for their continued use by OHV recreationists.

Mitigation Measures for Impact R-3

R-3 **Avoid Upgrades to Forest System Road Maintenance Levels.** SCE shall implement the requirements for road improvements and maintenance as mandated by the conditions in the Special Use or Road Use Authorization to be issued by the USDA Forest Service for the proposed Project. For all designated Maintenance Level 2 Forest System roads, SCE shall adhere to the Management Prescription Guidelines for Level 2 as delineated in the Forest Service Handbook (FSH 7709.58), which includes maintaining the road prism to provide for the passage of high clearance vehicles. Plans for any proposed road maintenance work during Project operation shall be submitted to the Forest Engineer for review and approval prior to maintenance activities.

Impact R-4: The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational facilities in the Angeles National Forest.

The proposed Project would require the construction and/or improvement of approximately 9.7 miles of access roads and approximately 1.1 miles of spur roads within NFS lands (see Table ES-2). The creation of new roads would allow unauthorized uses to access new areas of the ANF, which would contribute to resource damage degradation (USDA Forest Service, 2005a). The USDA Forest Service continually has problems with social trails that have not been designated for recreational use (i.e., trash, car dumping, graffiti, illegal OHV use, and partying), and has minimum enforcement capability due to inadequate law enforcement coverage to prevent the illegal use of any new roads (USDA Forest Service, 2005a). Consequently, the construction of new access and spur roads associated with the proposed Project would contribute to unmanaged recreation (e.g., illegal OHV use) in the ANF, resulting in significant but mitigable impacts to recreational resources (**Class II**). Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) has been identified to minimize illegal OHV use along non-NFS roads, thereby reducing impacts from unmanaged recreation to a less-than-significant level.

Mitigation Measure for Impact R-4

R-4 Permanent Closure and Re-vegetation of Construction Roads. Access roads built and re-opened for construction of the Project, which are not part of the Forest System roads, shall be blocked from vehicle access and rehabilitated to a near natural condition. The USDA Forest Service shall consider authorizing to SCE the use of access roads that are demonstrated not to introduce unmanaged recreation, erosion, invasive plant species, or impacts to scenic values. SCE shall prepare a Restoration and Revegetation Plan for Project access and spur roads, consistent with Mitigation Measure B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities). The Restoration and Revegetation Plan shall include resource protection measures that reestablish former drainage patterns, stabilize slopes, block illegal road access, install water bars, remove culverts, remove unstable fill, pull back road shoulders, and eliminate the roadbed by restoring natural contour and slope. The Restoration and Revegetation Plan shall be submitted to the CPUC and the USDA Forest Service for prior approval, and shall be incorporated into the Special Use Authorization to be issued by the USDA Forest Service.

C.9.6 Alternative 1: Partial Undergrounding of Antelope-Pardee Transmission Line

C.9.6.1 Affected Environment

The Alternative 1 route would be identical to the proposed Project, with the exception of two locations in which the route would be constructed underground. First, underground construction would occur along a portion of the proposed route on Del Sur Ridge, just south of Mile 11.0 to just south of Mile 15.0 (see Figure C.9-1). This portion of the alternative would be sited in a newly rerouted section of utility corridor entirely within the ANF, in an area that is primarily characterized by OHV, equestrian, and hiking trails. The alternative would be located adjacent to Del Sur Ridge Road, which is a designated California Back Country Discovery Trail (see Section C.9.1.2). No designated areas of Important Farmland are located within the vicinity of the alternative route.

In addition to the ANF, Alternative 1 would construct a portion of the proposed route underground in the City of Santa Clarita and unincorporated Los Angeles County. This portion of the route would be located within city and county streets (i.e., San Francisquito Canyon Rd., Copper Hill Dr., Newhall Ranch Rd.) that are bordered by residential and commercial uses. A Class I bicycle trail¹² has been proposed along a portion of this alternative, and would be located southwest along Copper Hill Drive from Decoro Drive to Newhall Ranch Road, and west along Newhall Ranch Road/Brady Parkway from Copper Hill Drive to Interstate 5. See Section C.9.1.3 for a description of the Santa Clarita Trail System. Alternative 1 would also travel adjacent to agricultural areas designated as Unique Farmland and Farmland of Local Importance. See Figure C.9-2 for the location of these agricultural designations.

Four transition stations would be required for the construction of Alternative 1. Each of the transition stations would require two to three acres, and would be located just south of Mile 11.0 and just south of Mile 15.0 in the ANF, at Mile 22.7 in unincorporated Los Angeles County, and at Mile 26.2 (Pardee Substation) in the City of Santa Clarita. Within the ANF, the transition stations would be sited adjacent to Del Sur Ridge Road. The third transition station would be sited east of San Francisquito Canyon Road, in an open space area that is bordered to the north and south by ranchettes.

See Tables C.9-1 and C.9-2 for a list of the key land uses that would be located along the proposed Project and Alternative 1 routes.

C.9.6.2 Impacts and Mitigation Measures

The construction and maintenance activities and equipment required for Alternative 1 would be similar to the proposed Project, with the exception of the portions of the alternative that would be constructed underground for four miles in the ANF, and for 3.5 miles in the City of Santa Clarita and unincorporated Los Angeles County. The following describes impacts to land use and public recreation from Alternative 1 as determined by the significance criteria listed in Section C.9.3, and if necessary, provides mitigation measures that would serve to reduce adverse impacts. For a discussion of future collocation impacts within the utility corridor, see Sections C.9.13 and C.14.13.

Land Use

Conflict with applicable land use or recreation plans, goals, policies, or regulations (Criterion LU1)

Alternative 1 would not conflict with federal and local land use policies. Mile 11 to Mile 15 of Alternative 1 would be constructed across a Back Country Land Use Zone within the ANF, which allows major utility corridors in designated areas (USDA Forest Service, 2005a). However, the alternative would not be located in a USDA Forest Service designated utility corridor. As such, for this portion of the alternative to be consistent with the management direction provided in the Forest Plan, a Forest Plan amendment would be needed. To ensure compliance with the Forest Plan, Alternative 1 would require amendments to the Forest Plan to establish a new utility corridor, establish utility corridor width, modify the scenic integrity objectives, and modify Forest Standard S1 regarding the PCT as fully described in Section A.5.2 (Introduction). According to the Forest Plan, under Commodity and Commercial Uses (Non-Recreation Special-Uses), non-recreation special-uses are authorized within the ANF only when they cannot be reasonably accommodated on non-NFS lands (USDA Forest Service, 2005a). See Section D (Comparison of Alternatives) of this report for a discussion of the non-Forest alternative and its feasibility. As the USDA Forest Service would require an amendment of the 2005 Forest Plan for the construction and operation of Alternative 1, the alternative would avoid conflicts with the land use plans, policies, and regulations identified in Table C.9-4. See Section C.15 (Visual Resources) for a discussion of consistency with the scenic integrity objectives and visual policies of the Forest Plan.

Preclude a permitted use or create a disturbance to a particular land use (Criterion LU2)

Construction of Alternative 1 would temporarily disrupt existing residential and commercial land uses (Impact L-1), and would affect access to the Bouquet Canyon Stone Quarry (Impact L-2). During construction, temporary traffic, noise, and air quality impacts would occur to residences and businesses located within 1,000 feet of the route. In particular, this alternative would create a number of land use impacts specific to the undergrounding activities that would occur from just south of Mile 11.0 to just south of Mile 15.0 in the ANF, and from Mile 22.7 to Mile 26.2 in the City of Santa Clarita and unincorporated Los Angeles County. In order to underground Alternative 1, a trench would be excavated within city, county, and NFS roads that would temporarily disrupt and possibly block access to side streets, entrances, driveways, and access onto NFS lands. Trucks associated with the quarry would also be required to route around undergrounding activities that would disrupt access along Del Sur Ridge Road. Such a disruption would be short-term (i.e., duration of construction), but would create a temporary disruption of an established land use. Land use impacts resulting

¹² Class I bike paths provide a completely separated ROW for the exclusive use of bicycles and pedestrians with cross-flow traffic minimized. The trails are marked and landscaped (City of Santa Clarita, 2006).

from construction of the underground and aboveground portions of Alternative 1 would be significant but mitigable (**Class II**). Implementation of Mitigation Measures N-1a (Nighttime Construction Noise Restriction in Santa Clarita), N-1b (Provide Advance Notification of Construction), and N-1c (Provide Shields for Stationary Construction Equipment) would require SCE to adequately notify residents and businesses of upcoming construction activities and would serve to minimize noise impacts in residential areas. In addition, Mitigation Measures T-1a (Prepare Traffic Control Plans) and T-9 (Provide Continuous Access to Properties) are recommended to ensure that access to residential and commercial uses is provided throughout the construction period. See Section C.13.6.2 (Traffic and Transportation) for a complete description of these mitigation measures. Implementation of Mitigation Measures N-1a, N-1b, N-1c, T-1a, and T-9 for Impact L-1, and implementation of Mitigation Measures T-1a and T-9 for Impact L-2, would minimize disruptions to residences and businesses located along Alternative 1, reducing impacts to a less-than-significant level.

Operation of Alternative 1 would create a long-term disruption to existing residential land uses (Impact L-3). In the North Area of the route, Alternative 1 would expand the existing ROW from 50 to 180 feet, which would preclude future use of some agricultural and residential properties. The 500-kV towers that would replace the existing 66-kV towers are larger in size and would occupy more land area. In total, Alternative 1 would traverse 58 privately owned parcels, which would restrict current or future land uses on private property and would be considered a significant and unavoidable impact (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Operation of Alternative 1 would also cause a long-term disruption to existing commercial land uses (Impact L-4). In the South Area, the alternative would traverse the Veluzat Motion Picture Ranch, and as such, would preclude current use of outdoor sets and conflict with aerial filming practices. The erection of a new transmission line across the motion picture ranch would permanently disrupt the current use of the ranch. Operational impacts to commercial uses would be significant and unavoidable (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Convert Farmland to non-agricultural use (Criterion LU3)

Construction of Alternative 1 would temporarily encroach upon Farmland (Impact L-5). In the North Area, the alternative would traverse lands classified as Prime Farmland and Unique Farmland, and would require an extension of the existing ROW easement over this agricultural land. Construction activities would also require the creation of temporary access roads across active agricultural fields. In the South Area, the alternative would avoid traversing agricultural lands. Construction of Alternative 1 would create significant but mitigable impacts to Farmland (**Class II**). Implementation of Mitigation Measure L-5 (Establish Agreement and Coordinate Construction Activities with Agricultural Landowners) would reduce impacts to a less-than-significant level.

Operation of Alternative 1 would permanently preclude the use of Farmland (Impact L-6). In the North Area, the alternative would expand the ROW an additional 130 feet across approximately 0.5 miles of Prime Farmland and Unique Farmland. The alternative would also replace 66-kV towers with larger 500-kV towers across agricultural uses in the North Area, which would preclude some existing agricultural uses at the base of the new towers. The ROW expansion that would be required for Alternative 1 would permanently preclude the use of Farmland, creating significant but mitigable impacts (**Class II**). Implementation of Mitigation Measure L-6 (Locate Transmission Towers and Pulling/Splicing Stations to Avoid Agricultural Operations) would reduce impacts to Farmland to a less-than-significant level.

Public Recreation

Temporarily preclude use of a recreation site (Criterion REC1)

Construction of Alternative 1 would temporarily preclude the use of established recreation areas (Impact R-1). In the ANF, construction traffic and other construction-related impacts (i.e., noise, visual) may discourage public use of recreational facilities. The alternative would also cross the PCT and use OHV routes for construction access, and would require temporary closure of these routes and trails. Temporary closure of the PCT would likely occur for only a few hours, and would not exceed one day (Williams, 2006). Undergrounding activities along Del Sur Ridge Road would require extended closure of this road to OHV use. In addition, Alternative 1 would require improvements to Forest System roads to allow access for equipment, which would result in temporary closure of OHV routes. OHV use would be prohibited on roads that are temporarily upgraded to a Maintenance Level 3, as Level 3 roads can accommodate standard passenger vehicles that would create a safety hazard to OHV recreationists. In the South Area, Alternative 1 would likely preclude or interrupt recreational use of Mountainview Park. Overall, construction of Alternative 1 would result in significant but mitigable impacts to recreational facilities (**Class II**). Implementation of Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities) would reduce impacts created from the temporary preclusion of recreation sites and potential damage to ANF trails and roads to a less-than-significant level.

Long-term loss or degradation of recreation areas (Criterion REC2)

Operation of Alternative 1 would not significantly contribute to the long-term loss or degradation of recreational trails (Impact R-2). This alternative includes the need to amend the Forest Plan to exempt the Project from Forest Standard S1 (see Section A.5.2). With a Forest Plan amendment, Alternative 1 would be in compliance with the Forest Plan. See Section C.15 (Visual Resources) for a discussion of impacts to the scenic integrity of the PCT. As it crosses the PCT, Alternative 1 would replace existing 66-kV towers with 500-kV towers. The alternative would not alter the number and type of nonconforming land uses that cross this recreational resource. Consequently, development and operation of Alternative 1 would not significantly impact the recreational value of the trail from its current condition. Impacts would be adverse but less than significant (**Class III**).

Alternative 1 would traverse areas within the ANF that have an ROS designation of semi-primitive, motorized, which permits motorized use of local primitive or collector roads and includes trails suitable for motorbikes (see Table C.9-3). The construction and maintenance of Alternative 1 would require permanent upgrades to existing OHV routes, which would significantly impact future OHV use within the ANF (Impact R-3). As discussed in Section B.4.1 (Project Description), an all-weather access road would be constructed along three miles of Del Sur Ridge (not including the 4.0-mile underground segment that would also be upgraded as a result of underground construction), which would permanently upgrade the existing NFS roads along this portion of the Project from a Maintenance Level 2 to a Level 3. OHV use is prohibited along Level 3 designated roadways. Consequently, the improvements to NFS roads that would be required for Alternative 1 would permanently preclude OHV use along portions of Del Sur Ridge. Impacts to OHV users would be significant and unavoidable (**Class I**).

Alternative 1 would facilitate unmanaged recreational uses within the ANF that would contribute to the long-term loss or degradation of recreational resources (Impact R-4). This alternative would require the construction and/or improvement of approximately 10.2 miles of access roads and approximately 3.1 miles of spur roads

within NFS lands. The creation of new roads would allow unauthorized uses (i.e., illegal OHV use) to access new areas of the ANF, which would significantly impact recreational resources (**Class II**). To reduce impacts from unmanaged recreation, Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) is recommended. Implementation of Mitigation Measure R-4 would minimize unauthorized uses along non-NFS roads, reducing impacts to a less-than-significant level.

C.9.7 Alternative 2: Antelope-Pardee East Mid-Slope

C.9.7.1 Affected Environment

From Mile 0.0 to Mile 5.7, and from Mile 18.6 to 26.7 (proposed Project Mile 17.5 to Mile 25.6), the Alternative 2 route would be identical to the proposed Project. However, within the ANF (Mile 5.7 to Mile 18.6), the alternative would be constructed in a newly rerouted section of utility corridor southeast of Del Sur Ridge (see Figure C.9-1). Recreational uses located along the alternative include the campgrounds, trails, and day use area described in Section C.9.1.2. Alternative 2 would cross the PCT, in addition to seven privately owned parcels that are located within the boundaries of the ANF on non-NFS lands. No other established recreational facilities would be traversed by the alternative. See Tables C.9-1 and C.9-2 for a list of the key land uses that would be located along the proposed Project and Alternative 2 routes.

C.9.7.2 Impacts and Mitigation Measures

Activities associated with construction and operation of Alternative 2 would be similar to the proposed Project, with the exception of the 12.4-mile portion of the alternative that would be constructed within a newly rerouted utility corridor southeast of Del Sur Ridge. The following describes impacts to land use and public recreation from Alternative 2 as determined by the significance criteria listed in Section C.9.3, and if necessary, provides mitigation measures that would serve to reduce impacts to a less-than-significant level.

Land Use

Conflict with applicable land use or recreation plans, goals, policies, or regulations (Criterion LU1)

Alternative 2 would not conflict with federal and local land use policies. Mile 5.7 to Mile 18.6 of Alternative 2 would be constructed across a Back Country Land Use Zone and a Developed Area Interface Land Use Zone within the ANF, both of which allow utility corridors in designated areas (USDA Forest Service, 2005a). However, the alternative would not be located within a USDA Forest Service designated utility corridor. As such, for this portion of the alternative to be consistent with the management direction provided in the 2005 Forest Plan, a Forest Plan amendment would be needed. The Forest Plan would be amended to establish a new utility corridor, establish utility corridor width, modify the scenic integrity objectives, and modify Forest Standard S1 regarding the PCT as fully described in Section A.5.2 (Introduction). According to the Forest Plan, under Commodity and Commercial Uses (Non-Recreation Special-Uses), non-recreation special-uses are authorized within the ANF only when they cannot be reasonably accommodated on non-NFS lands (USDA Forest Service, 2005a). See Section D (Comparison of Alternatives) of this report for a discussion of the non-Forest alternative and its feasibility. As the USDA Forest Service would require an amendment of the 2005 Forest Plan for the construction and operation of Alternative 2, the alternative would avoid conflicts with the land use plans, policies, and regulations identified in Table C.9-4. See Section C.15 (Visual Resources) for a discussion of consistency with the scenic integrity objectives and visual policies of the Forest Plan.

Preclude a permitted use or create a disturbance to a particular land use (Criterion LU2)

Construction of Alternative 2 would temporarily disrupt existing residential and commercial land uses (Impact L-1). During construction, temporary traffic, noise, and air quality impacts would occur to residences and businesses located within 1,000 feet of the route. Construction activities would be located within 400 feet of more than 20 residential communities within the City of Santa Clarita and unincorporated Los Angeles County. Land use impacts resulting from the construction of Alternative 2 would be significant but mitigable (**Class II**). Implementation of Mitigation Measures N-1a (Nighttime Construction Noise Restriction in Santa Clarita), N-1b (Provide Advanced Notification of Construction), and N-1c (Provide Shields for Stationary Construction Equipment) is recommended to adequately notify residents and businesses of upcoming construction activities and would serve to minimize noise impacts in residential areas. As such, implementation of these mitigation measures would minimize disruptions to residences and businesses located along Alternative 2, reducing impacts to a less-than-significant level.

Construction of Alternative 2 would not significantly disrupt access to the Bouquet Canyon Stone Quarry (Impact L-2). Construction activities associated with the alternative would require the use of equipment along Del Sur Ridge Road, which provides primary access to the quarry. However, continual access would be provided along Del Sur Ridge Road to allow the passage of construction equipment, and as such, access to the quarry would not be precluded. Impacts would be less than significant (**Class III**). No mitigation is recommended. See Section C.13.7 for a discussion of traffic access issues along Del Sur Ridge Road.

Operation of Alternative 2 would create a long-term disruption to existing residential land uses (Impact L-3). In the North Area of the route, Alternative 2 would expand the existing ROW from 50 to 180 feet, which would preclude future use of some agricultural and residential properties. The 500-kV towers that would replace the existing 66-kV towers are larger in size and would occupy more land area. In total, Alternative 2 would traverse 59 privately owned parcels, which would restrict current or future land uses on private property and would be considered a significant and unavoidable impact (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Operation of Alternative 2 would also cause a long-term disruption to existing commercial land uses (Impact L-4). In the South Area, the alternative would traverse the Veluzat Motion Picture Ranch, and as such, would preclude current use of outdoor sets and conflict with aerial filming practices. The erection of a new transmission line across the motion picture ranch would permanently disrupt the current use of the ranch. Operational impacts to commercial uses would be significant and unavoidable (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Convert Farmland to non-agricultural use (Criterion LU3)

Construction of Alternative 2 would temporarily encroach upon Farmland (Impact L-5). In the North Area, the alternative would traverse lands classified as Prime Farmland and Unique Farmland, and would require an extension of the existing ROW easement over this agricultural land. Construction activities would also require the creation of temporary access roads across active agricultural fields. Construction of Alternative 2 would create significant but mitigable impacts to Farmland (**Class II**). Implementation of Mitigation Measure L-5 (Establish Agreement and Coordinate Construction Activities with Agricultural Landowners) would reduce impacts to a less-than-significant level.

Operation of Alternative 2 would permanently preclude the use of Farmland (Impact L-6). In the North Area, the alternative would expand the ROW an additional 130 feet across approximately 0.5 miles of Prime

Farmland and Unique Farmland. The alternative would also replace 66-kV towers with larger 500-kV towers across agriculture land in the North Area, which would preclude some existing agricultural uses at the base of the new towers. The ROW expansion that would be required for Alternative 2 would permanently preclude the use of Farmland, creating significant but mitigable impacts (**Class II**). Implementation of Mitigation Measure L-6 (Locate Transmission Towers and Pulling/Splicing Stations to Avoid Agricultural Operations) would reduce impacts to Farmland to a less-than-significant level.

Public Recreation

Temporarily preclude use of a recreation site (Criterion REC1)

Construction of Alternative 2 would temporarily preclude the use of established recreation areas (Impact R-1). Construction of a new ROW within the ANF would generate construction traffic and other construction-related impacts (i.e., noise, visual), which may discourage public use of recreational facilities. The new alternative ROW would cross the PCT and would use OHV routes for construction access, and would require temporary closure of these routes and trails. Closure of the PCT would likely occur for only a few hours, and would not exceed one day (Williams, 2006). The use of construction equipment along Del Sur Ridge Road and the use of helicopters to install towers in the rerouted portion of the utility corridor southeast of Del Sur Ridge would require a temporary closure of Del Sur Ridge Road to recreational use. In addition, Alternative 2 would require improvements to Forest System roads to allow access for equipment, which would result in temporary closure of OHV routes along Del Sur Ridge Road. OHV use would be prohibited on roads that are temporarily upgraded to a Maintenance Level 3, as Level 3 roads can accommodate standard passenger vehicles that would create a safety hazard to OHV recreationists. In the South Area, Alternative 2 would traverse Mountainview Park, and would likely preclude or interrupt use of this recreational facility during construction. Overall, construction of Alternative 2 would result in significant but mitigable impacts to recreational facilities (**Class II**). Implementation of Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area) and R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities) would reduce impacts created from the temporary preclusion of recreation sites and damage to ANF trails and roads to a less-than-significant level.

Long-term loss or degradation of recreation areas (Criterion REC2)

Operation of Alternative 2 would not significantly contribute to the long-term loss or degradation of recreational trails (Impact R-2). This alternative includes the need to amend the Forest Plan to exempt the Project from Forest Standard S1 (see Section A.5.2). With a Forest Plan amendment, Alternative 2 would be in compliance with the Forest Plan. See Section C.15 (Visual Resources) for a discussion of impacts to the scenic integrity of the PCT. Alternative 2 would cross the PCT approximately 0.4 miles southeast of where the 66-kV towers currently traverse this trail. The alternative would construct new 500-kV towers across the PCT, but would also remove the existing 66-kV towers that are currently located in the Saugus-Del Sur ROW. As such, the alternative would not alter the number and type of nonconforming land uses that cross this recreational resource. Development and operation of Alternative 2 would create adverse, but less-than-significant impacts to the recreational value of the PCT (**Class III**).

Alternative 2 would potentially contribute to the long-term loss or degradation of OHV routes (Impact R-3). This alternative would traverse areas within the ANF that have an ROS designation of semi-primitive, motorized, which permits motorized use of local primitive or collector roads and includes trails suitable for

motorbikes (see Table C.9-3). Construction activities would require clearing and grading of existing access and spur roads, some of which are located along designated OHV routes. Roads that are improved from a Level 2 to a Level 3 maintenance level would no longer allow OHV use. As such, any upgrades of designated OHV routes to Level 3 as a result of Alternative 2 would permanently preclude OHV use of the affected road system, creating a significant but mitigable impact (**Class II**). Implementation of Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) would reduce impacts to a less-than-significant level by allowing for continued use of OHV trails following construction of the alternative.

Alternative 2 would facilitate unmanaged recreational uses within the ANF that would contribute to the long-term loss or degradation of recreational facilities (Impact R-4). This alternative would require the construction and/or improvement of approximately 10.4 miles of access roads and approximately 0.3 mile of spur roads within NFS lands. The creation of new roads would allow unauthorized uses (i.e., illegal OHV use) to access new areas of the ANF, which would create significant but mitigable impacts to recreational resources (**Class II**). To reduce impacts from unmanaged recreation, Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) is recommended. Implementation of Mitigation Measure R-4 would minimize unauthorized uses along non-NFS roads, reducing impacts to a less-than-significant level.

C.9.8 Alternative 3: Antelope-Pardee Single-Circuit 500-kV Towers between Haskell Canyon and Pardee Substation

C.9.8.1 Affected Environment

From Mile 0 to Mile 20.3, the Alternative 3 route would be identical to the proposed Project. As described in Section B.4.4.1, Alternative 3 would construct single-circuit 500-kV towers from Mile 20.3 to Mile 25.6 instead of replacing the existing single-circuit line with a double-circuit 500-kV line. However, the land uses that would be traversed by, or located adjacent to, Alternative 3 would be identical to the proposed Project. See Tables C.9-1 and C.9-2 for a summary of these land uses.

C.9.8.2 Impacts and Mitigation Measures

The construction and maintenance activities and equipment required for Alternative 3 would be similar to the proposed Project, with the exception of siting new single-circuit 500-kV towers in place of double-circuit towers. The following describes impacts to land use and public recreation from Alternative 3 as determined by the significance criteria listed in Section C.9.3, and if necessary, provides mitigation measures that would serve to reduce impacts to resources.

Land Use

Conflict with applicable land use or recreation plans, goals, policies, or regulations (Criterion LU1)

Alternative 3 would not conflict with federal and local land use policies. From Mile 5.7 to Mile 18.6, Alternative 3 would traverse NFS lands within the Saugus-Del Sur utility corridor that is located in a Back Country Land Use Zone. While the alternative would intensify the industrial use of the existing ROW, this alternative is a permitted use within the Back Country Land Use Zone (USDA Forest Service, 2005a). According to the Forest Plan, the Saugus-Del Sur utility corridor has a designated width of approximately 1,000 feet (USDA Forest Service, 2005a). As such, the proposed expansion of the existing ROW from 100 to 160 feet would remain within the USDA Forest Service's designated utility corridor. According to the Forest Plan, under Commodity and Commercial Uses (Non-Recreation Special-Uses), non-recreation special-uses are

authorized within the ANF only when they cannot be reasonably accommodated on non-NFS lands (USDA Forest Service, 2005a). See Section D (Comparison of Alternatives) of this report for a discussion of the non-Forest alternative and its feasibility. Alternative 3 would be consistent with the land use policies identified in Table C.9-4. See Section C.15 (Visual Resources) for a discussion of consistency with the scenic integrity objectives and visual policies of the Forest Plan.

Preclude a permitted use or create a disturbance to a particular land use (Criterion LU2)

Construction of Alternative 3 would temporarily disrupt existing residential and commercial land uses (Impact L-1). During construction, temporary traffic, noise, and air quality impacts would occur to residences and businesses located within 1,000 feet of the route. In particular, construction activities would be located within 400 feet of more than 20 residential communities within the City of Santa Clarita and unincorporated Los Angeles County. Land use impacts resulting from the construction of Alternative 3 would be significant but mitigable (**Class II**). Implementation of Mitigation Measures N-1a (Nighttime Construction Noise Restriction in Santa Clarita), N-1b (Provide Advanced Notification of Construction), and N-1c (Provide Shields for Stationary Construction Equipment) is recommended to adequately notify residents and businesses of upcoming construction activities, and would serve to minimize noise impacts in residential areas. As such, implementation of these mitigation measures would minimize disruptions to residences and businesses located along Alternative 3, reducing impacts to a less-than-significant level.

Construction of Alternative 3 would not significantly disrupt access to the Bouquet Canyon Stone Quarry (Impact L-2). Construction activities associated with the alternative would require the use of equipment along Del Sur Ridge Road, which provides primary access to the quarry. However, continual access would be provided along Del Sur Ridge Road to allow the passage of construction equipment, and as such, access to the quarry would not be precluded. Impacts would be less than significant (**Class III**), and no mitigation is recommended. See Section C.13.8 for a discussion of traffic access issues along Del Sur Ridge Road.

Operation of Alternative 3 would create a long-term disruption to existing residential land uses (Impact L-3). In the North Area of the route, Alternative 3 would expand the existing ROW from 50 to 180 feet, which would preclude future use of some agricultural and residential properties. The 500-kV towers that would replace the existing 66-kV towers are larger in size and would occupy more land area. In total, Alternative 3 would traverse 58 privately owned parcels, which would restrict current or future land uses on private property and would be considered a significant and unavoidable impact (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Operation of Alternative 3 would also cause a long-term disruption to existing commercial land uses (Impact L-4). In the South Area, the alternative would traverse the Veluzat Motion Picture Ranch, and as such, would preclude current use of outdoor sets and conflict with aerial filming practices. The erection of a new transmission line across the motion picture ranch would permanently disrupt the current use of the ranch. Operational impacts to commercial uses would be significant and unavoidable (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Convert Farmland to non-agricultural use (Criterion LU3)

Construction of Alternative 3 would temporarily encroach upon Farmland (Impact L-5). In the North Area, the alternative would traverse lands classified as Prime Farmland and Unique Farmland, and would require an extension of the existing ROW easement over this agricultural land. Construction activities would also require the creation of temporary access roads across active agricultural fields. Construction of Alternative 3 would create significant but mitigable impacts to Farmland (**Class II**). Implementation of Mitigation Measure L-5

(Establish Agreement and Coordinate Construction Activities with Agricultural Landowners) would reduce impacts to a less-than-significant level.

Operation of Alternative 3 would permanently preclude the use of Farmland (Impact L-6). In the North Area, the alternative would expand the ROW an additional 130 feet across approximately 0.5 miles of Prime Farmland and Unique Farmland. The alternative would also replace 66-kV towers with larger 500-kV towers across agricultural uses in the North Area, which would preclude some existing agricultural uses at the base of the new towers. The ROW expansion that would be required for Alternative 3 would permanently preclude the use of Farmland, creating significant but mitigable impacts (**Class II**). Implementation of Mitigation Measure L-6 (Locate Transmission Towers and Pulling/Splicing Stations to Avoid Agricultural Operations) would reduce impacts to Farmland to a less-than-significant level.

Public Recreation

Temporarily preclude use of a recreation site (Criterion REC1)

Construction of Alternative 3 would temporarily preclude the use of established recreation areas (Impact R-1). In the ANF, construction traffic and other construction-related impacts (i.e., noise, visual) may discourage public use of recreational facilities. The alternative would cross the PCT and would use OHV routes for construction access, and would require temporary closure of these routes and trails. Temporary closure of the PCT would likely occur for only a few hours, and would not exceed one day (Williams, 2006). Construction activities along Del Sur Ridge Road would require temporary closure of portions of this road to recreationists. In addition, Alternative 3 would require improvements to Forest System roads to allow access for equipment, which would result in temporary closure of OHV routes along Del Sur Ridge Road. OHV use would be prohibited on roads that are temporarily upgraded to a Maintenance Level 3, as Level 3 roads can accommodate standard passenger vehicles that would create a safety hazard to OHV recreationists. In the South Area, Alternative 3 would likely preclude or interrupt recreational use of Mountainview Park. Overall, construction of Alternative 3 would result in significant, but mitigable impacts to recreational facilities (**Class II**). Implementation of Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/ Compensation for Impacts to Native Vegetation Communities) would reduce impacts created from the temporary preclusion of recreation sites and damage to ANF trails and roads to a less-than-significant level.

Long-term loss or degradation of recreation areas (Criterion REC2)

Operation of Alternative 3 would not significantly contribute to the long-term loss or degradation of recreational trails (Impact R-2). This alternative includes the need to amend the Forest Plan to exempt the Project from Forest Standard S1 (see Section A.5.2). With a Forest Plan amendment, Alternative 3 would be in compliance with the Forest Plan. See Section C.15 (Visual Resources) for a discussion of impacts to the scenic integrity of the PCT. As it crosses the PCT, Alternative 3 would replace existing 66-kV towers with 500-kV towers. The alternative would not alter the number and type of nonconforming land uses that cross this recreational resource. Consequently, Alternative 3 would not significantly impact the recreational value of the trail from existing conditions (**Class III**).

Alternative 3 would potentially contribute to the long-term loss or degradation of OHV routes (Impact R-3). This alternative would traverse areas within the ANF that have an ROS designation of semi-primitive, motorized, which permits motorized use of local primitive or collector roads and includes trails suitable for

motorbikes (see Table C.9-3). Construction activities would require clearing and grading of existing access and spur roads, some of which are located along designated OHV routes. Roads that are improved from a Level 2 to a Level 3 maintenance level would no longer allow OHV use. As such, any upgrades of designated OHV routes to Level 3 as a result of Alternative 3 would permanently preclude OHV use of the affected road system, creating a significant but mitigable impact (**Class II**). Implementation of Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) would reduce impacts to a less-than-significant level by allowing for continued use of OHV trails following construction of the alternative.

Alternative 3 would facilitate unmanaged recreational uses within the ANF that would contribute to the long-term loss or degradation of recreational facilities (Impact R-4). This alternative would require the construction and/or improvement of approximately 9.7 miles of access roads and approximately 1.1 miles of spur roads within NFS lands. The creation of new roads would allow unauthorized uses (i.e., illegal OHV use) to access new areas of the ANF, which would significantly impact recreational resources (**Class II**). To reduce impacts from unmanaged recreation, Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) is recommended. Implementation of Mitigation Measure R-4 would minimize unauthorized uses along non-NFS roads, reducing impacts to a less-than-significant level.

C.9.9 Alternative 4: Antelope-Pardee Re-Routing of New Right-of-Way along Haskell Canyon

C.9.9.1 Affected Environment

From Mile 0 to Mile 17.5, and from Mile 20.6 to Mile 25.9 (proposed Project Mile 20.3 to Mile 25.6), the Alternative 4 route would be identical to the proposed Project. From Mile 17.5 to Mile 20.6, Alternative 4 would travel through Haskell Canyon approximately 0.6 miles east of the proposed Project route (see Figure C.9-1), and would be constructed in a newly rerouted section of utility corridor across existing open space. Alternative 4 would also be sited east of the Veluzat Motion Picture Ranch, and would not traverse this existing land use. However, Alternative 4 would traverse eight privately owned parcels in the South Area of the route. See Section C.9.1.3 for a description of the motion picture ranch and Tables C.9-1 and C.9-2 for the key land uses that would be located along the Alternative 4 route.

C.9.9.2 Impacts and Mitigation Measures

The construction and maintenance activities and equipment required for Alternative 4 would be similar to the proposed Project, with the exception of the relocation of a new ROW through Haskell Canyon, approximately 0.6 miles east of the proposed Project route. The following describes impacts to land use and public recreation from Alternative 4 as determined by the significance criteria listed in Section C.9.3, and if necessary, provides mitigation measures that would serve to reduce significant impacts to a less-than-significant level.

Land Use

Conflict with applicable land use or recreation plans, goals, policies, or regulations (Criterion LU1)

Alternative 4 would not conflict with federal and local land use policies. Mile 17.5 to Mile 18.8 of Alternative 4 would be constructed across NFS lands in a Back Country Land Use Zone (except for a 0.3-mile segment that would cross private land in-holdings), which allows major utility corridors in designated areas (USDA Forest Service, 2005a). However, the alternative would not be located within a USDA Forest Service designated utility corridor. As such, for this portion of the alternative to be consistent with the management

direction provided in the 2005 Forest Plan, a Forest Plan amendment would be needed. The Forest Plan would be amended to establish a new utility corridor, establish utility corridor width, change the scenic integrity objectives, and modify Forest Standard S1 regarding the PCT as fully described in Section A.5.2 (Introduction). According to the Forest Plan, under Commodity and Commercial Uses (Non-Recreation Special-Uses), non-recreation special-uses are authorized within the ANF only when they cannot be reasonably accommodated on non-NFS lands (USDA Forest Service, 2005a). See Section D (Comparison of Alternatives) of this report for a discussion of the non-Forest alternative and its feasibility. As the USDA Forest Service would require an amendment of the 2005 Forest Plan for the construction and operation of Alternative 4, the alternative would avoid conflicts with the land use plans, policies, and regulations identified in Table C.9-4. See Section C.15 (Visual Resources) for a discussion of consistency with the scenic integrity objectives and visual policies of the Forest Plan.

Preclude a permitted use or create a disturbance to a particular land use (Criterion LU2)

Construction of Alternative 4 would temporarily disrupt existing residential and commercial land uses (Impact L-1). During construction, temporary traffic, noise, and air quality impacts would occur to residences and businesses located within 1,000 feet of the route. In particular, construction activities would be located within 400 feet of more than 20 residential communities within the City of Santa Clarita and unincorporated Los Angeles County. Construction-related impacts (i.e., noise, dust, traffic) would also temporarily affect filming activities at the Veluzat Motion Picture Ranch, located west of Alternative 4. Land use impacts resulting from the construction of Alternative 4 would be significant but mitigable (**Class II**). Implementation of Mitigation Measures N-1a (Nighttime Construction Noise Restriction in Santa Clarita), N-1b (Provide Advanced Notification of Construction), and N-1c (Provide Shields for Stationary Construction Equipment) is recommended to adequately notify residents and businesses of upcoming construction activities, and would serve to minimize noise impacts in residential areas. As such, implementation of these mitigation measures would minimize disruptions to residences and businesses located along Alternative 4, reducing impacts to a less-than-significant level.

Construction of Alternative 4 would not significantly disrupt access to the Bouquet Canyon Stone Quarry (Impact L-2). Construction activities associated with the alternative would require the use of equipment along Del Sur Ridge Road, which provides primary access to the quarry. However, continual access would be provided along Del Sur Ridge Road to allow the passage of construction equipment, and as such, access to the quarry would not be precluded. Impacts would be less than significant (**Class III**), and no mitigation is recommended. See Section C.13.9 for a discussion of traffic access issues along Del Sur Ridge Road.

Operation of Alternative 4 would create a long-term disruption to existing residential land uses (Impact L-3). In the North Area of the route, Alternative 4 would expand the existing ROW from 50 to 180 feet, which would preclude future use of some agricultural and residential properties. The 500-kV towers that would replace the existing 66-kV towers are larger in size and would occupy more land area. In total, Alternative 4 would traverse 60 privately owned parcels, which would restrict current or future land uses on private property and would be considered a significant and unavoidable impact (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Operation of Alternative 4 would avoid any long-term disruptions to existing commercial land uses (Impact L-4). In the South Area, the alternative would be located east of the Veluzat Motion Picture Ranch, and as such, would not preclude current use of outdoor sets nor conflict with aerial filming practices. Alternative 4 would not interfere with the current use of the ranch. No operational impacts to commercial uses would occur from Alternative 4.

Convert Farmland to non-agricultural use (Criterion LU3)

Construction of Alternative 4 would temporarily encroach upon Farmland (Impact L-5). In the North Area, the alternative would traverse lands classified as Prime Farmland and Unique Farmland, and would require an extension of the existing ROW easement over this agricultural land. Construction activities would also require the creation of temporary access roads across active agricultural fields. Construction of Alternative 4 would create significant but mitigable impacts to Farmland (**Class II**). Implementation of Mitigation Measure L-5 (Establish Agreement and Coordinate Construction Activities with Agricultural Landowners) would reduce impacts to a less-than-significant level.

Operation of Alternative 4 would permanently preclude the use of Farmland (Impact L-6). In the North Area, the alternative would expand the ROW an additional 130 feet across approximately 0.5 miles of Prime Farmland and Unique Farmland. The alternative would also replace 66-kV towers with larger 500-kV towers across agricultural uses in the North Area, which would preclude some existing agricultural uses at the base of the new towers. The ROW expansion that would be required for Alternative 4 would permanently preclude the use of Farmland, creating significant but mitigable impacts (**Class II**). Implementation of Mitigation Measure L-6 (Locate Transmission Towers and Pulling/Splicing Stations to Avoid Agricultural Operations) would reduce impacts to Farmland to a less-than-significant level.

Public Recreation

Temporarily preclude use of a recreation site (Criterion REC1)

Construction of Alternative 4 would temporarily preclude the use of established recreation areas (Impact R-1). In the ANF, construction traffic and other construction-related impacts (i.e., noise, visual) may discourage public use of recreational facilities. The alternative would cross the PCT and would use OHV routes for construction access, and would require temporary closure of these routes and trails. Temporary closure of the PCT would likely occur for only a few hours, and would not exceed one day (Williams, 2006). Construction activities along Del Sur Ridge Road would require temporary closure of portions of this road to recreationists. In addition, Alternative 4 would require improvements to Forest System roads to allow access for equipment, which would result in temporary closure of OHV routes along Del Sur Ridge Road. OHV use would be prohibited on roads that are temporarily upgraded to a Maintenance Level 3, as Level 3 roads can accommodate standard passenger vehicles that would create a safety hazard to OHV recreationists. In the South Area, Alternative 4 would likely preclude or interrupt recreational use of Mountainview Park. Overall, construction of Alternative 4 would result in significant but mitigable impacts to recreational facilities (**Class II**). Implementation of Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/ Compensation for Impacts to Native Vegetation Communities) would reduce impacts created from the temporary preclusion of recreation sites and damage to ANF trails and roads to a less-than-significant level.

Long-term loss or degradation of recreation areas (Criterion REC2)

Operation of Alternative 4 would not significantly contribute to the long-term loss or degradation of recreational trails (Impact R-2). This alternative includes the need to amend the Forest Plan to exempt the Project from Forest Standard S1 (see Section A.5.2). With a Forest Plan amendment, Alternative 4 would be in compliance with the Forest Plan. See Section C.15 (Visual Resources) for a discussion of impacts to the scenic integrity of the PCT. As it crosses the PCT, Alternative 4 would replace existing 66-kV towers with 500-kV

towers. The alternative would not alter the number and type of nonconforming land uses that cross this recreational resource. Consequently, development and operation of Alternative 4 would not significantly impact the recreational value of the trail from existing conditions. Impacts would be adverse but less than significant (**Class III**).

Alternative 4 would potentially contribute to the long-term loss or degradation of OHV routes (Impact R-3). The alternative would traverse areas within the ANF that have an ROS designation of semi-primitive, motorized, which permits motorized use of local primitive or collector roads and includes trails suitable for motorbikes (see Table C.9-3). Construction activities would require clearing and grading of existing access and spur roads, some of which are located along designated OHV routes. Roads that are improved from a Level 2 to a Level 3 maintenance level would no longer allow OHV use. As such, any upgrades of designated OHV routes to Level 3 as a result of Alternative 4 would permanently preclude OHV use of the affected road system, creating a significant but mitigable impact (**Class II**). Implementation of Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) would reduce impacts to a less-than-significant level by allowing for continued use of OHV trails following construction of the alternative.

Alternative 4 would facilitate unmanaged recreational uses within the ANF that would contribute to the long-term loss or degradation of recreational facilities (Impact R-4). This alternative would require the construction and/or improvement of approximately 9.6 miles of access roads and approximately 1.5 miles of spur roads within NFS lands. The creation of new roads would allow unauthorized uses (i.e., illegal OHV use) to access new areas of the ANF, which would significantly impact recreational resources (**Class II**). To reduce impacts from unmanaged recreation, Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) is recommended. Implementation of Mitigation Measure R-4 would minimize unauthorized uses along non-NFS roads, reducing impacts to a less-than-significant level.

C.9.10 Alternative 5: Antelope-Pardee Sierra-Pelona Re-Route

C.9.10.1 Affected Environment

Alternative 5 would begin at Antelope Substation, and would traverse land under the jurisdiction of the BLM and the USDA Forest Service; the Cities of Lancaster, Palmdale, and Santa Clarita; and the unincorporated communities of Leona Valley, Agua Dulce, Forrest Park, and Bouquet Canyon in Los Angeles County (see Figure C.9-1). The 37.2-mile route consists predominately of open space land uses, with agricultural and residential uses scattered along the route. Alternative 5 would traverse a total of 103 privately owned parcels. Specific land uses traversed by or in the vicinity of the alternative include existing residences and farms and approved residential development in Leona Valley, Agua Dulce, and Bouquet Canyon. Table C.9-5 details the key land uses that would be traversed by or located adjacent to Alternative 5.

Location	Jurisdiction	Classification or Land Use Type	Specific Land Use	Non-Residential Sensitive Receptors
Alternative 5				
West Avenue J	City of Lancaster	North: Residential; Open Space and Recreation South: Industrial; Open Space and Recreation	Antelope Substation	None
West 90 th Street at Avenue J	City of Lancaster	Residential; Commercial and Services; Transportation	Mobile home park; Restaurant Dobb's Derby Pub)	None

Table C.9-5. Land Uses and Sensitive Receptors along Alternative 5				
Location	Jurisdiction	Classification or Land Use Type	Specific Land Use	Non-Residential Sensitive Receptors
~0.6 miles south of Avenue L	City of Lancaster	North: Agriculture South: Open Space and Recreation	California Aqueduct	None
Portal Pass Road/ 107 th Street West	Unincorporated Los Angeles Co.	West: Open Space and Recreation East: Residential	Single-family residences	None
Lonesome Valley Road	USDA Forest Service	Open Space and Recreation	Recreational facilities	ANF
North of Lost Valley Ranch Road	Bureau of Land Management	Open Space and Recreation	Scattered ranchettes located south of BLM land along Lost Valley Ranch Rd.	None
North of Bouquet Canyon Road	Bureau of Land Management	Open Space and Recreation	Residential uses located south of BLM land along Bouquet Canyon Road	None
Bouquet Canyon Road	Unincorporated Los Angeles Co.	West: Open Space and Recreation East: Agriculture; Residential	Single-family residences	Nessa Ranch
~2 miles north of Anthony Road	City of Palmdale; Santa Monica Mountains Conservancy	Open Space and Recreation	Ritter Ranch	Sierra Pelona Trail
~1.6 miles north of Anthony Road	Bureau of Land Management	Open Space and Recreation	Residential uses located south of BLM land along Anthony Road	None
Anthony Road	Unincorporated Los Angeles Co.	North: Open Space and Recreation South: Residential	Single-family residences	None
Sierra Highway	Unincorporated Los Angeles Co.	Residential; Public Facilities	Agua Dulce Fire Station	None
Shady Lane Road/ Pratty Road	Unincorporated Los Angeles Co.	Approved Residential	Agua Dulce Residential Project (TR 50385)	None
Agua Dulce Canyon Road	Unincorporated Los Angeles Co.	Transportation; Residential	Agua Dulce Airport	None
Escondido Canyon Road	Unincorporated Los Angeles Co.	Open Space and Recreation	Recreational facilities	Vasquez Rocks Natural Area Park
State Highway 14	Bureau of Land Management	Open Space and Recreation	Recreational facilities located west of BLM land	None
Southeast of State Highway 14	USDA Forest Service	Open Space and Recreation	Recreational facility-Trail located south of USDA Forest Service land	None
~1.4 miles southeast of State Hwy 14	Bureau of Land Management	Open Space and Recreation	Recreational facility-Trail	Pacific Crest National Scenic Trail
South of Davenport Road and east of Sierra Hwy	Bureau of Land Management	Open Space and Recreation	Residential uses located north of BLM land along Davenport Road	None
Bouquet Canyon Road	Unincorporated Los Angeles Co.	North: Open Space and Recreation South: Residential	Single-family residences	None

Table C.9-5. Land Uses and Sensitive Receptors along Alternative 5				
Location	Jurisdiction	Classification or Land Use Type	Specific Land Use	Non-Residential Sensitive Receptors
Tamarack Lane	City of Santa Clarita	North & South: Residential	Single-family residences	None
Seco Canyon Road	City of Santa Clarita	North & South: Residential; Open Space	Single-family residences; Community park	Mountainview Park
San Francisquito Canyon Road	Unincorporated Los Angeles Co.	East: Residential; Agriculture; Open Space and Recreation West: Residential	Single-family residential; Ranch	None
Copper Hill Drive	Unincorporated Los Angeles Co.	West: Residential; East: Residential; Open Space and Recreation	Single-family residential	NorthPark III Recreation Center (Valencia NorthPark HOA)
McBean Parkway	Unincorporated Los Angeles Co.	North: Residential; Commercial and Services South: Residential; Open Space and Recreation; Educational Institution; Public Facility	Single-family residential; Multi-family residential; Community park; Elementary School; Religious Facility	Chesebrough County Park; NorthPark Elementary School; Church of Latter Day Saints
Copper Hill Drive	Unincorporated Los Angeles Co.	North: Open Space and Recreation South: Residential; Educational Institution	Single-family residential Junior High School	Rio Norte Junior High School
Johnson Parkway	City of Santa Clarita	North & South: Industrial; Commercial and Services	Retail Stores	None
Brady Parkway	City of Santa Clarita	East: Industrial; Commercial and Services West: Open Space and Recreation	Retail Stores	None
Rye Canyon Road	City of Santa Clarita	Industrial	Pardee Substation	None

Source: Site reconnaissance conducted in February 2005.

Section C.9.2 discusses the plans that would be applicable to the proposed Project, some of which would apply to Alternative 5. These plans include the County of Los Angeles General Plan, the Antelope Valley Areawide General Plan, and the City of Lancaster General Plan. See Section C.9.2 for a discussion of these plans. Four additional plans that would apply to Alternative 5 include the California Desert Conservation Area Plan (CDCA), the 2006 CDCA Amendment (West Mojave Plan), the South Coast Resource Management Plan, and the City of Palmdale General Plan. The following discussion summarizes the policies from the BLM and the City of Palmdale that are applicable to Alternative 5.

California Desert Conservation Area Plan and 2006 California Desert Conservation Area Plan Amendment (West Mojave Plan). The 25 million-acre CDCA contains over 12 million acres of public lands spread within the area known as the California Desert, which includes the following three deserts: the Mojave, the Sonoran, and a small portion of the Great Basin (BLM, 1999). The 12 million acres of public lands administered by the BLM are half of the CDCA. In March 2006, the BLM published a Record of Decision to amend the Mojave portion of the CDCA, which was entitled the West Mojave Plan. A revised CDCA Plan that incorporates the West Mojave Plan is expected to be issued in the third or fourth quarter of 2006 (BLM, 2006a).

Alternative 5 would traverse three BLM parcels that are located within the CDCA (Township 6 North, Range 13 West) (BLM, 2006b). According to the Final EIS/EIR that was issued for the West Mojave Plan, the BLM

lands that would be traversed by Alternative 5 have been designated as BLM Unclassified (BLM, 2005). Unclassified lands are defined as scattered and isolated parcels of public land that have not been placed within multiple-use classes. These parcels are managed on a case-by-case basis (BLM, 1999). However, Chapter 3.6 of the West Mojave Plan states that new electric transmission lines over 161 kV must be located within a designated utility corridor (BLM, 2005). The Alternative 5 route would not be located within a designated utility corridor across BLM lands, and the nearest corridor would be located east of the alternative route (BLM, 2006b). According to the West Mojave Plan, a project may be located outside of a utility corridor with the adoption of a CDCA plan amendment that examined whether the need for a one-time exemption from the corridor network warranted construction in a non-corridor location (BLM, 2005). As such, if Alternative 5 is chosen by the CPUC and the USDA Forest Service, this alternative would require a CDCA Plan amendment and a separate NEPA clearance by the BLM.

South Coast Resource Management Plan. Alternative 5 would also traverse BLM parcels outside of the CDCA that are within the boundaries of the South Coast Resource Management Plan. The South Coast Planning Area has been divided into four management areas, and the Alternative 5 route would traverse BLM parcels in the Los Angeles-Orange County Management Area. This management area includes approximately 5,500 acres of BLM public land and 36,000 acres of BLM split estate land (BLM, 1994). The land use decisions for this management area emphasize administrative adjustments through land disposal and transfer to other agencies. Approximately 1,200 acres within this management area are considered suitable for jurisdictional exchange with the USDA Forest Service, and the remaining lands are considered suitable for disposal (BLM, 1994).

As described in Chapter 2 of the South Coast Resource Management Plan, utility corridors have not been identified within the management areas, and applications for utility ROWs would be handled on a project-by-project basis (BLM, 1994). As the Alternative 5 route would not traverse a designated avoidance area, an amendment to the South Coast Resource Management Plan would not be required for construction of this alternative (BLM, 2006b).

City of Palmdale General Plan. The City of Palmdale General Plan (City of Palmdale, 1993) establishes local policies for the City of Palmdale that consider regional issues pertaining to transportation, housing, open space, infrastructure, coordination of emergency services, and other physical, social, and economic concerns. The following policy is applicable to the portion of Alternative 5 that would traverse the City of Palmdale:

Policy L7.1.9: Ensure that development within the Southwest Special Development Planning Area occurs in a logical and orderly pattern, and provides for timely and economical provision of infrastructure, compatibility with existing neighborhoods, sensitivity to environmental and topographic constraints, and establishment of proper buffering around the landfill, by requiring the following area-wide planning and infrastructural studies:

- i. Significant ridges within the highly visible upper elevations of Verde Ridge and the Sierra Pelona foothills shall be preserved as natural open space.

Additional policies that address scenic viewsheds are discussed in Section C.15 (Visual Resources).

Agricultural Land Uses

Figure C.9-3 depicts the variety of agricultural land classifications that are found in the vicinity of Alternative 5. The alternative would traverse agricultural areas that are classified as Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, and Grazing Land, and would be constructed adjacent to Unique Farmland (DOC, 2006). No Williamson Act lands occur within the vicinity of Alternative 5 (DOC, 2005b).

Public Recreational Land Uses

The following recreational facilities are located in the vicinity of Alternative 5.

Ritter Ranch. Ritter Ranch is located within the City of Palmdale. Approximately 4,200 acres of Ritter Ranch was dedicated as open space in 1992, and was turned over to the management of the Santa Monica Mountains Conservancy (LA Daily News, 2005). This dedicated open space (termed Ritter Ranch Park) is currently the subject of a landowner dispute between the Santa Monica Mountains Conservancy and a private investment firm (LA Daily News, 2005). Alternative 5 would traverse recreational resources in Ritter Ranch, including existing hiking trails such as the Sierra Pelona Trail that travel into the ANF.

Vasquez Rocks Natural Area Park. The 745-acre Vasquez Rocks Natural Area Park is characterized by its unique geological rock formations. A number of public recreational activities are available at the park, such as a history trail tour of the Tatavian Indian and Spanish settlers, campfire nature talks, equestrian programs, junior ranger program, and seasonal special events. Additional facilities include hiking, equestrian, and OHV trails; picnic areas; and group camping sites. The park is also used for motion picture filming and weddings (LA County Parks, 2006). Alternative 5 would be located approximately 0.8 miles east of Vasquez Rocks Natural Area Park.

Pacific Crest National Scenic Trail. As stated in Section C.9.1.2, the 2,650-mile PCT was designated by Congress in 1968 as one of the first scenic trails in the National Trails System (PCT, 2005). In addition to the 126 miles of the PCT that are located within the ANF, the trail traverses unincorporated Los Angeles County land and BLM land located between the northern and southern portions of the Santa Clara/Mojave Rivers Ranger District. The PCT would be crossed by Alternative 5 as it traverses a portion of public land managed by the BLM south of State Highway 14 (Antelope Valley Freeway).

C.9.10.2 Impacts and Mitigation Measures

Alternative 5 would be located primarily east and south of the ANF, and would travel within the Pardee-Vincent utility corridor for approximately 18.4 miles. The following describes impacts to land use and public recreation from Alternative 5 as determined by the significance criteria listed in Section C.9.3, and if necessary, provides mitigation measures that would serve to reduce significant impacts to a less-than-significant level.

Land Use

Conflict with applicable land use or recreation plans, goals, policies, or regulations (Criterion LU1)

Alternative 5 would not conflict with the County of Los Angeles General Plan, the Antelope Valley Areawide General Plan, and the City of Lancaster General Plan. Alternative 5 would also be consistent with Policy L7.1.9 of the City of Palmdale General Plan. Although the alternative would create a new ROW across the Sierra Pelona, it would not preclude existing open space areas. As such, the alternative would not conflict with the applicable land use policies of the City of Palmdale. In order to avoid conflicts with the West Mojave Plan, Alternative 5 would require a CDCA plan amendment to comply with the designation of utility corridors across the CDCA. No amendments to the South Coast Resource Management Plan would be required for the portion of the Los Angeles-Orange County Management Area that would be traversed by Alternative 5.

A portion of Alternative 5 would be constructed across a Back Country Land Use Zone within NFS lands, which allows major utility corridors in designated areas (USDA Forest Service, 2005a). However, the alternative would not be located in a USDA Forest Service designated utility corridor. As such, for this portion

of the alternative to be consistent with the management direction provided in the 2005 Forest Plan, a Forest Plan amendment would be needed. The Forest Plan would be amended to establish a new utility corridor, establish utility corridor width, and change the scenic integrity objectives as fully described in Section A.5.2 (Introduction). According to the Forest Plan, under Commodity and Commercial Uses (Non-Recreation Special-Uses), non-recreation special-uses are authorized within the ANF only when they cannot be reasonably accommodated on non-NFS lands (USDA Forest Service, 2005a). See Section D (Comparison of Alternatives) of this report for a discussion of the feasibility of a non-Forest alternative. As the USDA Forest Service would require an amendment of the 2005 Forest Plan for the construction and operation of Alternative 5, the alternative would avoid conflicts with the land use plans, policies, and regulations identified in Table C.9-4 and in Section C.9.10.1. See Section C.15 (Visual Resources) for a discussion of consistency with the scenic integrity objectives and visual policies of the Forest Plan.

Preclude a permitted use or create a disturbance to a particular land use (Criterion LU2)

Construction of Alternative 5 would temporarily disrupt existing residential land uses (Impact L-1). During construction, temporary traffic, noise, and air quality impacts would occur to residences located within 1,000 feet of the route, primarily along Leona Avenue and Lost Valley Ranch Road in Leona Valley, on Bouquet Canyon Road east of the ANF, along Anthony Road northeast of Agua Dulce, and along Shadow Valley and Kathleen Avenue in Bouquet Canyon. Construction activities associated with a new 500-kV transmission line would temporarily disrupt adjacent residential communities, creating a significant but mitigable impact (**Class II**). Implementation of Mitigation Measures N-1a (Nighttime Construction Noise Restriction in Santa Clarita), N-1b (Provide Advanced Notification of Construction), and N-1c (Provide Shields for Stationary Construction Equipment) would reduce temporary construction impacts to adjacent residences to a less-than-significant level. See Section C.14 (Utilities and Service Systems) for a discussion of potential collocation impacts resulting from the construction of Alternative 5 within the Pardee-Vincent utility corridor.

Construction of Alternative 5 would not significantly disrupt access to the Bouquet Canyon Stone Quarry (Impact L-2). Demolition activities associated with the alternative would require the use of equipment along Del Sur Ridge Road for the purpose of removing the existing 66-kV transmission structures. This road provides primary access to the quarry. However, continual access would be provided along Del Sur Ridge Road to allow the passage of demolition equipment, and as such, access to the quarry would not be precluded. Impacts would be less than significant (**Class III**), and no mitigation is recommended. See Section C.13.10 for a discussion of traffic access issues along Del Sur Ridge Road.

Operation of Alternative 5 would create a long-term disruption to residential land uses (Impact L-3). For construction and operation of the alternative, SCE would be required to obtain new easements across 103 privately owned parcels. While existing use of these properties (e.g., grazing, farming, residential uses) would generally not be precluded, future use of the new easement would be restricted. For example, affected property owners could not build any structures on lands that occur within the alternative ROW. Alternative 5 would also be sited across the approved Agua Dulce Residential Project (TR 50385), and as a result would preclude the development of planned land uses within the ROW (see Section B.5.3). Alternative 5 was developed by the EIR/EIS preparers. Consequently, SCE has not conducted construction or final alignment and design studies, and would have to prepare these studies if Alternative 5 is implemented. It is conceivable that once SCE develops final design for this alternative, some structures may need to be removed to accommodate the route. Given that final design is not known at this time, this analysis assumes that the possibility of removal of structures exists, because the proposed Alternative 5 alignment is currently adjacent to homes. Depending on the final alignment of Alternative 5, removal of one or more homes or acquisition of

portions of properties where homes are located may be required for construction and operation of this alternative. Potentially affected homes and any associated properties would be located near Leona Avenue and in the Agua Dulce community at Sierra Highway. Overall, the preclusion of existing and planned land uses and the possible removal or acquisition of existing residences or properties would create significant and unavoidable impacts (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Operation of Alternative 5 would avoid any long-term disruptions to existing commercial land uses (Impact L-4). The alternative route would traverse a number of open space, rural residential, and agricultural uses, but would not be constructed across or adjacent to any businesses. As such, No operational impacts would be anticipated to occur to commercial uses.

Convert Farmland to non-agricultural use (Criterion LU3)

Construction of Alternative 5 would temporarily encroach upon Farmland (Impact L-5). Alternative 5 would create a new ROW across lands classified as Prime Farmland at Nessa Ranch on Bouquet Canyon Road (see Figure C.9-3). As the alternative travels west within the existing Pardee-Vincent ROW, it would be constructed across Prime Farmland and Farmland of Statewide Importance, and would be located adjacent to Unique Farmland in Bouquet Canyon, southeast of Bouquet Canyon Road. During construction of the alternative, impacts would occur to Farmland that would be traversed by the route. For example, construction activities would require the creation of access roads across active agricultural fields. During the peak growing season, some crops in these agricultural fields would likely be damaged from construction activities, resulting in significant but mitigable impacts (**Class II**). To minimize damage to agricultural lands during the peak growing season, implementation of Mitigation Measure L-5 (Establish Agreement and Coordinate Construction Activities with Agricultural Landowners) would reduce impacts to a less-than-significant level.

Operation of Alternative 5 would permanently preclude the use of Farmland (Impact L-6). The alternative would create a new ROW across Prime Farmland, and would introduce new 500-kV towers within an existing ROW across Prime Farmland and Farmland of Statewide Importance. Specific calculations of the amount of Farmland that may be precluded from the alternative cannot be established at this time because final engineering of the Project and alternatives has not been completed. However, any permanent preclusion of Farmland that would result from Alternative 5 would create a significant but mitigable impact (**Class II**). Implementation of Mitigation Measure L-6 (Locate Transmission Towers and Pulling/Splicing Stations to Avoid Agricultural Operations) would reduce significant impacts to Farmland to a less-than-significant level.

Figure C.9-3. Important Farmland in the Leona Valley and Bouquet Canyon Areas

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Public Recreation

Temporarily preclude use of a recreation site (Criterion REC1)

Construction of Alternative 5 would temporarily preclude the use of established recreation areas (Impact R-1). Recreational uses would be traversed in Ritter Ranch, which includes hiking trails such as the Sierra Pelona Trail. The Sierra Pelona Trail extends west into the ANF, and is used by recreationists at the ANF as well as within Ritter Ranch. The alternative would also create a new ROW across the PCT, over which it would introduce new 500-kV towers through the designated National Scenic Trail.

During construction of Alternative 5, the presence of equipment and other construction-related impacts associated with this alternative (i.e., noise, dust) may discourage the recreational use of trails (e.g., Sierra Pelona Trail, PCT). The alternative would also require the temporary closure of trails during construction. Temporary closure of the Sierra Pelona Trail and the PCT would likely occur for only a few hours, and would not exceed one day (Williams, 2006). In the ANF, Alternative 5 would require road improvements to allow access for demolition equipment during removal of the 66-kV transmission structures, which would result in temporary closure of OHV routes along Del Sur Ridge Road. OHV use would be prohibited on roads that are temporarily upgraded to a Maintenance Level 3 due to safety hazards to OHV recreationists. Overall, construction of Alternative 5 would result in significant but mitigable impacts to recreational facilities (**Class II**). Implementation of Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities) would reduce impacts to a less-than-significant level. The aforementioned mitigation measures would serve to minimize impacts to recreationists by requiring SCE to provide public notice and coordinate with agencies, to restore OHV routes to a Maintenance Level 2, and to restore damage to ANF trails and roads.

Long-term loss or degradation of recreation areas (Criterion REC2)

Operation of Alternative 5 would contribute to the long-term loss or degradation of recreational trails (Impact R-2). The alternative would introduce a new ROW across existing recreational resources, which includes the PCT and other trails within Ritter Ranch. These recreation areas are characterized by open space, across which the alternative would introduce 500-kV transmission towers. The proposed towers are large structures, ranging from 113 to 178 feet in height. Given the substantial size of these towers and their industrial appearance, the proposed towers would introduce prominent features in the existing landscape. As it crosses the PCT, the alternative would be located approximately 0.2 miles north of the Pardee-Vincent utility corridor. As such, this portion of the PCT is already located in an area characterized by existing industrial uses. However, the Sierra Pelona Trail and other trails within Ritter Ranch are currently located in an open space and natural setting. Consequently, the introduction of a new industrial land use across these recreational resources would alter their natural or scenic quality, creating significant, unavoidable impacts to recreational users within Ritter Ranch (**Class I**). No mitigation measures have been identified that would reduce this impact to a less-than-significant level.

Alternative 5 would potentially contribute to the long-term loss or degradation of OHV routes (Impact R-3). The alternative would traverse areas within the ANF that have an ROS designation of semi-primitive, motorized, which permits motorized use of local primitive or collector roads and includes trails suitable for motorbikes (see Table C.9-3). Demolition activities associated with the existing 66-kV transmission line would require clearing and grading of existing access and spur roads, some of which are located along designated OHV routes. Roads that are improved from a Level 2 to a Level 3 maintenance level would no longer allow

OHV use. As such, any upgrades of designated OHV routes to Level 3 as a result of Alternative 5 would permanently preclude OHV use of the affected road system, creating a significant but mitigable impact (**Class II**). Implementation of Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) would reduce impacts to a less-than-significant level by allowing for continued use of OHV trails following demolition of the 66-kV structures.

Alternative 5 would facilitate unmanaged recreational uses within the ANF that would contribute to the long-term loss or degradation of recreational facilities (Impact R-4). This alternative would require the construction and/or improvement of approximately 1.2 miles of access roads and approximately 0.1 miles of spur roads within NFS lands. The creation of new roads would allow unauthorized uses (i.e., illegal OHV use) to access new areas of the ANF, which would significantly impact recreational resources. However, given the limited amount of new road construction that would be required within the ANF for Alternative 5 (1.3 miles total), Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) has been identified to minimize impacts. Implementation of Mitigation Measure R-4 would reduce impacts from the creation of new roads to a less than significant level (**Class II**).

C.9.11 No Project/Action Alternative

Under the No Project/Action Alternative, the proposed Project would not be implemented and, therefore, the impacts associated with the proposed Project and alternatives described in Sections C.9.5 through C.9.10 above would not occur. As a result, construction and operational impacts would not occur to residential, commercial, agricultural, and recreational land uses adjacent to the Project in the ANF, Los Angeles County, or in the Cities of Santa Clarita, Lancaster, or Palmdale.

However, as identified in Section B.4.6.2, in the absence of the proposed Project other actions would occur. Some wind projects may be postponed or cancelled, or other alternatives may be developed that would meet the RPS goal by 2010. SCE would need to accommodate the power load by upgrading existing transmission infrastructure or building new transmission facilities along a different alignment. Depending on the location of new energy projects, these projects may affect existing land uses and recreation uses. The locations and development schedules for construction and operation of new power plants and transmission infrastructure cannot be predicted and, as such, it is impossible to identify new land use and recreational impacts that would occur under the No Project/Action Alternative.

C.9.12 Impact and Mitigation Summary

Table C.9-6 presents a summary of the impacts and proposed mitigation measures for land use and recreation. Applicable mitigation measures are listed below the impact significance classification for each alternative.

Impact	Impact Significance					
	Proposed Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
L-1: Construction of the Project would temporarily disrupt existing residential and commercial land uses.	Class II	Class II	Class II	Class II	Class II	Class II
	N-1a, N-1b, N-1c*	N-1a, N-1b, N-1c*, T-1a**, T-9**	N-1a, N-1b, N-1c*	N-1a, N-1b, N-1c*	N-1a, N-1b, N-1c*	N-1a, N-1b, N-1c*
L-2: Construction of the Project would temporarily disrupt access to Bouquet Canyon Stone Quarry	Class III	Class II	Class III	Class III	Class III	Class III
	No mitigation	T-1a, T-9**	No mitigation	No mitigation	No mitigation	No mitigation

Table C.9-6. Impact and Mitigation Summary – Land Use and Recreation						
Impact	Impact Significance					
	Proposed Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
L-3: Operation of the Project would cause long-term disruption of existing residential land uses.	Class I	Class I	Class I	Class I	Class I	Class I
	None	None	None	None	None	None
L-4: Operation of the Project would cause long-term disruption of existing commercial land uses.	Class I	Class I	Class I	Class I	No Impact	No Impact
	None	None	None	None	None	None
L-5: Construction of the Project would temporarily encroach upon Farmland.	Class II	Class II	Class II	Class II	Class II	Class II
	L-5	L-5	L-5	L-5	L-5	L-5
L-6: The right-of-way expansion and larger 500-kV towers would permanently preclude use of Farmland.	Class II	Class II	Class II	Class II	Class II	Class II
	L-6	L-6	L-6	L-6	L-6	L-6
R-1: Construction of the Project would preclude the use of established recreation areas in the Angeles National Forest and in the City of Santa Clarita.	Class II	Class II	Class II	Class II	Class II	Class II
	R-1a, R-1b, R-1c, R-1d, B-1a***	R-1a, R-1b, R-1c, R-1d, B-1a***	R-1a, R-1b, R-1c, R-1d, B-1a***	R-1a, R-1b, R-1c, R-1d, B-1a***	R-1a, R-1b, R-1c, R-1d, B-1a***	R-1a, R-1b, R-1c, R-1d, B-1a***
R-2: The siting of Project components would contribute to the long-term loss or degradation of recreational trails.	Class III	Class III	Class III	Class III	Class III	Class I
	None	None	None	None	None	None
R-3: The Project would contribute to the long-term loss or degradation of OHV routes.	Class II	Class I	Class II	Class II	Class II	Class II
	R-3	None	R-3	R-3	R-3	R-3
R-4: The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational facilities in the Angeles National Forest.	Class II	Class II	Class II	Class II	Class II	Class II
	R-4	R-4	R-4	R-4	R-4	R-4

Class I = Significant and unavoidable impact; Class II = Significant but mitigated to a less-than-significant level; Class III = Less-than-significant impact; Class IV = Beneficial impact.

* Please see Section C.10.5, Noise, Proposed Project/Action, Mitigation Measures N-1a (Nighttime Construction Noise Restriction in Santa Clarita), N-1b (Provide Advanced Notification of Construction), and N-1c (Provide Shields for Stationary Construction Equipment).

** Please see Section C.13.5, Traffic and Transportation, Proposed Project/Action, Mitigation Measures T-1a (Prepare Traffic Control Plans) and T-9 (Provide Continuous Access to Properties).

*** Please see Section C.3.5, Biological Resources, Proposed Project/Action, Mitigation Measure B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities).

C.9.13 Cumulative Effects

C.9.13.1 Geographic Scope

The geographic scope for the analysis of cumulative impacts associated with land use and recreation is the North Los Angeles County Subregion, as delineated by SCAG (see Section B.5.4). This is defined as the geographic scope or the cumulative impact area because rapid population growth continues to occur in northern Los Angeles County, resulting in the development of new residential, commercial, and industrial land uses. New development affects existing land uses within the northern county such as open space, agriculture, and low-density uses.

C.9.13.2 Existing Cumulative Conditions

Rapid development and population growth has been ongoing within incorporated (i.e., Cities of Lancaster, Palmdale, and Santa Clarita) and unincorporated areas of Los Angeles County, which has impacted existing land uses such as open space, agriculture, and rural residential areas. The siting of new residential, commercial, and industrial land uses is often located in existing open space areas, and has also extended across existing agricultural uses, especially in northern Los Angeles County. For example, the Ritter Ranch and Anaverde developments that are currently under construction, in addition to the approved Agua Dulce Residential Project (TR 50385), are located in former open space areas. The Meadow Peak Project that has been proposed in unincorporated Los Angeles County would also construct a residential development within existing open space, east of Haskell Canyon. Past development within Los Angeles County has already altered existing land uses and permanently precluded some land uses such as open space and agricultural areas. Consequently, the impacts of additional development projects that encroach and permanently alter existing land uses would be cumulatively considerable.

The growing populations in northern Los Angeles County have contributed to past and current projects within the ANF. Past utility projects such as transmission line corridors, power houses, and the Los Angeles Aqueduct have been constructed across NFS lands to serve the expanding communities in northern Los Angeles County. Future construction within the existing 1,000-foot wide Saugus-Del Sur utility corridor may occur, which would result in potential collocation impacts with the Project. Utility projects that may be located within this corridor would need to consider special protection measures to avoid damage to the Project, especially for underground portions that would occur under Alternative 1. However, no foreseeable projects that would be located within the Project utility corridor have been identified. In addition to projects across the ANF, an increase in the developmental density surrounding the ANF also strains the capacity of the recreational resources on NFS lands. Recreational facilities such as roads, trails, campgrounds, and day use areas have been constructed to meet the demands of increased visitation to the ANF. Currently, development within the ANF has included 557 miles of trails; 15 campgrounds in the Santa Clara/Mojave Rivers Ranger District (north of Highway 14); and recreational residences along Bouquet Canyon, Lake Hughes, and San Francisquito.

C.9.13.3 Cumulative Impact Analysis

The potential for land use impacts of the proposed Project and alternatives described in Sections C.9.5 through C.9.10 to combine with the effects of other projects within the geographic scope of the cumulative analysis are described below.

- **Construction of the proposed Project would temporarily disrupt existing residential and commercial land uses (Impact L-1).** Construction activities associated with the proposed Project would result in temporary impacts (i.e., traffic, noise, air quality) to the residential and commercial uses located adjacent to the transmission corridor. Specific construction impacts would occur to the more than 20 residential communities that are located within 400 feet of the ROW and to the Veluzat Motion Picture Ranch (see Section C.9.5). While mitigation is required to reduce significant construction impacts resulting from the proposed Project, construction activities associated with other projects in close proximity, if they occur at the same time as the Project, would also disturb the aforementioned residential and commercial uses. These projects would include the Meadow Peak Project, Copper Hill Project, North Park, and Boston Scientific, in addition to the following residential developments: TR 46908, TR 46183, TR 47657, TR 51789, TR 54073, and TR 35783. The combined construction effects of multiple projects could be cumulatively significant at various times during construction (**Class I**). While Mitigation Measures N-1a (Nighttime Construction Noise Restriction in Santa Clarita), N-1b (Provide Advanced Notification of Construction), and N-1c (Provide Shields for Stationary Construction Equipment) have been identified to reduce the impacts of the proposed Project, residual impacts from the construction of multiple projects would remain significant. No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

The residential and commercial land uses that would be impacted by construction of the proposed Project would also be impacted by construction of Alternatives 1 through 4. As such, the cumulative effects from Alternatives 1 through 4 would not differ from the proposed Project.

Alternative 5 would traverse a greater number of privately owned parcels (103 total) along the proposed ROW. Similar to the proposed Project, construction activities associated with Alternative 5 would result in temporary traffic, noise, and air quality impacts to adjacent and traversed residences. Construction activities associated with other projects in close proximity, which occur at the same time as Alternative 5, would also disturb adjacent residential uses. These projects include the Ritter Ranch residential development, as well as the residential and commercial projects listed in Santa Clarita along the Pardee-Vincent corridor (i.e., Copper Hill Project, North Park, Boston Scientific, TR 46908, TR 46183, TR 47657, TR 51789, TR 54073, and TR 35783). The combined construction effects of multiple projects could be cumulatively significant at various times during construction (**Class I**). While Mitigation Measures N-1a (Nighttime Construction Noise Restriction in Santa Clarita), N-1b (Provide Advanced Notification of Construction), and N-1c (Provide Shields for Stationary Construction Equipment) have been identified to reduce the impacts of Alternative 5, residual impacts from the construction of multiple projects would remain significant. No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

- **Construction of the proposed Project would temporarily disrupt access to Bouquet Canyon Stone Quarry (Impact L-2).** Construction activities associated with the proposed Project would create less-than-significant impacts to the operations of the Bouquet Canyon Stone Quarry. While Project construction would require the use of Del Sur Ridge Road, access to the quarry would not be precluded. No current or future projects have been proposed in the vicinity of the quarry that would contribute to a cumulative disruption of quarry operations. As such, cumulative impacts resulting from construction of the proposed Project would remain less than significant (**Class III**).

Alternative 1 would require undergrounding activities along Del Sur Ridge Road, which would create significant but mitigable impacts to the operations of the Bouquet Canyon Stone Quarry. However, no current or future projects have been proposed in the vicinity of the quarry that would contribute to a cumulative disruption of quarry operations. As such, cumulative impacts resulting from construction of Alternative 1 would remain significant, but mitigable (**Class II**). Implementation of Mitigation Measures T-1a (Prepare Traffic Control Plans) and T-9a (Provide Continuous Access to Properties) would reduce the impacts of Alternative 1 to a less-than-significant level.

The construction activities that would occur along Del Sur Ridge Road for Alternatives 2 through 4 would be similar to the activities that would occur for the proposed Project. Although Alternative 5 would be constructed within a new ROW along the eastern boundary of the ANF, it would require the removal of the 66-kV structures along Del Sur Ridge. As such, Alternative 5 would involve demolition activities along the Saugus-Del Sur utility corridor that would have similar effects to the Bouquet Canyon Stone Quarry as the proposed Project. Therefore, the cumulative effects from Alternatives 2 through 5 would not differ from the proposed Project.

- **Operation of the proposed Project would cause long-term disruption of existing residential land uses (Impact L-3).** Operation of the proposed Project would create long-term disruptions to existing residential uses. The expansion of the ROW in the North Area of the proposed Project route would permanently restrict the future use of existing residential and agricultural land. The Project would also traverse 58 privately owned parcels, resulting in long-term impacts to existing land uses. Other proposed projects (e.g., Segment 2: Antelope-Vincent 500-kV Transmission Line, Segment 3: Antelope-Tehachapi Transmission Line) would traverse existing residential and agricultural uses; as such, the operation of these projects would similarly preclude existing land uses. The combined operational effects to residential land uses from multiple projects could be cumulatively significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

Similar to the proposed Project, operation of Alternatives 1 through 5 would permanently restrict the future use of existing and planned residential uses and agricultural land. The number of privately owned parcels that would be traversed by Alternatives 1 through 5 would be 58, 59, 58, 60, and 103, respectively. As other proposed projects would traverse existing and planned residential and agricultural uses (e.g., Segment 2: Antelope-Vincent 500-kV Transmission Line, Segment 3: Antelope-Tehachapi Transmission Line), these projects would create a similar land use preclusion. The combined operational effects to residential land uses from multiple projects could be cumulatively significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

- **Operation of the proposed Project would cause long-term disruption of existing commercial land uses (Impact L-4).** The siting of the proposed Project would significantly impact current operational activities at the Veluzat Motion Picture Ranch. The motion picture ranch utilizes outdoor sets and natural scenery that would be hindered as a result of the location of a new transmission line across these areas. As indicated in Table B.5-1, other development projects that would be located within 1,000 feet of the ranch include the Meadow Peak Project, a proposed residential community that would include 479 single-family lots, an elementary school, and park lots. If the Meadow Peak Project is approved and constructed, the combined operational impacts to outdoor filming activities at the motion picture ranch would be cumulatively significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

The proposed transmission line routes for Alternatives 1 through 3 through Haskell Canyon would be the same as the proposed Project. As such, cumulative impacts to the Veluzat Motion Picture Ranch from the operation of Alternatives 1 through 3 would not differ from the proposed Project.

Alternatives 4 and 5 would avoid operational impacts to the Veluzat Motion Picture Ranch. Alternative 4 would be routed to the east of Haskell Canyon to avoid a preclusion of outdoor sets or an interference with aerial filming practices. Alternative 5 would not be routed through Haskell Canyon and, as such, would not impact the motion picture ranch. As Alternatives 4 and 5 would avoid operational impacts to the ranch, they would not contribute to a cumulative effect.

- **Construction of the proposed Project would temporarily encroach upon Farmland (Impact L-5).** Construction of the proposed Project would temporarily encroach upon Farmland. Some crops in traversed agricultural fields would likely be damaged from construction activities, and mitigation is required to reduce significant construction impacts resulting from the proposed Project. However, the construction of other proposed projects (e.g., Segment 2: Antelope-Vincent 500-kV Transmission Line, Segment 3: Antelope-Tehachapi Transmission Line) would also traverse Farmland, and as such, would create similar construction impacts to active agricultural areas. The combined effects to Farmland from the construction of multiple projects could be cumulatively significant (**Class I**). While Mitigation Measure L-5 (Establish Agreement and Coordinate Construction Activities with Agricultural Landowners) has been proposed to reduce the impacts of the proposed Project, residual impacts from the construction of multiple projects would remain significant. No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

The proposed transmission line routes for Alternatives 1 through 4 in the North Area would be the same as the proposed Project. As such, cumulative impacts to Farmland from the construction of Alternatives 1 through 4 would not differ from the proposed Project.

Alternative 5 would temporarily encroach upon Farmland south of Bouquet Canyon Road and within the exiting Pardee-Vincent ROW. As discussed for the proposed Project, some crops in traversed agricultural fields would likely be damaged from construction activities. The construction of other proposed projects (e.g., Segment 2: Antelope-Vincent 500-kV Transmission Line, Segment 3: Antelope-Tehachapi Transmission Line) would also traverse Farmland, and as such, would create similar construction impacts to active agricultural areas. The combined effects to Farmland from the construction of multiple projects could be cumulatively significant (**Class I**). While Mitigation Measure L-5 (Establish Agreement and Coordinate Construction Activities with Agricultural Landowners) has been proposed to reduce the impacts of Alternative 5, residual impacts from the construction of multiple projects would remain significant. No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

- **The right-of-way expansion and larger 500-kV towers would permanently preclude use of Farmland (Impact L-6).** The siting of new transmission towers would permanently preclude the use of Farmland. Although the proposed Project would remove existing 66-kV towers, the proposed 500-kV towers are larger at the base and would preclude some agricultural uses. Mitigation is required to reduce significant operational impacts resulting from the proposed Project. However, the siting of other proposed projects (e.g., Segment 2: Antelope-Vincent 500-kV Transmission Line, Segment 3: Antelope-Tehachapi Transmission Line) would be located across Farmland, and as such, would similarly preclude active agricultural areas. The combined effects to Farmland from the operation of multiple projects could be cumulatively significant (**Class I**). While Mitigation Measure L-6 (Locate Transmission Towers and Pulling/Splicing Stations to Avoid Agricultural Operations) has been proposed to reduce the impacts of the proposed Project, residual impacts from the operation of multiple projects would remain significant. No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

The proposed transmission line routes for Alternatives 1 through 4 in the North Area would be the same as the proposed Project. As such, cumulative impacts to Farmland from the operation of Alternatives 1 through 4 would not differ from the proposed Project.

Alternative 5 would permanently preclude the use of Farmland south of Bouquet Canyon Road and within the exiting Pardee-Vincent ROW. The siting of other proposed projects (e.g., Segment 2: Antelope-Vincent 500-kV Transmission Line, Segment 3: Antelope-Tehachapi Transmission Line) would also traverse Farmland, and as such, would permanently preclude Farmland through the location of transmission towers and roads across these agricultural areas. The combined effects to Farmland from the siting of multiple projects could be cumulatively significant (**Class I**). While Mitigation Measure L-6 (Locate Transmission Towers and Pulling/Splicing Stations to Avoid Agricultural Operations) has been proposed to reduce the impacts of Alternative 5, residual impacts from the siting of multiple projects would remain significant. No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

- **Construction of the proposed Project would preclude the use of established recreation areas in the Angeles National Forest and in the City of Santa Clarita (Impact R-1).** Construction of the proposed Project would temporarily preclude some recreation areas in the ANF and in the City of Santa Clarita. Mitigation is required to reduce significant construction impacts of the Project to the PCT, to OHV trails within the ANF, and to Mountainview Park. No other proposed projects have been identified within five miles of the Project that would create short-term or long-term impacts to recreational facilities (see Sections B.5.3 and B.5.4). Therefore, with implementation of Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities), cumulative impacts to recreational resources resulting from the construction of multiple projects would remain significant but mitigable (**Class II**).

The construction of Alternatives 1 through 4 would temporarily preclude the same recreational resources that are affected by the proposed Project. As such, cumulative impacts to recreation areas from the construction of Alternatives 1 through 4 would not differ from the proposed Project.

The construction of Alternative 5 would temporarily preclude recreational trails such as the Sierra Pelona Trail and the PCT, in addition to OHV routes in the ANF during demolition of the existing 66-kV transmission structures, and mitigation is required to reduce this significant impact. No other proposed projects have been identified within the vicinity of Alternative 5 that would create short-term or long-term impacts to recreational facilities (see Sections B.5.3 and B.5.4). Therefore, with implementation of Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities), cumulative impacts to recreational resources resulting from the construction of multiple projects would remain significant but mitigable (**Class II**).

- **The siting of Project components would contribute to the long-term loss or degradation of recreational trails (Impact R-2).** The siting of the proposed Project would not create long-term impacts to recreational trails. The Project would be located within an existing corridor, from which it would remove an existing transmission line prior to constructing a new line. The number of industrial uses crossing the PCT within the ANF would not change. While no other proposed projects have been identified within five miles of the Project that would degrade recreational facilities, existing development has occurred across NFS lands. The establishment of utility corridors (e.g., Tejon Pass, Old Ridge Route, Gorge Ranaldi, Midway Vincent), communication sites, powerhouses, reservoirs, and mining sites have contributed to the long-term loss or degradation of recreational resources within the ANF. As such, the existing cumulative effects of past development projects on NFS lands is significant. Therefore, impacts to recreational resources resulting from the operation of the proposed Project in conjunction with past projects would be significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

Alternatives 1 through 4 would not create long-term impacts to recreational trails. Similar to the proposed Project, these alternatives would remove the existing 66-kV towers that currently traverse the PCT in conjunction with constructing a new transmission line across the PCT within the ANF. As such, Alternatives 1 through 4 would not alter the number and type of land uses that cross a recreational resource within the ANF. However, existing development has occurred across NFS, which has created an existing cumulative effect on recreational resources within the ANF. While no other proposed projects have been identified within five miles of Alternatives 1 through 4

that would degrade recreational facilities. The operation of Alternatives 1 through 4 in conjunction with past projects would be significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

Alternative 5 would create long-term impacts to recreational trails. The alternative would introduce a new ROW across existing recreational resources. No other proposed projects have been identified within five miles of the Project that would contribute to the long-term loss or degradation of recreational facilities. However, existing development has occurred across the portion of the PCT that would be traversed by Alternative 5 (e.g., Pardee-Vincent utility corridor). The operation of Alternative 5 in conjunction with past projects would be significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

- **The Project would contribute to the long-term loss or degradation of OHV routes (Impact R-3).** The proposed Project would potentially contribute to the long-term loss or degradation of OHV routes within the ANF. Project activities would require clearing and grading of existing access and spur roads, some of which are designated OHV routes. These roads are currently designated as a Maintenance Level 2, which allows for OHV use. However, any road upgrades that would satisfy the Level 3 maintenance prescription guidelines would serve to prohibit future OHV use along that route. No other proposed projects are located within five miles of the Project that would contribute to the loss of OHV routes within the ANF. As Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) has been identified to avoid permanent preclusion of OHV routes, long-term impacts would remain significant but mitigable (**Class II**).

Alternative 1 would contribute to the long-term loss of OHV trails within the ANF. Unlike the proposed Project, this alternative would require the construction of an all-weather road, which would upgrade a portion of existing OHV routes from a Level 2 to a Level 3 maintenance level. Following construction of Alternative 1, OHV use along this Level 3 road would be permanently prohibited, resulting in significant and unavoidable impacts to OHV recreationists (**Class I**).

Alternatives 2 through 5 would also potentially contribute to the loss of OHV trails following Project construction. Similar to the proposed Project, these alternatives would require improvements to existing access and spur roads for construction and/or demolition activities within the ANF. Any upgrades to Maintenance Level 2 roads that would satisfy the Level 3 maintenance prescription guidelines would permanently preclude OHV use along that route. As no other proposed projects are located within five miles of Alternatives 2 through 5 that would further contribute to the loss of OHV routes within the ANF, impacts would remain significant but mitigable (**Class II**). Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) has been identified to reduce impacts to a less-than-significant level.

- **The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational facilities in the Angeles National Forest (Impact R-4).** The proposed Project would require the construction and/or improvement of approximately 10.8 miles of roads (access and spur roads) within NFS lands, which would allow unauthorized uses to access new areas of the ANF and would contribute to resource damage degradation. No other proposed projects have been identified within five miles of the Project that would contribute to the long-term loss or degradation of recreational facilities within the ANF. As Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) has been identified to reduce the impacts of the proposed Project, long-term impacts to recreational facilities would remain significant but mitigable (**Class II**).

Similar to the proposed Project, Alternatives 1 through 5 would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational facilities. The mileage of roads (access and spur roads) that would be constructed and/or improved for Alternatives 1 through 4 would be 13.4, 10.7, 10.8, 11.1, and 1.3 respectively. No other proposed projects have been identified within five miles of Alternatives 1 through 5 that would contribute to the long-term loss or degradation of recreational facilities within the ANF. As Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) has been identified to reduce the impacts of Alternatives 1 through 5, long-term impacts to recreational facilities would remain significant but mitigable (**Class II**).

C.9.13.4 Cumulative Effects on National Forest System Lands

Land Use impacts that may occur on NFS lands would include Impacts R-1, R-2, and R-4. The following is a discussion of the cumulative effects of the proposed Project and alternatives that would occur within the ANF.

Proposed Project

The proposed Project would contribute to significant cumulative effects to NFS lands. As discussed in Section C.9.13.3, the proposed Project would temporarily preclude some recreation areas in the ANF (e.g., PCT, OHV trails), resulting in significant impacts (Impact R-1). No additional projects have been proposed in the vicinity of the proposed Project that would impact recreational facilities. The cumulative effects from temporary preclusion during construction would remain significant but mitigable (**Class II**). Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities) would be implemented to reduce impacts to a less-than-significant level.

The siting of the proposed Project would not create long-term impacts to recreational facilities within the ANF (Impact R-2). However, previous development has occurred across NFS lands (e.g., utility corridors, communication sites, powerhouses, reservoirs, mining sites), which has significantly degraded recreational resources within the ANF. As such, impacts to recreational resources resulting from the operation of the proposed Project in conjunction with past projects would be significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

The proposed Project would improve existing access and spur roads, which would potentially contribute to the long-term loss or degradation of OHV routes within the ANF (Impact R-3). Access and spur roads are currently designated as Maintenance Level 2, which allows for OHV use. Any road upgrades that would satisfy the Level 3 maintenance prescription guidelines would serve to prohibit future OHV use along that route, resulting in significant impacts to OHV recreationists. No additional projects have been proposed in the vicinity of the proposed Project that would impact OHV routes within the ANF. The cumulative effects from loss of OHV routes would remain significant but mitigable (**Class II**). Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) has been identified to avoid permanent preclusion of OHV routes.

The proposed Project would require the construction and/or improvement of approximately 10.8 miles of roads (access and spur roads) on NFS lands, which would facilitate unmanaged recreational uses and significantly contribute to the long-term loss or degradation of resources (Impact R-4). Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) has been identified to reduce the impacts of the proposed Project to a less-than-significant level. Long-term impacts to recreational facilities would remain significant but mitigable (**Class II**).

Alternative 1

Similar to the proposed Project, Alternative 1 would contribute to significant cumulative effects to NFS lands. As discussed in Section C.9.13.3, the alternative would temporarily preclude the PCT and OHV trails, creating significant impacts to recreational facilities (Impact R-1). Although no additional projects that would impact recreational facilities have been proposed in the vicinity of Alternative 1, the cumulative effects from temporary preclusion would remain significant but mitigable (**Class II**). Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities) would reduce impacts to a less-than-significant level.

The siting of Alternative 1 would not create long-term impacts to recreational facilities within the ANF (Impact R-2). However, the previous development that has occurred across NFS lands has significantly degraded recreational resources. As such, impacts to recreational resources resulting from the operation of Alternative 1 in conjunction with past projects would be significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

Alternative 1 would contribute to the long-term loss of OHV routes through the construction of an all-weather access road along a designated Maintenance Level 2 road on Del Sur Ridge (Impact R-3). The proposed upgrade to a Level 2 road would satisfy the Level 3 maintenance prescription guidelines, and as such would prohibit future OHV use along that route. Impacts to OHV recreationists would be significant and unavoidable (**Class I**). No mitigation measures have been identified that would reduce impacts to a less-than-significant level.

Alternative 1 would require the construction and/or improvement of approximately 13.4 miles of roads (access and spur roads) on NFS lands, which would facilitate unmanaged recreational uses and significantly contribute to the long-term loss or degradation of resources (Impact R-4). While Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) has been identified to reduce impacts from Alternative 1 to a less-than-significant level, long-term impacts to recreational facilities would remain significant but mitigable (**Class II**).

Alternative 2

Alternative 2 would contribute to significant cumulative effects to NFS lands. As discussed in Section C.9.13.3, the alternative would temporarily preclude the PCT and OHV trails, resulting in significant impacts (Impact R-1). Although no additional projects that would impact recreational facilities have been proposed in the vicinity of Alternative 2, the cumulative effects from temporary preclusion would remain significant but mitigable (**Class II**). Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities) would reduce impacts to a less-than-significant level.

The siting of Alternative 2 would not create long-term impacts to recreational facilities within the ANF (Impact R-2). However, the previous development that has occurred across NFS lands has significantly degraded recreational resources. As such, impacts to recreational resources resulting from the operation of Alternative 2 in conjunction with past projects would be significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

Construction of Alternative 2 would require improvements to existing access and spur roads, which would potentially contribute to the long-term loss or degradation of OHV routes within the ANF (Impact R-3). Any road upgrades that would satisfy the Level 3 maintenance prescription guidelines would serve to prohibit future OHV use along existing Level 2 roads, resulting in significant impacts to OHV recreationists. No additional projects have been proposed in the vicinity of the alternative that would impact OHV routes within the ANF. The cumulative effects from loss of OHV routes would remain significant but mitigable (**Class II**). Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) has been identified to avoid permanent preclusion of OHV routes.

Alternative 2 would require the construction and/or improvement of approximately 10.7 miles of roads (access and spur roads) on NFS lands, which would facilitate unmanaged recreational uses and significantly contribute to the long-term loss or degradation of resources (Impact R-4). While Mitigation Measure R-4 (Permanent

Closure and Re-vegetation of Construction Roads) has been identified to reduce impacts from Alternative 2 to a less-than-significant level, long-term impacts to recreational facilities would remain significant but mitigable (**Class II**).

Alternative 3

The proposed route for Alternative 3 would be identical to the proposed Project and, as such, cumulative effects resulting from Alternative 3 would not differ from the proposed Project. Alternative 3 would contribute to significant cumulative effects on NFS lands, as discussed for the proposed Project above.

Alternative 4

Similar to the previous alternatives, Alternative 4 would contribute to significant cumulative effects to NFS lands. The alternative would temporarily preclude the PCT and OHV trails, creating significant impacts to recreational facilities (Impact R-1). Although no additional projects have been proposed in the vicinity of the alternative that would impact recreational facilities, the cumulative effects from temporary preclusion would remain significant but mitigable to a less-than-significant level (**Class II**). Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities) would reduce impacts to a less-than-significant level.

The siting of Alternative 4 would not create long-term impacts to recreational facilities within the ANF (Impact R-2). However, the previous development that has occurred across NFS lands has significantly degraded recreational resources. As such, impacts to recreational resources resulting from the operation of Alternative 4 in conjunction with past projects would be significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

Construction of Alternative 4 would require improvements to existing access and spur roads, which would potentially contribute to the long-term loss or degradation of OHV routes within the ANF (Impact R-3). Any road upgrades that would satisfy the Level 3 maintenance prescription guidelines would serve to prohibit future OHV use along existing Level 2 roads, resulting in significant impacts to OHV recreationists. No additional projects have been proposed in the vicinity of the alternative that would impact OHV routes within the ANF. The cumulative effects from loss of OHV routes would remain significant but mitigable (**Class II**). Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) has been identified to avoid permanent preclusion of OHV routes.

Alternative 4 would require the construction and/or improvement of approximately 11.1 miles of roads (access and spur roads) on NFS lands, which would facilitate unmanaged recreational uses and would result in significant impacts. While Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) has been identified to reduce impacts from Alternative 4 to a less-than-significant level, long-term impacts to recreational facilities would remain significant but mitigable (**Class II**).

Alternative 5

Alternative 5 would also contribute to significant cumulative effects to NFS lands. The construction of Alternative 5 would temporarily preclude recreational trails such as the Sierra Pelona Trail and the PCT, in addition to OHV routes in the ANF during demolition of the 66-kV transmission structures (Impact R-1). Although no additional projects that have been proposed in the vicinity of Alternative 5 would impact recreational facilities, the cumulative effects from temporary preclusion would remain significant but mitigable (**Class II**). Implementation of Mitigation Measures R-1a (Coordinate Construction Schedule with the Authorized Officer for the Recreation Area), R-1b (Identify Alternative Recreation Areas), R-1c (Temporary Closure of Off-Highway Vehicle Routes During Construction), R-1d (Temporary Upgrades to Forest System Roads), and B-1a (Provide Restoration/Compensation for Impacts to Native Vegetation Communities), would reduce impacts to a less-than-significant level.

The siting of Alternative 5 would significantly impact recreational facilities (Impact R-2). The alternative would introduce a new ROW across existing recreational resources, and would contribute to the previous development that has occurred across this portion of the PCT (e.g., Pardee-Vincent utility corridor). The operation of Alternative 5 in conjunction with past projects would be significant (**Class I**). No mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level.

Demolition of the 66-kV structures would require improvements to existing access and spur roads within the ANF, which would potentially contribute to the long-term loss or degradation of OHV routes (Impact R-3). Any road upgrades that would satisfy the Level 3 maintenance prescription guidelines would serve to prohibit future OHV use along existing Level 2 roads, resulting in significant impacts to OHV recreationists. No additional projects have been proposed in the vicinity of the alternative that would impact OHV routes within the ANF. The cumulative effects from loss of OHV routes would remain significant but mitigable (**Class II**). Mitigation Measure R-3 (Avoid Upgrades to Forest System Road Maintenance Levels) has been identified to avoid permanent preclusion of OHV routes.

Alternative 5 would require the construction and/or improvement of approximately 1.3 miles of roads (access and spur roads) within NFS lands (Impact R-4). Given the limited amount of new road construction that would be required within the ANF for Alternative 5, impacts would be significant but mitigable (**Class II**). No other projects have been identified that would contribute to the long-term loss or degradation of recreational facilities within the ANF. Implementation of Mitigation Measure R-4 (Permanent Closure and Re-vegetation of Construction Roads) would reduce impacts to less than significant.