

3.15 Wilderness and Recreation

3.15.1 Introduction

This section describes effects related to wilderness and recreation that would be caused by implementation of the TRTP. The following discussion addresses existing environmental conditions in the affected area, identifies and analyzes environmental impacts for a range of Project alternatives, and recommends measures to reduce or avoid adverse impacts anticipated from Project construction and operation. In addition, existing laws and regulations relevant to wilderness and recreation are described. In some cases, compliance with these existing laws and regulations would serve to reduce or avoid certain impacts that might otherwise occur with the implementation of the Project.

Scoping Issues Addressed

During the scoping period for the EIR/EIS (August-October 2007), a series of scoping meetings were conducted with the public and government agencies, and written comments were received by agencies and the public that identified issues and concerns. The following issues related to wilderness and recreation were raised during the scoping period and are addressed in this analysis:

- Noise associated with the Project would impact recreation areas and open space enjoyment, as well as wildlife in designated preservation areas.
- The noise from helicopters used to construct transmission towers would impact recreationists and wildlife.
- The Project would impact recreationists in the Puente Hills Landfill Native Habitat Area (Puente Hills Habitat Area).
- The Project would impact recreation areas planned for development by the Water Conservation Authority (WCA) and the Rivers and Mountains Conservancy (RCA). In particular, the River Commons at the Duck Farm Project (Duck Farm Project) would be affected and the Project could interfere with wildlife movement.
- The Project would impact Los Angeles County parks and compromise park patrons' experience due to construction of the 500-kV towers.

Summary and Comparison of Alternatives

Table 3.15-1 on the following page presents some key factors related to wilderness and recreation for each alternative. It is important to note that the "Environmental Issues" indicated in Table 3.15-1 are not impact statements, but rather selected information items that provide a comparison between the alternatives. Specific impact statements that have been identified for the Project and alternatives, in accordance with the significance criteria introduced in Section 3.15.4.1 (Criteria for Determining Impact Significance) are described in Sections 3.15.5 through 3.15.11.

Environmental Issues	Alternative 1 (No Project/Action)	Alternative 2 (SCE's Proposed Project)	Alternative 3 (West Lancaster)	Alternative 4 (Chino Hills)	Alternative 5 (Partial Underground)	Alternative 6 (Max. Heli. Construction in ANF)	Alternative 7 (66-kV Subtransmission)
Total number of Developed Recreation resources located within one-half mile of Project components ¹ (North Region / Central Region / South Region)	Another, similar transmission line project would likely introduce similar impacts to recreational and wilderness resources that would be introduced through the Project or an alternative.	126 (13 / 53 / 60)	Same as Alternative 2.	Alternative 4A: 126 (13 / 53 / 60) Alternative 4B: 125 (13 / 53 / 59) Alternative 4C: 114 (13 / 53 / 48) Alternative 4D: 125 (13 / 53 / 59)	Same as Alternative 2.	122 (13 / 50 / 59)	Same as Alternative 2.
Comparison of Developed Recreation resources within one-half mile of Project components on NFS and non-NFS lands ²	Same as above.	47 (NFS) / 79 (non-NFS)	Same as Alternative 2.	Alternative 4A: 47 / 79 Alternative 4B: 47 / 78 Alternative 4C: 47 / 71 Alternative 4D: 47 / 78	Same as Alternative 2.	44 (NFS) / 78 (non-NFS)	Same as Alternative 2.
Total number of recreation resources (not incl. Dispersed Recreation) that would be temporarily disrupted during construction	Same as above.	80 (41 on NFS)	Same as Alternative 2.	Alternative 4A: 86 (+6) Alternative 4B: 89 (+9) Alternative 4C: 85 (+5) Alternative 4D: 81 (+1)	Same as Alternative 2.	78 (39 on NFS)	Same as Alternative 2.
Total number of recreation resources (not incl. Dispersed Recreation) that would be regularly disrupted due to operation and maintenance activities ³	Same as above.	35 (16 on NFS)	Same as Alternative 2.	Alternative 4A: 40 (+5) Alternative 4B: 42 (+7) Alternative 4C: 33 (-2) Alternative 4D: 36 (+1)	Same as Alternative 2.	35 (16 on NFS)	Same as Alternative 2.
Level of disturbance to Dispersed Recreation that would occur as a result of construction-related access restrictions or disturbances such as increased noise. ⁴	Same as above.	MED	Same as Alternative 2.	HIGH	Same as Alternative 2.	HIGH	Same as Alternative 2.

Table 3.15-1. Summary Comparison of Environmental Issues/Impacts – Wilderness and Recreation

Environmental Issues	Alternative 1 (No Project/Action)	Alternative 2 (SCE's Proposed Project)	Alternative 3 (West Lancaster)	Alternative 4 (Chino Hills)	Alternative 5 (Partial Underground)	Alternative 6 (Max. Heli. Construction in ANF)	Alternative 7 (66-kV Subtransmission)
Number of recreation resources within one-half mile of the T/L route that are located on State Park lands	Same as above.	0	Same as Alternative 2.	Alternative 4A: 12 Alternative 4B: 11 Alternative 4C: 7 Alternative 4D: 11	Same as Alternative 2.	Same as Alternative 2.	Same as Alternative 2.
Level of unmanaged recreation that would occur as a result of Project construction ⁵	Same as above.	MED	Same as Alternative 2.	Same as Alternative 2.	Same as Alternative 2.	LOW	Same as Alternative 2.
Level of temporary degradation of the "Solitude and Unconfined Recreation" characteristic of the San Gabriel WA ⁶	Same as above.	LOW	Same as Alternative 2.	Same as Alternative 2.	Same as Alternative 2.	MED	Same as Alternative 2.
Level of temporary degradation of the "backcountry experience" on the PCT (temporary / permanent) ⁷	Same as above.	MED / LOW	Same as Alternative 2.	Same as Alternative 2.	Same as Alternative 2.	HIGH / LOW	Same as Alternative 2.
Level of temporary disturbance and/or preclusion that would affect hunting and fishing opportunities in the ANF ⁸	Same as above.	MED	Same as Alternative 2.	Same as Alternative 2.	Same as Alternative 2.	HIGH	Same as Alternative 2.

¹ Project components are inclusive of transmission line facilities as well as substations and helicopter staging areas. Recreational resources on NFS lands in the ANF are managed by the Forest Service as either Developed Recreation or Dispersed Recreation. Unless defined otherwise on a case-by-case basis in this analysis, "Developed Recreation" includes resources that are regularly maintained by the Forest Service such as OHV routes, trails (for hiking, biking, and equestrian use), campgrounds, picnic areas, information centers, and other, similar facilities. Also unless defined otherwise on a case-by-case basis in this analysis, "Dispersed Recreation" includes undeveloped areas such as open space and natural scenic vistas which are used for recreational purposes but are not regularly maintained by the Forest Service.

² The Central Region of the Project Area extends slightly beyond the southern border of the ANF and therefore, not all recreational resources in the Central Region are located on NFS lands.

³ Operation and maintenance activities would only have the potential to result in wilderness and recreation impact(s) for those resources which experience a "direct crossing" by the Project.

⁴ "Level of disturbance" is indicated as being "LOW", "MED", or "HIGH", which represent generalized rankings for the purposes of comparison only and do not reflect impact significance determinations, which are discussed in the impact analysis for wilderness and recreation. Dispersed Recreation includes undeveloped areas such as open space and natural scenic vistas which are used for recreational purposes but are not regularly maintained by the Forest Service or other responsible agency. With regards to Dispersed Recreation, Alternative 2 is ranked as MED due to effects within the ANF, while Alternative 4 is ranked as HIGH due to effects within the CHSP as well as the ANF, and Alternative 6 is also ranked as HIGH because although this alternative would not affect the CHSP, its effects within the ANF would be more substantial. Please see the impact analysis for further discussion.

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- ⁵ Unmanaged recreation refers to recreational activities that occur but are not authorized, such as OHV use in areas that are managed to be non-motorized. In the ANF, unmanaged recreation would be expected to occur in areas where roads are improved or installed, thus providing access to areas that otherwise were not easily accessible by the public. With regards to unmanaged recreation, Alternative 2 is ranked as MED because this alternative would include road improvements throughout the ANF, which would introduce the potential for unmanaged recreation in some areas. Alternative 6 is ranked as LOW because more transmission towers would be constructed via helicopter for Alternative 6 and therefore, fewer spur roads would need to be installed and/or improved, which is expected to result in less unmanaged recreation in the Forest, particularly in the form of unauthorized OHV use.
- ⁶ Wilderness Areas (WA) are officially designated by the U.S. Congress only if they have the following primary characteristics: natural and undisturbed landscape; solitude and unconfined recreation; 5,000 contiguous acres; features of natural value. Due to the Project's proximity to the San Gabriel WA, construction noise would have the potential to affect the "Solitude and Unconfined Recreation" characteristic of the San Gabriel WA. With regards to this WA characteristic, Alternative 2 is ranked as LOW with Alternative 6 ranked as MED because the greater extent of helicopter construction included under Alternative 6 increases noise-related disturbances in the Forest, particularly in sensitive or unique areas such as the San Gabriel WA. The use of helicopters may require flight paths to enter airspace over the San Gabriel WA, depending on wind and weather conditions. This construction-related degradation of the "Solitude and Unconfined Recreation" characteristic of the San Gabriel WA would be temporary.
- ⁷ The proposed Project and each of the identified alternatives would traverse the Pacific Crest National Scenic Trail (PCT) in three locations: once in the North Region and twice in the Central Region. Transmission lines that would be replaced by the Project currently exist at each of the proposed crossings of the PCT. As such, under current conditions, hikers on the PCT pass under transmission lines at each location, and hikers may be exposed to operation and maintenance activities at each of these locations. Therefore, the presence of transmission lines would not dramatically change existing conditions; however, the size of infrastructure included under the proposed Project and alternatives is larger than existing infrastructure, and would be visible from a greater distance away on the PCT. During the construction period, the implementation of "maximum helicopter construction" under Alternative 6 would cause greater disturbance to the "backcountry experience" on the PCT due to the noise, aesthetics, and air quality affects associated with helicopter use. In addition, Alternative 6 includes a helicopter staging area (Alt. 6 #4) located within 0.1 mile of the PCT in an area where the trail would not be traversed by the transmission line or otherwise disturbed by construction activities, whereas Alternative 2 includes a helicopter staging area (SCE #1) that is located within 0.3 mile of the PCT in an area where the trail is traversed by existing transmission lines as well as Project transmission lines and would therefore already be disturbed by construction activities.
- ⁸ Construction activities that occur during designated hunting season(s) in Hunting Zone D-11 would affect recreational hunting activities through road closures that restrict hunters' movement through the Forest, and/or through the introduction of construction noise and aesthetics that may affect wildlife presence and/or movement. The use of helicopters during construction would have a greater affect on hunting activities, primarily as a result of noise and therefore, Alternative 6 would have a greater affect on hunting than Alternative 2. Impacts to fishing opportunities along the West Fork San Gabriel would not occur under Alternative 6 because construction traffic would not use Forest Road 2N25.1; other impacts to fishing opportunities would be the same for all alternatives.

3.15.2 Affected Environment

The Affected Environment for this analysis of wilderness and recreation describes “baseline” conditions, or existing environmental conditions that contribute to wilderness and recreation at the time of publishing the Draft EIR/EIS. For the purposes of this analysis, the wilderness and recreation Study Area has been defined as the area within one-half mile of the proposed Project route and alternatives, as well as the area within one-half mile of all new and expanded substation sites and other Project components, including helicopter staging areas and construction access roads. Additional wilderness and recreation resources which are outside of the one-mile radius but which have national, regional, or local significance are also included in this analysis. This is an appropriate Study Area for wilderness and recreation because it captures all resources that contribute to baseline conditions and could potentially be affected by Project activities.

Baseline Data Collection Methodology

For the purposes of this analysis, the Study Area for wilderness and recreation has also been divided into three regions: North Region, Central Region, and South Region. The particular boundaries for each of these regions are described in further detail below and portrayed on Figure 3.15-1 (Project Study Area for Wilderness and Recreation).

- **North Region.** The North Region extends from the Windhub Substation milepost (MP) 0.0 of the proposed Project’s Segment 10) to the Vincent Substation (MP 17.8 of the proposed Project’s Segment 5). This Region includes the proposed Project’s Segments 4, 5 and 10 and traverses parts of southern Kern County and northern Los Angeles County, as well as the incorporated cities of Lancaster and Palmdale. Five substations which are contained within the North Region include: Windhub, Cottonwood, Whirlwind, Antelope and Vincent.
- **Central Region.** The Central Region is situated between the Vincent Substation (MP 0.0 of the proposed Project’s Segments 6 and 11) and the southern boundary of the ANF (MP 24.5 of the proposed Project’s Segment 11 and MP 26.9 of the proposed Project’s Segment 6). Most of the Central Region falls within the jurisdictional boundaries of the ANF. Although the Gould Substation is located beyond the jurisdictional boundaries of the ANF, it is included within the Central Region for the purposes of this analysis.
- **South Region.** The South Region extends from the southern boundary of the ANF (MP 0.0 of the proposed Project’s Segment 7 and MP 24.5 of the proposed Project’s Segment 11) to the Mira Loma Substation (MP 35.2 of the proposed Project’s Segment 8A; MP 6.8 of the proposed Project’s Segment 8B; and MP 6.4 of the proposed Project’s Segment 8C). This region traverses lands within Los Angeles and San Bernardino Counties as well a multiple incorporated cities. The following five substations are contained within the South Region: Goodrich, Rio Hondo, Mesa, Chino, and Mira Loma.

Existing and planned recreational resources in the Project Regions described above were identified through a variety of sources. Information provided in Southern California Edison’s (SCE’s) Proponent’s Environmental Assessment (PEA) was initially used to assess baseline conditions such as the location of major developed recreation (SCE, 2007). Recently published maps including USGS topographic maps and Thomas Guides, as well as available air and satellite photos, were used to verify the location of recreational areas and resources. Federal, State, and local (County and City) plans, such as Land Management Plans and General Plans, were consulted to describe the Project Regions outlined above with regards to wilderness and recreation. Similarly, extensive internet searches of agency (federal, State, and local) websites were conducted in order to identify applicable management regulations and standards, as well as to verify the location and specifics of both existing and planned recreational facilities. Resources with particular sensitivities were identified through consultation with appropriate federal, State, and local agency representatives.

For the Central Region, which encompasses the Angeles National Forest (ANF), the identification of recreational resources and designated Wilderness Areas (WA) included review of the U.S. Department of Agriculture Forest Service (Forest Service) 2005 Forest Land Management Plan (FLMP) for Angeles, Cleveland, Los Padres, and San Bernardino National Forests (USDA Forest Service, 2005a, 2005b, 1987). Recent aerial and satellite images were also used to evaluate developed recreation within the Forest, in addition to discussions with ANF Forest Service personnel and field reconnaissance. GIS data provided by the Forest Service and obtained from the Forest Service website was used to develop custom maps of the Central Region for the purpose of identifying recreational resources.

3.15.2.1 Regional Setting

The regional setting for the proposed Project and alternatives includes parts of Kern County, the Angeles National Forest, Los Angeles County (incorporated and unincorporated), and San Bernardino County (incorporated and unincorporated). The Project is also located within one-half mile of Riverside County (at Mira Loma Substation) and Orange County (along the proposed ROW for Segment 8A). The vast majority of incorporated cities located within the Project Regions are situated in the South Region. Two cities (Palmdale and Lancaster) are located in the North Region, there are no cities in the Central Region, and thirty-two cities are located in the South Region.

North Region

The North Region is generally characterized by undeveloped, high desert open space, with some cultivated areas and rural residential dwellings. As mentioned above, the southern portion of the North Region overlays the cities of Palmdale and Lancaster, which are characterized by existing and expanding residential developments. The recreational resources in the North Region are primarily in the form of open space, OHV (off-highway vehicle) roads, and walking trails. There are few recreational facilities in the North Region. Notable recreational resources within the North Region are described in further detail below.

Pacific Crest National Scenic Trail (PCT). The PCT is 2,650 miles long, extending from Mexico to Canada and running generally along the north-south oriented mountain ridges of California (Sierra Nevada), Oregon, and Washington (Cascade Range). The PCT crosses three national monuments, seven national parks, 24 national forests, and 33 federally mandated wildernesses. In 1968, the United States Congress designated the PCT as one of the first scenic trails in the National Trails System (PCT, 2005). It is the westernmost of the National Scenic Trails and has the greatest elevation change of all, extending from low desert valleys in Southern California, along the Sierra Nevada, and into rainforests of the Pacific Northwest (SCE, 2007). Use of the PCT is limited to non-mechanized means of travel. Every year, thousands of hikers and horseback riders use some portion of the PCT and approximately 300 through-hikers attempt to complete the entire trail in a single season (PCTA, 2007a).

The Pacific Crest Trail Association (PCTA) is a non-profit membership group dedicated to the preservation and protection of the trail. The PCTA currently has more than 6,000 members worldwide (PCTA, 2007a). In 1993, the PCTA signed a Memorandum of Understanding (MOU) with the USDA Forest Service and other land management agencies including the US Department of Interior (DOI), the National Park Service (NPS), and the Bureau of Land Management (BLM). This MOU identifies the PCTA as the federal government's "major partner" in the management of the PCT (PCTA, 2007b). As described in the PCTA's Strategic Plan, which was approved on July 15, 2006, the PCTA's mission is to "...protect, preserve, and promote the Pacific Crest National Scenic Trail as an internationally significant

resource for the enjoyment of hikers and equestrians, and for the value that wild and scenic lands provide to all people” (PCTA, 2006).

The PCT crosses through the North Region in a south-to-north direction. Although the trail is usually situated on ridgelines, it is routed off ridges in several places within the North Region due to a lack of necessary easements through private property. Please see Figure 3.15-2 (Pacific Crest National Scenic Trail Crossings in the North and Central Regions).

Antelope Valley California Poppy Reserve (Poppy Reserve). The Antelope Valley California Poppy Reserve is located 15 miles west of Highway 14, approximately three miles northwest of the existing Antelope Substation. The land is owned by the State of California and is managed by the California Department of Parks and Recreation. The reserve includes 1,745 acres of protected land in the Antelope Buttes where the California State Flower, the California poppy, flourishes every spring. There is a Visitor’s Center and a parking area at the reserve, as well as seven miles of trails, which include a paved section for wheelchair access. The trails loop around the shallow hills of the Antelope Buttes and provide dramatic views of the spring flowers, the mountains to the north and south, and the western Mojave Desert. The land around the Poppy Reserve consists of similar desert habitat to the south and west. Off-highway vehicle (OHV) use is popular immediately to the north of the reserve, and some areas to the east are cultivated. Peak visitation at the Poppy Reserve occurs from March to May of each year (CA State Parks, 2005a). Please see Figure 3.15-2 (Pacific Crest National Scenic Trail Crossings in the North and Central Regions).

Los Angeles County Riding and Hiking Trails. The County of Los Angeles Department of Parks and Recreation manages and maintains a network of multi-use trails throughout Los Angeles County, including parts of the North Region. Table 3.15-2, below, provides a summary description of multi-use trails in the North Region. All trails are open for hiking, mountain biking, and equestrian use, unless otherwise noted.

Trail Number	Name	Length (miles)	Rating*
113	California Riding and Hiking Trail	8.0	ND
125	Three Points Trail	17.0	ND
126	Danielson Trail	3.8	ND
127	Ripley Trail	6.4	ND
129	Fairmont Connector Trail	1.4	ND
130	California Poppy Trail	21.6	ND
128	Munz Trail	4.8	ND
131	Little Buttes Trail	11.1	ND
111	North Side Trail	16.0	MD
112	Leona Valley Loop Trail	12.5	D
77	Bouquet Canyon Trail	7.0	D
116	Vasquez Loop Trail	17.3	MD
115	Northside Connector Trail	6.5	ND
114	Acton Community Trail	22.0	MD
110	Palmdale Hills Trail	15.0	D
108	Pearblossom Loop Trail	10.3	ND
109	Little Rock Connector Trail	3.0	ND
106	Juniper Hills Trail	6.5	ND
133	Little Rock Community Trail	12.5	ND
147	Avenue S Connector Trail	6.5	ND

Trail Number	Name	Length (miles)	Rating*
139	San Bernardino Connector Trail	20.7	ND
107	Pearblossom Connector Trail	2.0	ND
134	Big Rock Creek Trail	18.0	ND
146	Avenue O Connector Trail	4.0	ND
136	Piute Butte Loop Trail	3.5	ND
135	Lancaster Connector Trail	17.2	ND
140	Saddle Back Butte Trail	5.1	ND
141	Butte Valley Connector Trail	6.5	ND
143	Three Sisters Trail	12.1	ND
144	Fort Tejon Extension Trail	6.1	ND
145	Mescal Creek Trail	2.6	ND

* ND = Not Difficult; MD = Moderate Difficulty; D = Difficult

Antelope Valley Area Trails. The Antelope Valley Area Trails Plan (AVATP) is a Master Trails Plan developed and administered by the Antelope Valley Conservancy in conjunction with the City of Lancaster, the City of Palmdale, and the County of Los Angeles. The purpose of this Master Trails Plan is to interlink local and regional trails, including Forest Service trails and the Pacific Crest Trail, for recreational opportunities such as hiking and horseback riding. Although trail plans developed by the Conservancy as part of the AVATP have been approved by the City of Palmdale, the City of Lancaster, and Los Angeles County, not all of the necessary easements have been attained to ensure compliance with the plan (AVC, 2007).

A.C. Warnack Nature Park. This 132-acre open space park is located approximately 1,800 feet east of Godde Hill Road and immediately south of the Los Angeles Aqueduct, between 50th Street West and 55th Street West. The park is situated on land donated by the City of Palmdale. The park consists of open space characterized by rolling hills and native vegetation. The City of Palmdale is working with local scout organizations to develop signage, campsites, and amenities such as equestrian facilities, hiking trails, and picnic areas at the park (City of Palmdale, 2006). Access is provided to the southwest corner of Warnack Park by dirt roads off of Godde Hill Road.

Planned Development of Recreational Areas. There are planned areas of development in the North Region which include proposals for recreational facilities such as developed parks. Two large residential areas which are currently under development include the Ritter Ranch Master Planned Community and the Anaverde Specific Plan areas in Palmdale. A recreation center is included in the Ritter Ranch development and is planned to occupy 4.7 acres of land at the northeast corner of City Ranch Road and Ranch Center Drive. In addition, the Cities of Lancaster and Palmdale are expanding towards the west, into what is now open desert land. It is likely that additional neighborhood and community parks will be developed as part of the newer residential areas in this region.

Central Region

As described above under Baseline Data Collection Methodology, most of the Central Region falls within the jurisdictional boundaries of the ANF, which is predominantly characterized by undeveloped lands and open space which is managed by the Forest Service for the purposes of recreation and natural resources management, among various other uses. A wide variety of recreational resources are available within the ANF, including hiking, mountain biking, horseback riding, OHV use, camping, picnicking, fishing, water sports, and general outdoor relaxation and appreciation. A designated Forest Supervisor is

responsible for overseeing management of the ANF. In addition, the Forest is divided into three separate ranger districts based upon natural watershed boundaries, including: the Santa Clara / Mojave Rivers Ranger District, the Los Angeles River Ranger District, and the San Gabriel River Ranger District. Within each Ranger District, a District Forest Ranger is responsible for overseeing programs and staff specific to that district. The Central Region includes all three ranger districts mentioned above.

This section presents a discussion of Forest Service management of wilderness and recreation resources, including ANF Land Use Zones and Places, Recreation Opportunity Spectrum (ROS) designations, and High Impact Recreation Areas (HIRA), followed by discussions of Developed Recreation and Dispersed Recreation resources and opportunities in the Forest. As previously noted, recreational resources and opportunities on NFS lands in the ANF are managed by the Forest Service as either Developed Recreation or Dispersed Recreation. As described in Table 3.15-1 (Summary Comparison of Environmental Issues/Impacts – Wilderness and Recreation) and unless defined otherwise on a case-by-case basis in this analysis, “Developed Recreation” includes resources that are regularly maintained by the Forest Service such as OHV routes, trails (for hiking, biking, and equestrian use), campgrounds, picnic areas, information centers, and other, similar facilities. Also unless defined otherwise on a case-by-case basis in this analysis, “Dispersed Recreation” includes undeveloped areas such as open space and natural scenic vistas which are used for recreational purposes but are not regularly maintained by the Forest Service. This section presents discussions of Developed and Dispersed Recreation under respective subheadings, below.

ANF Land Use Zones and Places. The particular recreational activities and uses that are available on ANF lands are largely determined by the Land Use Zones and Places designated throughout the Forest, in accordance with the USDA Forest Service Land Management Plan and the Code of Federal Regulations (CFR) Section 219.11(c). Land Use Zones in the ANF include the following: Developed Area Interface (DAI); Back Country (BC); Back Country (Motor Use Restricted) (BCMUR); Back Country Non-Motorized (BCNM); Critical Biological (CB); Existing Wilderness (EW); Recommended Wilderness (RW); and, Experimental Forest (EF) (USDA Forest Service, 2005a, 2005b). The recreational resources available in each of these zones vary in accordance with allowable access and development. Land use zones within the ANF are described in detail in Section 3.9 (Land Use). Also described in Section 3.9 are the eleven Special Designation Overlays, or “Places,” which are used in conjunction with Land Use Zones to manage resources throughout the ANF. The Central Region overlays seven of these eleven Places, including the following: Soledad Front Country, Angeles Uplands (West), Angeles Uplands East, Angeles High Country, Big Tujunga Canyon, the Front Country, and San Gabriel Canyon. ANF Land Use Zones and Places are relevant to wilderness and recreation because management practices assigned to each designation determine the types of recreational uses available in that area. Please see Section 3.9 for a fully detailed discussion of Land Use Zones and Places as well as figures portraying the boundaries of each.

Recreation Opportunity Spectrum (ROS). In addition to the Forest Land Use Zones and Places described above, Forest Service management direction for recreational opportunities in the ANF is further specified by Recreation Opportunity Spectrum (ROS) objectives, which are applied throughout the ANF. The 2005 Forest Land Management Plan (FLMP or Forest Plan) uses ROS objectives to plan for future management of recreation areas and resources in the ANF. The ROS classification system describes recreational settings according to five categories, which address existing land character ranging from highly developed to primitive, or undeveloped. The five governing ROS objectives of the 2005 Forest Plan include the following, which are listed in order of most remote and least developed to least remote

and most developed: Primitive (P); Semi-Primitive Non-Motorized (SPNM); Semi-primitive Motorized (SPM); Roaded Natural (RN); and Rural (R). Designated ROS objectives on NFS lands are portrayed in Figure 3.15-3 (Recreation Opportunity Spectrum Objectives for NFS Lands in the Central Region). In addition, ROS objectives are further described below, in Table 3.15-3, which indicates how ROS objectives are assigned to each of the Land Use Zones mentioned above.

Land Use Zone	ROS Objective(s)
Developed Area Interface	<p>Rural and Roaded Natural</p> <ul style="list-style-type: none"> • <i>Rural</i>: Developed environment with a background of 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. • <i>Roaded Natural</i>: 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.
Back Country	<p>Semi-Primitive Motorized with limited areas of Roaded Natural</p> <ul style="list-style-type: none"> • <i>Semi-Primitive Motorized</i>: 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. • <i>Roaded Natural</i>: See above.
Back Country Motorized Use Restricted	<p>Semi-Primitive Motorized and Semi Primitive Non-Motorized</p> <ul style="list-style-type: none"> • <i>Semi-Primitive Motorized</i>: See above. • <i>Semi-Primitive Non-Motorized</i>: 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.
Back Country Non-Motorized	<p>Semi-Primitive Non-Motorized</p> <ul style="list-style-type: none"> • <i>Semi-Primitive Non-Motorized</i>: See above.
Critical Biological	<p>Semi-Primitive Non-Motorized</p> <ul style="list-style-type: none"> • <i>Semi-Primitive Non-Motorized</i>: See above.
Existing Wilderness	<p>Primitive with limited areas of Semi-Primitive Non-Motorized</p> <ul style="list-style-type: none"> • <i>Primitive</i>: 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. • <i>Semi-Primitive Non-Motorized</i>: See above.
Recommended Wilderness	<p>Semi-Primitive Non-Motorized</p> <ul style="list-style-type: none"> • <i>Semi-Primitive Non-Motorized</i>: See above.
Experimental Forest	Closed to the public except by permit.

Source: USDA Forest Service, 2005h.

Within the ANF, the Project Study Area primarily encompasses areas designated for ROS objectives of Semi-Primitive Non-Motorized (SPNM) or Semi-Primitive Motorized (SPM). Some areas designated as Roaded Natural are also included in the Project Study Area. Different types of recreational resources,

activities, and opportunities are made available or restricted by Forest Service management practices, depending upon the applicable ROS objective. Accordingly, any activity on NFS lands that conflicts with the applicable ROS objective for that area may affect corresponding recreational opportunities that are intended to be available under the applicable ROS designation.

High-Impact Recreation Areas (HIRAs). In accordance with the Federal Lands Recreation Enhancement Act (REA) of 2004, the Forest Service has designated areas on NFS lands that experience concentrated use or higher rates of visitation as High Impact Recreation Areas, or HIRAs. The chosen boundaries for each HIRA are based upon public usage of the area for recreational purposes and available amenities maintained by the Forest Service within each area, with the intention that HIRAs represent the areas of highest recreational usage and Developed Recreation opportunities in the Forest. Recreational users are required to purchase a National Forest Adventure Pass or an America the Beautiful Interagency Pass in order to use recreational resources within a HIRA. The purpose of this fee-based program, as authorized under the Federal REA, is to generate necessary funding to pay for backlogged maintenance of recreational resources throughout the Forest. Table 3.15-4 lists HIRAs which are considered to be located within the proposed Project’s Regional Setting.

HIRA	Description and Proximity within Regional Setting	Size (acres)
Big Tujunga	The Big Tujunga HIRA is located in the southwestern portion of the wilderness and recreation Study Area, which encompasses the eastern portion of this HIRA. Big Tujunga Dam is situated in the northeastern portion of the Big Tujunga HIRA. Upper Big Tujunga Canyon Rd bisects this HIRA in an east-west direction, continuing north to Mill Creek Summit.	14,700
Angeles Forest	The Angeles Forest HIRA is located along the southern border of the ANF and is centrally situated in the southern portion of the wilderness and recreation Study Area, which encompasses this HIRA entirely. Angeles Forest Highway (Hwy 2) crosses through the northern portion of this HIRA. The Angeles Forest HIRA is adjacent to the Developed Area Interface north of Arcadia, making it highly accessible to residents of cities south of the ANF. This HIRA includes a large number of Developed Recreation resources, as well the Arroyo Seco River, the West Fork San Gabriel River, and the Santa Anita Canyon River.	23,700
Angeles Crest	The Angeles Crest HIRA is located in the eastern portion of the wilderness and recreation Study Area, which encompasses the western portion of this HIRA. The Angeles Crest HIRA borders the San Gabriel Wilderness Area to the west and north and includes a portion of the Forest Service scenic byway from Shortcut Saddle to Islip Saddle.	21,800
San Gabriel Canyon	The San Gabriel Canyon HIRA extends beyond the eastern border of the wilderness and recreation Study Area; however, this HIRA is considered to be part of the Regional Setting because it includes roads that may be required for Project access. The San Gabriel Canyon HIRA borders the San Gabriel WA to the south and east, and borders the Sheep Mountain WA to the west. This HIRA is partly adjacent to the north of the City of Azusa and is highly accessible through the Developed Area Interface via Highway 39, which is routed in a south-north alignment through the HIRA. In addition, the San Gabriel Canyon WA includes the San Gabriel Canyon OHV area, the San Gabriel Reservoir, the Morris Reservoir, West Fork National Scenic Bikeway, and numerous other recreational resources.	35,800

Source: USDA Forest Service, 2007c

As mentioned, revenues generated from the sale of Adventure Passes and Interagency Passes are used to pay for backlogged maintenance, which includes the following: maintain trails, clean restrooms, pick up trash, remove litter and graffiti, provide visitor information, and fulfill other services as needed, based on visitor usage (USDA Forest Service, 2007c). The following Table 3.15-5 provides a summary of Developed Recreation resources located within each HIRA that is included in the wilderness and recreation Study Area; maintenance of these Developed Recreation resources is paid for by funds generated through the Federal REA, as described above. Please note that not all resources listed would be affected by the proposed Project or an alternative; potential impacts of the Project and alternatives are

discussed in Sections 3.15.5 through 3.15.11 and all affected resources are addressed in these latter sections.

HIRA	Developed Recreation Resources
Big Tujunga	Delta Flat Day Use; Wildwood Picnic Area; Vogel Flat Picnic Area; Stonyvale Picnic Area; Condor Peak Trailhead; Big Tujunga Dam Scenic Vista (Day Use); Fall Creek Campground
Angeles Forest	Pines Picnic Area; Georges Gap Trailhead; Clear Creek Visitor Information; Switzers Picnic Area; Bear Canyon Campground; Millard Campground; Sunset Ridge Trailhead; Red Box Picnic Area, Trailhead, and Visitor Information; Valley Forge Campground; West Fork Campground; Devore Campground; Mt. Wilson Picnic Area and Scenic Vista (Day Use); Spruce Grove Campground; Cascade Picnic Area; Hoegees Campground; Chantry Flats Picnic Area, Trailhead, and FS Facility; Pack Station
Angeles Crest	Little Jimmy Campground; Islip Saddle Trailhead; Eagles Roost Picnic Area; Vista Point Picnic Area; Cooper Canyon Campground; Buckhorn Campground and Trailhead; Sulphur Springs Campground; Horse Flats Campground; Bandido Campground; Three Points Trailhead; Devil's Canyon Trailhead, Picnic Area, and Visitor Information; Chilao Campground; Coulter Campground; Vetter Mountain Lookout; Charlton Flats Picnic Area; Shortcut Saddle Trailhead
San Gabriel Canyon*	Spring Camp; Glenn Camp; West Fork National Scenic Bikeway; West Fork fishing area; San Gabriel Canyon OHV area; Burro Canyon shooting area

Source: USDA Forest Service, 2007c

* The San Gabriel Canyon HIRA is listed in this table because it is included in the Regional Setting; however, due to the large size of this HIRA and the fact that no part of the proposed transmission line route is aligned within this HIRA, only developed resources within the southwestern portion of the San Gabriel Canyon HIRA are included in this table, as this is the portion of the HIRA that is closest to the Project. Furthermore, if roads within this HIRA are used for Project access, only roads within the southwestern portion of the HIRA would be affected.

Developed and Dispersed Recreation resources in the Central Region are described in further detail below, under respective subheadings.

Developed Recreation in the Central Region

Developed Recreation resources are actively maintained by the Forest Service and experience high levels of usage by public recreationists.

Off-Highway Vehicle (OHV) Trails and Open Riding Areas. The Forest Service has designated an interconnected system of OHV trails and Open Riding Areas throughout the ANF, thus providing a range of recreational opportunities to OHV recreationists of all skill levels. For the safety of OHV recreationists, OHV use is not permitted on the same roadways as passenger vehicle travel. The types of vehicles that are permitted on Forest Service roads are defined by one of five Operational Maintenance Levels (OMLs) that are assigned to each Forest Service roadway. OMLs are guidelines for the degree of maintenance that the Forest Service invests in a road, towards the purpose of managing each road and the surrounding NFS lands for their intended uses. The Forest Service's OMLs applicable to the ANF are presented in Table 3.15-6.

Maintenance Guidelines	OML 1	OML 2	OML 3	OML 4	OML 5
Traveled Way	n/a*	Maintain for high-clearance vehicles. Log out, brush, and maintain road prism as necessary.	Maintain for standard passenger cars. Some surface roughness; low priority to user comfort; provide adequate drainage; replace base course and surfacing as needed.	Maintain for moderate user comfort. Replace surfacing to depth required for blade maintenance and to prevent wear of base course. Abate dust when needed.	Maintain for a high degree of user comfort and convenience

Table 3.15-6. Forest Roads Operational Maintenance Level (OML) Guidelines for the ANF

Maintenance Guidelines	OML 1	OML 2	OML 3	OML 4	OML 5
Shoulder	n/a*	Maintain only as necessary for planned traffic.	Maintain existing shoulders commensurate with the traveled way.	Same as OML 3.	Maintain to the same standard as the traveled way.
Drainage	Keep drainage facilities functional and prevent unacceptable environmental damage.	Same as OML 1.	Same as OML 1.	Same as OML 1.	Same as OML 1.
Roadway	Closed to vehicular traffic. Perform work to alleviate erosion or sedimentation on or from the road. Defer removal of brush and trees from the roadway.	Manage vegetative cover as needed for planned traffic. Remove and/or repair slides and/or slumps as needed for access with high clearance vehicles to control resource damage.	Maintain existing vegetative cover. Control vegetation to provide sight distance. Repair and/or remove slides and slumps to provide passage by prudent drivers in standard passenger cars.	Same as OML 3.	Same as OML 3.
Roadside	n/a*	n/a*	Remove hazard trees and clean up litter.	Clean up litter in accordance with road management objectives. Remove hazard trees and perform landscape treatments as required.	Same as OML 4.
Structure	Inspect and repair only those items that cannot be deferred, and that are necessary to protect investment, and preserve structural integrity.	Maintain all structures to provide for the passage of planned traffic.	Maintain structures to provide for passage of planned traffic. Defer noncritical items and combine to provide for more economical project. For example, defective bridge rails, running planks, and bridge guideposts on a current basis.	Same as OML 3.	Same as OML 3.
Traffic Service	Ensure that physical closure devices and/or appropriate signing are in place and functional at the road entrance. Defer the maintenance of signs within the closure until the road is opened. Correct deferred items prior to opening the road to traffic.	Install and maintain route markers; warning, regulatory, and guide signs; and other traffic control devices to provide for planned traffic and an appropriate traffic management strategy.	Install and maintain route markers; warning, regulatory, and guide signs; and other traffic devices to provide for planned traffic.	Same as OML 3.	Install and maintain route markers; warning, regulatory, and guide signs; and other traffic devices to provide for planned traffic. Renew centerlines, edge stripes. And other pavement and curb markings as needed to provide for planned traffic.

Source: USDA Forest Service, Technology & Development Program. 2005.

* n/a: Generally no work required.

Under special circumstances, OHV use may be permitted on an OML 3 roadway, providing that a Mixed Use Traffic Study has been completed to assess the safety risks involved with OHVs and passenger vehicles utilizing the same road (Seastrand, 2008). However, under normal circumstances, OHVs are restricted to OML 2 roads, thus avoiding hazards to OHV users that are created by the presence of larger vehicles on OML 3, 4, and 5 roads.

In comparison with designated OHV trails (OML 2 roads), which interconnect throughout the Forest, Open Riding Areas are designated areas where OHV recreationists are permitted to drive off trails. Each designated Open Riding Area includes an OHV Staging Area, which is where OHV's may be dropped off by their transport vehicles, which can also park in the Staging Area if a valid recreation pass is displayed (per the Federal REA described in the HIRA discussion above). There are three designated Open Riding Areas in the ANF; however, none of these Open Riding Areas are within the wilderness and recreation Study Area and therefore will not be addressed further.

Multi-Use Recreational Trails. There are more than 557 miles of hiking and equestrian trails within the ANF, including 176 miles of the Pacific Crest National Scenic Trail (PCT, as described above for the North Region) and 73 miles of National Recreation Trails, which are described in further detail below (USDA Forest Service, 2004). With the exception of the PCT and trails located within designated WAs, all trails in the ANF are open for mountain biking and equestrian use (terrain permitting). Throughout the ANF, trails provide access to recreational and wilderness resources such as campgrounds and backcountry camping areas, day use areas and picnic areas, scenic vistas, fishing and hunting areas, and designated WAs. There is a wide variety of hiking, mountain biking, and equestrian trails located throughout the ANF and within the Project Area. Table 3.15-7 (Popular Multi-Use Trail Routes in the ANF, Central Region) provides a brief summary of some popular trails, some of which (such as the NRTs and the PCT) are described in further detail below.

Trail ID	Trail Name	Mileage	Beginning Trailhead	Ending Trailhead
11W06	Silver Moccasin NRT	14.2	West Fork Campground	Three Points PCT junction
11W08	Vetter Mountain	1.2	11W06 at Charlton Flats Picnic Area	Vetter Mountain Lookout
11W09	Barley Flat	3.5	FR2N46.1	FR3N19.1 at MP4.14
11W14	Gabrielino NRT	28.8	Chantry Flats Trailhead	Ventura Street / Windsor Avenue Trailhead
11W14.C	Arroyo Seco Watershed	0.4	Clear Creek (Intermittent Stream)	FR2N57
11W16	Sturtevant	2.6	11W14 at Spruce Grove	Mt. Wilson Trailhead
11W22	Mt. Wilson	6.0	Sierra Madre	FR2N45
11W28	Rim Trail	4.0	Mt. Wilson	Newcomb Pass
12W01	Arrastre Canyon	10.0	Mt. Gleason	Arrastre Canyon
12W03	World of Chaparral	1.8	Georges Gap	Clear Creek Station
12W03A	Nature's Canteen	1.0	Clear Creek (Intermittent Stream)	FR2N57
12W03B	The Pines	0.06	The Pines Day Use	12W03
12W03C	Pines PA	0.19	The Pines Day Use	Pines Picnic Area
12W03D	Trees for Tomorrow	0.5	Angeles Forest Highway	Angeles Forest Highway
12W04	Hoyt Mountain	2.0	12W03	FR2N79
12W04A	Hoyt Mountain / Pines Picnic Area	0.47	12W04	Pines Picnic Area
12W05.1	Strawberry Peak	5.0	Colby Ranch	Strawberry Peak
12W05.2	Strawberry	1.5	FR2N46.2	Tujunga Ranger District Boundary
12W09	Valley Forge	3.0	Red Box / Mt. Wilson Road	Valley Forge Campground
12W13	Dawn Mine	2.2	FR2N50.1 at Dawn Station	Tom Sloane Saddle

Table 3.15-7. Popular Multi-Use Trail Routes in the ANF, Central Region

Trail ID	Trail Name	Mileage	Beginning Trailhead	Ending Trailhead
12W14.1	Sam Merrill – Lower	2.65	Lake Ave at Loma Alta Drive	Echo Mountain Trail Junction
12W14.2	Sam Merrill – Middle	3.0	12W14.A	FR2N50A near FR2N50
12W14.3	Merrill – Upper	2.0	FR2N50.1 at the tennis court	FR2N50.1 at Markham Saddle
12W14.3A	Mt Lowe – West	1.4	12W14.3	12W14.3B
12W14.3B	Mt Lowe – East	0.3	12W14.3	Mt. Lowe Summit
12W14.A	Echo Mountain	1.0	FR2N50.2 at Cape Good Hope	Echo Mountain at the top of the incline
12W16	Idlehour	6.0	FR2N45.2	FR2N50A near FR2N50.1
12W18	Sunset Ridge	2.92	FR2N50.2	FR2N50.2
12W18.1	Sunset	0.5	Millard Campground	FR2N50.2
12W19	Burton	3.0	FR2N66 at the north end	11W14 above Oakwilde Trail Camp
12W22	Tom Sloan	2.0	FR2N50.1	Tom Sloan Saddle
12W23.1	Colby Canyon	3.5	Colby Bridge Trailhead	Strawberry Ridge
12W23.2	Colby Canyon	2.0	Colby Canyon Trailhead at Hwy 2	Josephine Saddle
12W27	El Prieto	2.0	FR2N66 above Arroyo Reserve	FR2N65
12W28	Castle Canyon	2.0	12W14.A at Echo Mountain	FR2N50A at Inspiration Point
2000	Pacific Crest National Scenic Trail	2,650	Mexico	Canada

Source: USDA Forest Service, 2007d; Okamoto, 2008

As mentioned above, the trails shown in Table 3.15-7 only represent a sample of the existing trails network in the ANF. The specific name and location of all trails that would be traversed by the proposed transmission lines or that are situated within one-half mile of the route for the proposed Project and all alternatives are identified in Sections 3.15.5 through 3.15.11 (Direct and Indirect Effects Analysis).

Pacific Crest National Scenic Trail (PCT). For a detailed description of the PCT, please see the discussion provided about with regards to the North Region. The PCT crosses through the Central Region in a west-east direction, following a natural topographic divide in the Central Region between the Soledad Front Country Place and the Angeles High Country Place. Along this topographic divide, the PCT crosses through Mill Creek Summit, a Developed Recreation area maintained by the Forest Service. The summit area includes resources such as Mill Creek Summit Fire Station, Mill Creek Summit Picnic Area, a parking area, and viewpoint look-outs. The Angeles Forest Highway also crosses this ridge at Mill Creek Summit.

National Recreation Trails (NRTs). As described above, there are more than 557 miles of multi-use trails in the ANF, including 73 miles of NRTs (USDA Forest Service, 2004). NRTs are designated by the Secretary of Interior or the Secretary of Agriculture to “recognize exemplary trails of local and regional significance in response to an application from the trail’s managing agency or organization” (USFWS, 2007). The following designated NRTs are located within the Central Region: the Silver Moccasin NRT (14.2 miles), Gabrielino NRT (28.8 miles), High Desert NRT (8.4 miles), and the West Fork National Scenic Bikeway (6.7 miles).

- ***Silver Moccasin NRT.*** Although some sources claim that the Silver Moccasin NRT is 53 miles long, differences in trail mileage can be attributed to portions of the original Silver Moccasin NRT being designated for the PCT, which is described above. This NRT begins at West Fork Trail Camp and extending to Three Points, where there is a trailhead for the PCT. (Okamoto, 2008) The Silver Moccasin NRT was originally designated by the Los Angeles Area Council of Boy Scouts in 1942. Boy Scouts who hike the length of the Silver Moccasin NRT receive an

award from the Boy Scouts of America organization. (USDA Forest Service, 2007b)

- *Gabrielino NRT*. The Gabrielino NRT, which is approximately 28.8 miles long, starts at Chantry Flat Day Use Area, with a trailhead located in Altadena at Windsor Avenue and Ventura Avenue, adjacent to the Hahamongna Watershed Park. The Gabrielino NRT was completed in 1970 through the joining of several existing trails situated mostly along canyon bottoms. There are several rest stops available along the Gabrielino NRT, including (in geographic order from the west end of the trail): Gould Mesa Trail Camp, Nino Picnic Area, Paul Little Picnic Area, and Oakwilde Trail Camp.
- *High Desert NRT*. A trailhead for High Desert NRT is available at Vincent Gap on the Angeles Crest Highway. The first portion of this NRT is also known as the Manzanita Trail, and connects Vincent Gap to South Fork Campground. The trail routes along Islip Saddle, between Mt. Williamson (to the northwest) and Mt. Islip (on the southeast), and continues for 8.4 miles along varied terrain.
- *West Fork National Scenic Bikeway (West Fork Bike Path)*. This 6.7-mile bike path was originally designated as an NRT in 1980 (NRTD, 2008). The West Fork Bike Path is accessible via Highway 39, approximately 1.5 miles north of Azusa and one mile past the Rincon Ranger Station. The West Fork Bike Path is highly accessible to the public and to bikers of most skill levels. It has an average width of ten feet, it is paved with asphalt, and the average grade is two percent (NRTD, 2008). The path runs along the southern border of the San Gabriel Wilderness Area and on the northern side of the West Fork San Gabriel River, between the San Gabriel Reservoir and Cogswell Reservoir. This bikeway is gated at each end, closing it off to motorized vehicles. However, there are ramps and platforms along the pathway that provide fishing access to the river for persons with disabilities, who can obtain access keys to drive through the gated entries from the San Gabriel Ranger District office. Other fishing resources are described below.

Campgrounds, Picnic Areas, and Other Developed Resources. The Forest Service maintains a wide variety of Developed Recreation facilities throughout the Central Region, including campgrounds and picnic areas that are highly popular with public recreationists. With the exception of group camps, which must be reserved in advance, campsites are available on a first-come, first-served basis, with a maximum stay of 14 days. A National Forest Adventure Pass must be purchased for vehicles parked in non-fee campgrounds, and a special permit is required for group camps. (USDA Forest Service, 2004)

Trailheads which provide access to the recreational trails network described above are also situated throughout the HIRAs, often in the same vicinity as campgrounds or picnic areas and day use facilities. Table 3.15-8 provides a list of campgrounds, picnic areas, day use facilities, and trailheads available within each HIRA included in the Study Area for wilderness and recreation. All developed resources in each HIRA are listed in the table below; however, some of these resources are considered to be outside the Project Area, as noted.

Campfires and cooking fires are permitted only within designated areas at developed Forest Service campgrounds and picnic areas. Outside of designated areas, a California Campfire permit (available for free) must be obtained for the use of portable stoves using gas, jellied petroleum, or pressurized liquid fuel. Open wood fires are not permitted outside of designated areas.

Table 3.15-8. Campgrounds, Picnic Areas, and Trailheads in Central Region HIRAs		
Campgrounds (CG)	Picnic Areas (PA) / Day Use Facilities	Trailheads (TH)
<i>Big Tujunga HIRA:</i> n/a	<i>Big Tujunga HIRA:</i> <ul style="list-style-type: none"> • Delta Flat Day Use and Viewpoint* • Wildwood PA* • Vogel Flat PA* 	<i>Big Tujunga HIRA:</i> <ul style="list-style-type: none"> • Condor Peak TH
<i>Angeles Forest HIRA:</i> <ul style="list-style-type: none"> • Bear Canyon CG • Millard CG • Mt. Lowe CG • Idlehour CG • Valley Forge CG • West Fork CG • Devore CG • Spruce Grove CG • Hoegees CG 	<i>Angeles Forest HIRA:</i> <ul style="list-style-type: none"> • Pines PA • Switzers PA • Clear Creek Visitor Information and FS Facility • Redbox PA and Visitor Information • Mt. Wilson PA • Cascade PA • Chantry Flats PA, FS Facility, and Pack Station 	<i>Angeles Forest HIRA:</i> <ul style="list-style-type: none"> • Georges Gap TH • Red Box TH • Sunset Ridge TH • Chantry Flats TH
<i>Angeles Crest HIRA:</i> <ul style="list-style-type: none"> • Coulter Group CG (special permit) • Chilao CG (special permit) • Horse Flats CG (special permit) • Bandido Group CG (special permit) • Sulphur Springs Group CG (special permit)* • Buckhorn CG (special permit)* • Cooper Canyon CG* • Little Jimmy CG* 	<i>Angeles Crest HIRA:</i> <ul style="list-style-type: none"> • Charlton Flats PA • Vetter Mtn. Lookout • Chilao PA, Visitor Information, and FS Facility • Vista Point PA* • Eagles Roost PA* 	<i>Angeles Crest HIRA:</i> <ul style="list-style-type: none"> • Shortcut Saddle TH • Devil's Canyon TH • Three Points TH* • Buckhorn Station TH* • Islip Saddle TH*
<i>San Gabriel Canyon HIRA:</i> <ul style="list-style-type: none"> • Spring Camp • Glenn Camp • Coldbrook Campground* • Fawnskin Campground* • Deer Flat Group Campground* 	<i>San Gabriel Canyon HIRA:</i> <ul style="list-style-type: none"> • West Fork fishing • Burro Canyon shooting area • Oaks Picnic Area* 	<i>San Gabriel Canyon HIRA:</i> <ul style="list-style-type: none"> • West Fork TH • Heaton Flats TH* • East Fork TH* • Upper Bear TH* • Islip Wawona TH* • Deer Flat TH*

Source: USDA Forest Service, 2007e

* These resources are not considered to be within the Project Study Area but are included in this table because they are located in a HIRA that is included as part of the wilderness and recreation Study Area for this proposed Project.

Dispersed Recreation

As described above, Dispersed Recreation includes areas and resources that are used for recreational purposes but are not regularly maintained by the Forest Service. With regards to the HIRAs that are introduced in the beginning of this section, Dispersed Recreation is inclusive of recreational activities that occur outside of concentrated use areas such as campgrounds, picnic areas, and maintained trails. However, some areas that are considered to represent Dispersed Recreation also include Developed Recreation opportunities, such as designated Wilderness Areas (WAs) in the Forest that are managed to preserve the wilderness character of the natural landscape, yet include recreational resources that are considered to be Developed Recreation, such as trails and campgrounds. For the purposes of this analysis, the broader area (the WA itself) is included as Dispersed Recreation because the vast majority of recreation opportunities available in this area represent passive recreation that does not require maintained facilities and does not result in concentrated use.

Hunting. Hunting is permitted throughout the ANF during seasons that are designated and managed by the California Department of Fish and Game (CDFG). All hunters must hold a valid California hunting license to participate in recreational hunting. All hunters must comply with applicable laws, which include county, State, and federal laws which prohibit the use of fire arms in certain areas, such as within 150 feet of a residence, building, campsite, developed recreation area, or other occupied area (USDA Forest

Service, 2008a). The CDFG manages recreational deer hunting throughout the State in separate zones; the Project Area is within Zone D-11. General deer hunting information for Zone D-11 is described in the California Fish and Game Commission's Mammal Hunting Regulations, Subdivision 2 (Game and Furbearers), Chapter 3 (Big Game), §360 (Deer) as follows:

(10) Zone D-11.

(A) Area: Those portions of Los Angeles and San Bernardino counties, within a line beginning at the intersection of Interstate 5 and Highway 138, south of Gorman; east on Highway 138 to Highway 14; south on Highway 14 to Palmdale and Highway 138; east on Highways 138 and 18 to Interstate 15; south on interstates 15 and 15E to Interstate 10; west on Interstate 10 to Interstate 405; north on Interstates 405 and 5 to the point of beginning.

(B) Season: The season in Zone D-11 shall open on the second Saturday in October and extend for 30 consecutive days.

(C) Bag and Possession Limit: One buck, forked horn (See subsection 351(a)) or better, per tag.

(D) Number of Tags: 5,500.

(E) Special Conditions: Hunters that possess a D-11 deer tag may also hunt in zones D-13 and D-15 as described in subsections 360(a)(12)(A), (B) and (C), and subsections 360(a)(14)(A), (B) and (C). (CDFG, 2008)

Two additional deer hunts are also permitted in Zone D-11, including Deer Hunt J-13 (Los Angeles Apprentice Either-Sex Deer Hunt), and Deer Hunt A-31 (Los Angeles Archery Either-Sex Deer Hunt). Dates designated by the CDFG for the regular deer season described above, as well as for Deer Hunts J-13 and A-31 in 2008 include the following:

- September 6 – September 28 (Deer Hunt A-31);
- October 11 – November 9 (regular D-11 deer hunt); and
- November 15 – November 23 (Deer Hunt J-13).

The CDFG designates opening and closing dates for each hunting season on an annual basis, and the dates that would be relevant to construction of the proposed Project or an alternative have not yet been determined. However, hunting seasons tend to occur around the same time every year, so it is reasonable to assume that the dates listed above (roughly the beginning of September through the end of November) represent the same general timing of future hunting seasons. (CFGC, 2008)

Fishing. Recreational fishing is also a popular day-use activity in the ANF. Within the Central Region, there is a variety of designated fishing areas available to the public, which are accessible using Forest System roads, designated OHV routes, and multi-use hiking trails. Some fishing areas are restricted to shoreline fishing only, while others allow for fishing from boats. Permits are required for all fishing activities. The CDFG stocks some waterways within the ANF with fish. Designated shoreline fishing areas that are stocked by the CDFG include: Upper Big Tujunga Canyon, Lower Big Tujunga Creek, Littlerock Creek and Reservoir, San Gabriel Reservoir, Arroyo Seco Creek, and the San Gabriel River (all forks). Un-stocked areas include: Bear Creek, San Antonio Creek, Big Santa Anita Creek, Santa Anita Creek, and Big Tujunga Canyon. No fishing is allowed in Cogswell Reservoir or Big Tujunga Reservoir.

Cogswell Reservoir is not located within one-half mile of the Project; however, it is included in the Study Area for this analysis because it is expected that Forest Road 2N25.1, also the West Fork Bike Path (see description above), would be used for construction access to the transmission line. This bikeway, which connects Highway 39 out of Azusa with Cogswell Reservoir just east of the proposed Segment 6, provides

direct access to the West Fork San Gabriel River, which is a popular resource for “catch and release” fishing of native trout. The stretch of the West Fork San Gabriel River between approximately the second bridge upstream of Highway 39 to Cogswell Reservoir, which is the catch and release portion mentioned, also provides accessible fishing platforms for recreationists with disabilities. Although the ramps are located behind a locked gate, persons with disabilities may enter the area by motor vehicle by contacting the San Gabriel Ranger District for access. (USDA Forest Service, 2007e and 2004) In addition, the Pasadena Bait Club maintains a clubhouse located on Forest Road 2N25.1 which dates from the turn of the century (USDA Forest Service, 2008b). This clubhouse, also referred to as the Pasadena Bait Club Cabin, is actively used by members of the Pasadena Bait Club.

Designated Wilderness Areas (WAs). There are several WAs designated on NFS lands in the ANF, however, only the San Gabriel Wilderness Area is located in the Study Area. The San Gabriel WA is located in the San Gabriel River Ranger District and covers a total of 36,118 acres, including parts of three ANF Places: San Gabriel Canyon, Angeles Uplands East, and Angeles High Country (USDA Forest Service, 2005b). In accordance with the federal Wilderness Act of 1964 (Public Law 88-57, 78 Stat. 890 16 U.S.C. 1131-1136), a Wilderness Area is defined as having the following four primary characteristics:

- (1) Generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable;
- (2) Has outstanding opportunities for solitude or a primitive and unconfined type of recreation;
- (3) Has at least five thousand acres of land or is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and
- (4) May also contain ecological, geological, or other features of scientific, educational, scenic, or historical value.

In summary, all designated Wilderness Areas are undisturbed landscapes which provide substantial opportunities for solitude, include at least 5,000 acres, and represent unique natural features. As mentioned, the San Gabriel WA is included in this Study Area for the proposed Project. This WA can be accessed via Bear Creek Trail (11 miles with trailheads near Rincon and Coldbrook Ranger Stations off Highway 39), the Mt. Waterman Trail (10 miles from Three Points to Buckhorn with a one mile side trail to Twin Peaks Saddle), Devil's Canyon Trail (four miles down into Devil's Canyon) (USDA Forest Service, 2005b). Terrain in the San Gabriel WA is extremely rugged in parts and access is extremely limited in the western portion of the WA. Motorized vehicles (OHVs) are prohibited in the WA, so public access is limited to hiking or horseback riding. Most recreational use of the San Gabriel WA takes place in the riparian woodlands located in canyon bottoms, where access is provided via a small network of trails (USDA Forest Service, 2005b). Recreation activities in the San Gabriel WA include hiking, fishing, picnicking, and water play.

Big Santa Anita Canyon. Big Santa Anita Canyon is a popular recreational destination located in the southern portion of the ANF. Chantry Flat is located approximately one mile north of the southern ANF border and is the primary access point into Big Santa Anita Canyon. From Sierra Madre in the San Gabriel Valley, Chantry Flat Road provides convenient access to Chantry Flat Picnic Area / Trailhead and Ranger Station / Information Center. North of Chantry Flat, Gabrielino NRT (11W14) provides access to Mount Zion, which is located approximately 2.5 miles north of the southern ANF boundary. Mount Zion is a popular hiking destination for the Sierra Club and other conservation groups, as well as individual recreationists. Gabrielino NRT provides access to a variety of recreational resources farther

north in the Forest, including multi-use trails (Sturtevant Trail, Forest Trail 11W16, Silver Moccasin NRT, Forest Trail 11W06), OHV routes (Rincon Red Box Road / OHV Road 2N24.1, OHV Road 2N23) and campgrounds (Hoegees, Spruce Grove, Devore, and West Fork).

Scenic Vistas and Viewpoints. In addition to Mount Zion, which is described above in the discussion for Big Santa Anita Canyon, there are several other peaks and viewpoints in the Central Region that are located outside the Study Area but that are popular with public recreationists and could potentially provide a view of the Project. Due to the unique views and recreational opportunities available at these peaks and viewpoints, they are considered to be part of the setting for this analysis, and include the following: Cobb Estate, Mount Wilson, Mount Lowe, Mount Disappointment, and Strawberry Peak.

- **Cobb Estate**, a former estate under private ownership, is now owned by the Forest Service and maintained as a botanical garden and arboretum which offers free access to the public. Cobb Estate is located just north of the City of Altadena, at the northern terminus of Lake Avenue and the eastern terminus of East Loma Alta Drive, and along the southern border of the ANF. Trailheads for Mount Wilson and Mount Lowe are located within Cobb Estate. (Altadena Trails, 2008)
- **Mt. Wilson** has an altitude of 5,715 feet at its peak. The historic Mount Wilson Observatory and museum are located at the summit. The observatory, which is open on a seasonal basis, is accessible from CA Route 2 (Angeles Crest Highway) via Red Box Road and is popular with a variety of recreationists.
- **Mt. Lowe**, which is the site of an historic rail line, is accessible via Sunset Ridge Fire Road, which also provides access to Echo Mountain and Mr. Lowe Camp (formerly the Alpine Tavern). Mt. Lowe is a popular destination for hikers and other outdoor recreationists.
- **Mt. Disappointment** has an elevation of 5,960 feet at its peak. San Gabriel Peak, which is higher than Mt. Disappointment by 167 feet, is located approximately one-half mile to the east.
- **Strawberry Peak** summit is located relatively in the center of the Strawberry Peak Inventoried Roadless Area, and is accessible from CA Route 2 via Colby Canyon or Red Box Road and provides views of the Los Angeles Basin and the Pacific Ocean (providing clear conditions). Strawberry Peak is highly popular with outdoor recreationists due to its unique views and accessible hiking opportunities.

As mentioned, the peaks and viewpoints listed above are located outside the Study Area, but they could potentially provide views of Project infrastructure. Due to the popularity of these locations with public recreationists, they are considered in this analysis of wilderness and recreation.

South Region

The South Region extends from the southern boundary of the ANF to the existing Mira Loma Substation, as defined above under Baseline Data Collection Methodology. This region is highly urbanized and the majority of recreational resources available here are in the form of developed urban park areas, which are managed by local and regional agencies.

The South Region overlays both incorporated and unincorporated areas of Los Angeles County as well as incorporated areas of San Bernardino County. In total, there are 38 incorporated cities within the South Region (32 in Los Angeles County and 6 in San Bernardino County). Incorporated cities of Los Angeles County that are within the South Region are located south of the ANF boundary, east of Mesa Substation, north of the Orange County boundary and State Route 72, and west of the San Bernardino County boundary. Incorporated cities of San Bernardino County that are within the South Region are located west of Interstate 15. All incorporated cities of the South Region are listed below, in Table 3.15-9.

Table 3.15-9. Incorporated Cities of the Southern Region

Los Angeles County			
Alhambra	Diamond Bar	Montebello	San Marino
Arcadia	El Monte	Monterey Park	Sierra Madre
Azusa	Glendora	Pasadena	South El Monte
Baldwin Park	Irwindale	Pico Rivera	South Pasadena
Bradbury	La Habre Heights	Pomona	Temple City
City of Industry	La Puente	Rosemead	Walnut
Claremont	La Verne	San Dimas	West Covina
Covina	Monrovia	San Gabriel	Whittier
San Bernardino County			
Chino	Montclair	Rancho Cucamonga	
Chino Hills	Ontario	Upland	

Source: Thomas Guide, 2006; Thomas Guide 2008

Recreational areas and facilities which are designated for public use within each of the cities listed above are managed by the individual cities' Department of Parks and Recreation, and/or by the County of Los Angeles Department of Parks and Recreation. These agencies are responsible for maintaining and protecting public recreational facilities such as playgrounds, open space/grassy areas, sports fields, community centers, equestrian facilities, and other recreational resources.

The specific recreational resources within each jurisdiction that fall within the Project Area are discussed below, in the appropriate sections for each alternative. Some portions of the South Region also fall under the jurisdictional authority of federal and State agencies, including the U.S. Department of Defense and the California State Lands Commission (CSLC). In addition, lands managed by the U.S. Army Corps of Engineers (USACE, or Corps) are also located in the Project area, including the Santa Fe Dam Recreation Area and the Whittier Narrows Recreation Area, both of which are discussed below. Section 3.9 (Land Use) provides more specific discussion of the land use characteristics in these areas, while Section 3.4 (Biological Resources) provides discussion of biological resources relevant to these USACE properties. The discussion provided in this section is specific to the wilderness and recreation characteristics of the Santa Fe Dam Recreation Area and the Whittier Narrows Recreation Area. Other notable recreational and wilderness resources in the South Region are discussed in further detail below.

Hahamongna Watershed Park. The Hahamongna Watershed Park (formerly Oak Grove Park) is approximately 1,300 acres in size and is characterized primarily as open space. This park is located within the City of Pasadena, between the ANF and the Arroyo Seco. The Park forms the upper portion of the Arroyo Seco tributary area, with Central Arroyo and Lower Arroyo comprising the southern portions of the Arroyo Seco. The Hahamongna Watershed Park is managed by the City of Pasadena, Parks and Natural Resources Division, which has produced a Master Plan for the Watershed Park, towards the purposes of management for passive recreation uses, water conservation, and flood control activities (City of Pasadena, 2007).

Eaton Canyon Natural Area Park / Eaton Canyon Park. This public park is approximately 184 acres in size and includes recreational facilities such as protected open space, a network of hiking trails, and a nature center with educational displays and programs. The park area serves as an entrance to Henninger Flats, Idlehour Campground, and Mount Wilson, which are all recreational resources within the proposed Project area. Eaton Canyon Park is managed by the Los Angeles County Department of Parks and Recreation, in conjunction with the Eaton Canyon Nature Center Associates (ECNCA), a non-profit organization dedicated to maintaining the park's open space character. The ECNCA also develops and implements educational programs through the park towards the goal of instilling "appreciation of the

natural world” in members of the public (ECNCA, 2007).

Santa Fe Dam Recreation Area. The Santa Fe Dam Recreation Area is a 70-acre regional park, managed and operated by the Los Angeles County Department of Parks and Recreation. This large regional facility is located within the flood control basin of the Santa Fe Dam, which was built and operated by the US Army Corps of Engineers (SCE, 2007). Developed facilities within this recreational area include a children’s water play area (open during summer), picnic areas, trails for biking and hiking, and campsites (CLADPR, 2007), which are clustered around the southern and eastern portions of the basin. A variety of boats are also available for rent, and a Nature Center provides interpretive displays and information. Per the Corps’ regulations, a Master Plan has been prepared for the Santa Fe Flood Control Basin and Dam, focusing on the following primary areas of interest: (1) regional and ecosystem needs; (2) facility resource capabilities and suitability; and, (3) expressed public interests and desires (USACE, 2009). A youth athletic facility, known as the KARE Youth League Athletic Park, is currently proposed within the Basin; it would include soccer, football, softball and baseball fields as well as basketball courts and a parking lot. Also included in the KARE Youth League facilities would be a multi-purpose office/administration building with snack bar and indoor activity rooms, a picnic area and playground, a locker and restroom facility, and lighting structures for night-time activities (USACE, 2006).

San Gabriel River Corridor. The San Gabriel River is the central backbone of the San Gabriel River Watershed. The river runs north-to-south, with headwaters in the San Gabriel Mountains within the ANF. The river extends through the San Gabriel Valley and the Los Angeles Coastal Plain, terminating at the Pacific Ocean. The San Gabriel River Corridor connects a series of recreational areas within the South Region, including the regional recreation facilities are the Santa Fe Dam Recreation Area, Whittier Narrows Recreation Area, and San Gabriel Bike Trail. Local parks situated along the corridor include Encanto Park, Hacienda Park, Otis Gordon Sports Park, Barnes Park, Zamora Park, and Streamland Park (SCE, 2007).

The County of Los Angeles Department of Public Works (LADPW) developed the San Gabriel River Corridor Master Plan (2006) in order to provide ongoing planning efforts for habitat, recreation, open space, flood control, water supply, and economic development along the river’s main corridor and West Fork (CLADPW, 2007a).

San Gabriel River Bike Trail. The San Gabriel River Bike Trail initiates in the City of Azusa, at the base of the San Gabriel Mountains, and continues for more than 38 miles to the Pacific Ocean, where the trail ends in Seal Beach. The trail is maintained primarily by the Los Angeles County Department of Public Works (Road Maintenance Division), although some areas of the southern portion of the bike path are maintained by the City of Long Beach and the City of Orange. In addition to providing a recreational resource for bicyclists and outdoor enthusiasts, this bike trail is also utilized by the Los Angeles Department of Public Works and other public agencies for access to facilities located along the San Gabriel River channel (SCE, 2007). The trail has more than 30 access points located along existing roadways, at bridge crossings, and in local parks, among other areas.

Emerald Necklace Park Corridor (Emerald Necklace). The Emerald Necklace (currently in development) is a 17-mile loop of interconnected trails, bike paths, parks, and greenways along the Rio Hondo River and the San Gabriel River. Several public agencies are working jointly on the Emerald Necklace project, including the Los Angeles Department of Public Works, the Los Angeles Flood Control District, and the Los Angeles Department of Parks and Recreation (SCE, 2007). These agencies are coordinating with ten different cities along the Emerald Necklace loop, as well as a group called Amigos de los Rios and the

Rivers and Mountains Conservancy. The ten cities that will be connected along the Emerald Necklace include: Pico Rivera, South El Monte, City of Industry, Baldwin Park, Peck Park, Irwindale, Arcadia, Temple City, and Rosemead. Nearly 500,000 residents in these cities will have access to new recreational opportunities through the Emerald Necklace (Amigos, 2007). The Emerald Necklace will provide a multitude of recreational opportunities in an urban environment.

Woodland Duck Farm / River Commons at the Duck Farm Project (Duck Farm). The River Commons at the Duck Farm is an ongoing open space project which is currently in development by the Watershed Conservation Authority (WCA). The WCA is a Joint Powers Authority allowed under the State of California, through which the following two public authorities operate together: the Los Angeles County Flood Control District, and the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC). The project site is a former duck farm which is located along the San Gabriel River. Upon completion, the Woodland Duck Farm project will include approximately 58 acres of open space with native habitat enhancements and low-impact recreational uses (RMC, 2007). Primary project features include the following: a 14-acre riparian corridor; a 4-acre native plant nursery; a 2-acre wildflower meadow; a 1-acre pocket park; interior trails; visitor center; amphitheater / outdoor classroom; 1.5-acre demonstration wetland and freshwater marsh; river-edge promenade; neighborhood park; community garden; upland vegetation; maintenance road improvements; sidewalk improvements; I-605 underpass improvements; expanded equestrian facility; a parking lot at the Proctor Street entrance; a parking lot at the Rall Avenue entrance (WCA, 2007). This project is further intended to connect communities on either side of the 605 freeway with the San Jose Creek Bike Trail and the San Gabriel River Bike Trail, pending ongoing improvements to the bike trails by the Los Angeles Department of Public Works (RMC, 2007). Based on grant funding, the Duck Farm project is divided into phases with Phase 1A, which includes the area between Valley Blvd and Avocado Creek, north of the 605, planned to begin construction in June of 2008 (Beesley, 2007).

Whittier Narrows Recreation Area. This Regional Park, which includes 1,400 acres and a wide variety of recreational opportunities, is managed by the Los Angeles County Department of Parks and Recreation (SCE, 2007). The Whittier Narrows are situated along the southern boundary of the San Gabriel Valley and encompass a diverse landscape area. The recreation area is situated along the San Gabriel River, at the confluence of Mission Creek, Rio Hondo, and the Alhambra Wash. Some of the recreational resources available within Whittier Narrows include: fishing lakes, comfort stations, picnicking areas, playgrounds, a nature center, an equestrian facility, trails, a multipurpose athletic complex, a military museum, soccer fields, volleyball courts, tennis courts with pro shop, and shooting ranges for archery, skeet, pistol, and trap (CLADPW, 2007b).

Puente Hills Landfill Native Habitat Preservation Area (Puente Hills Habitat Area). The Puente Hills Landfill Native Habitat Preservation Authority (Habitat Authority) is a Joint Powers Authority including the City of Whittier, County of Los Angeles, Sanitation Districts of Los Angeles County, and the Hacienda Heights Improvement Association. The Habitat Authority manages a 3,860-acre area designated as the Puente Hills Habitat Area for the purposes of restoration and preservation of open space and biological diversity, while also providing opportunities for outdoor education and low-impact recreation to the public. Established in 1994, the Habitat Authority currently owns 1,878 acres of the 3,860-acre Puente Hills Habitat Area in eastern Los Angeles County (Puente Hills Habitat Authority, 2007). The Habitat Authority's jurisdiction extends from the intersection of the 605 and 60 Freeways in the west to Harbor Boulevard in the east. Within this area, the Puente Hills Habitat Area includes portions of the following, from west to east: Hacienda Hills (City of Hacienda Heights); Turnbull Canyon, Hellman

Park, and Arroyo Pescadero (City of Whittier); Sycamore Canyon (Los Angeles County); Powder Canyon (La Habra Heights). The Habitat Authority contracts with the Mountains Recreation and Conservation Authority (MRCA) to provide ranger services within the Puente Hills Habitat Area, including regular patrols, 24-hour emergency response, educational outreach, and maintenance activities (Puente Hills Habitat Authority, 2007).

Skyline Trail and Schabarum Trail. Skyline Trail is part of the historic Portola Trail, which follows the 1769 journey of Spanish explorers from Mexico all the way into central California (Reynolds, 2007). The Portola Trail begins in Mexico and enters the United States near Nogales, Arizona. It travels west through Arizona and California, eventually heading north to San Jose. In Puente Hills, the Skyline Trail travels in an east-west direction towards the Puente Hills Habitat Area (see description above), where Schabarum Trail connects to Skyline Trail through Powder Canyon, a 517-acre wilderness area in the eastern region of the Puente Hills Habitat Area. From Skyline Trail, Schabarum Trail continues through the Puente Hills Habitat Area and enters Schabarum Regional County Park north of Powder Canyon, joining the trail network in Powder Canyon with the trail network in county the park. Schabarum Trail is managed primarily by the County of Los Angeles Department of Parks and Recreation (CLADPR), with management assistance provided by the National Parks Service (NPS). The CLADPR currently has easements from SCE for use of the utility corridor and ROW by the trail (Reynolds, 2007). In light of rapidly expanding residential development in the Chino Hills area, the CLADPR is also currently working with several government agencies and a private developer in an effort to protect the Skyline Trail and maintain some of its natural character as it passes through Chino Hills (Reynolds, 2007). Schabarum Regional County Park is also managed by the CLADPR and encompasses a total of 640 acres, of which 77 acres are developed (SCE, 2007). Recreational resources within the park include hiking, biking, and horseback riding trails, an eighteen-station fitness trail, an equestrian center, picnic areas, soccer fields, and playground areas (CLADPR, 2007).

Chino Hills State Park. Chino Hills State Park occupies 12,452 acres and stretches for nearly 31 miles between the Santa Ana Mountains and the Whittier Hills, making it a major component in the Puente-Chino Hills biological corridor. This park provides a largely undeveloped open space area for outdoor appreciation and recreational opportunities. A 60-mile network of trails and fire roads within the Park accommodate recreational uses such as hiking, horseback riding, and bicycling. Some trails are restricted to non-motorized use only, for safety and habitat conservation purposes. Recreational resources provided within the park include picnic areas and equestrian facilities (staging area, pipe corrals and a historic barn).

3.15.2.2 Alternative 2: SCE's Proposed Project

Alternative 2 (the proposed Project) would include eight separate segments (Segments 4 through 11), which together would result in a 500-kV transmission line with required substations, extending from the Tehachapi Wind Resource Area in Kern County and south through the Angeles National Forest, before turning east from the Mesa Substation in Monterey Park and ending at the Mira Loma Substation in Ontario. As described in the Baseline Data Collection Methodology section, the Project Area has been divided into three separate regions, for the purposes of this analysis: the North Region, the Central Region, and the South Region. Table 3.15-10, below, provides a list of Alternative 2 Project components within each region.

Table 3.15-10. Alternative 2 (Proposed Project) Components per Region

North Region (north of ANF)	Central Region (within ANF)	South Region (south of ANF)
S10 MP 0.0 – 16.8 S9 Cottonwind Substation S9 Whirlwind Substation S4 MP 0.0 – 19.6 S9 Antelope Substation S5 MP 0.0 – 17.8 S9 Vincent Substation S6 MP 0.0 – 1.4 S11 MP 0.0 – 1.5	S11 MP 1.5 – 24.5 S6 MP 1.4 – 26.9 S9 Gould Substation	S11 MP 24.5 – 36.2 S9 Goodrich Substation S9 Mesa Substation S7 MP 0.0 – 15.8 S9 Rio Hondo Substation S8A MP 0.0 – 35.2 S8B MP 0.0 – 6.4 S9 Mira Loma Substation S9 Chino Substation

The following section provides a description of the Affected Environment for Alternative 2 (proposed Project), including all recreational resources and designated Wilderness Areas located within one-half mile of the proposed transmission line route, as consistent with the Affected Environment defined for Land Use.

North Region

The North Region extends from the Windhub Substation (S10 MP 0.0) to the Vincent Substation (S5 MP 17.8). This region includes the proposed Project’s Segments 4, 5 and 10. The North Region traverses parts of southern Kern County and northern Los Angeles County, as well as the incorporated cities of Lancaster and Palmdale. Five substations are contained within the North Region, including: Windhub, Cottonwood, Whirlwind, Antelope and Vincent. Table 3.15-11 describes the recreational and wilderness resources that are located within one-half mile of the proposed Project within the North Region.

Table 3.15-11. North Region Recreational Resources within One-Half Mile of Alternative 2

Project Component	Jurisdiction	Recreational Resource	Description	Proximity to Alternative 2 Alignment
S4 MP 2.7	Kern County	Pacific Crest National Scenic Trail (PCT)	2,650-mile trail extending from Mexico to Canada. Non-motorized traffic only.	Direct crossing
S4 MP 11.0	Los Angeles County	California Poppy Trail (130)	Los Angeles County Riding and Hiking Trail, managed by Los Angeles County Department of Parks and Recreation	Direct crossing
S4 MP 11.6 – 14.0	Los Angeles County	Antelope Valley California Poppy Reserve	1,745 acres of open space where the CA Poppy blooms annually	0.42 mile to the southwest (at S4 MP 12.7)
S4 MP 15.9	Los Angeles County	Del Sur Ranch (and associated neighborhood parks)	Proposed development in the City of Lancaster	0.38 mile to the east
S4 MP 16.0 – 18.0	Los Angeles County	California Poppy Trail (130)	Los Angeles County Riding and Hiking Trail, managed by Los Angeles County Department of Parks and Recreation	Adjacent to the east
S5 MP 1.8 – 2.0	City of Lancaster	Dirt trails and motocross trails	Used for walking, hiking, and OHV recreation	Adjacent to the southwest
S5 MP 4.4 – 17.8	City of Palmdale / L.A. County	Antelope Valley Area Trails	Planned and developing trails network described by the Antelope Valley Area Trails Plan (AVATP)	Multiple direct crossings
S5 MP 6.5 and 7.0	Los Angeles County	North Side Trail (111)	Los Angeles County Riding and Hiking Trail, managed by Los Angeles County Department of Parks and Recreation	Direct crossings

Project Component	Jurisdiction	Recreational Resource	Description	Proximity to Alternative 2 Alignment
S5 MP 6.9	City of Palmdale	A.C. Warnack Nature Park	132 acres of open space with rolling hills. Signage, campsites, equestrian facilities, hiking trails, and picnic areas in development.	0.5 mile to the northeast
S5 MP 9.0	City of Palmdale	Ritter Ranch Master Planned Community	4.7-acre recreation center at the northeast corner of City Ranch Road and Ranch Center Drive	0.28 mile to the northeast
S5 MP 9.75 and 10.25	Los Angeles County	Northside Connector Trail (115)	Los Angeles County Riding and Hiking Trail, managed by Los Angeles County Department of Parks and Recreation	Direct crossing
S5 MP 13.0 – 14.0	Los Angeles County	Northside Connector Trail (115)	See above	Within and adjacent to ROW
S5 MP 14.5	Los Angeles County	Vasquez Loop Trail (116)	Los Angeles County Riding and Hiking Trail, managed by Los Angeles County Department of Parks and Recreation	Direct crossing
S5 MP 17.0	Los Angeles County	Acton Community Trail (114)	Los Angeles County Riding and Hiking Trail, managed by Los Angeles County Department of Parks and Recreation	Direct crossing
		Palmdale Hills Trail (110)	Los Angeles County Riding and Hiking Trail, managed by Los Angeles County Department of Parks and Recreation	0.25 mile to the east
S11 MP 0.2	Los Angeles County	Small dirt roads	OHV use	Direct crossing
		Vacant (undeveloped) land	Owned by BLM	0.5 mile to the east
S11 MP 0.0 – 1.5	Los Angeles County	Small dirt roads	Used for OHV recreation	Multiple direct crossings

Segment 10, North Region

Segment 10 is situated in vacant desert land. Named streets which are laid out in a grid pattern in the vicinity of Segment 10 indicate that the land is (or was) subdivided. A few existing dirt roads travel at an angle from northeast to southwest across this road pattern. Most of the proposed route for Segment 10 runs in parallel to General Petroleum Road. The land is flat with a very shallow slope from the Tehachapi Mountains in the northwest towards the southeast (SCE, 2007).

There are no formal improved recreational facilities in the vicinity of the proposed and alternative routes for Segment 10. A few parcels of land in the vicinity are in public ownership, but these are vacant and not associated with any trail systems. The Whirlwind Substation is located at MP 4.0 of Segment 4, at the southern terminus of Segment 10. This area is characterized by vacant desert land in the northwest, which transitions to cultivated lands in the southeast. There are no developed or maintained recreational facilities in the vicinity of Whirlwind Substation. A few dirt roads and trails which are known to be informally utilized by OHV recreationists are generally located northwest of the substation.

The Pacific Crest National Scenic Trail (PCT) crosses within approximately 1.2 miles to the northwest of Whirlwind Substation, which is the southern terminus of Segment 10. In this area, the PCT is located beyond the 0.5-mile radius defined as the Affected Environment; however this is considered to be a particularly sensitive resource and is therefore noted in this discussion. The PCT is further discussed below, with regards to the proposed Segment 4.

Segment 4, North Region

The proposed Segment 4 initiates at Cottonwind Substation in Kern County and is routed along the existing Antelope-Magunden #2 (220-kV) and Midway-Vincent #3 (500-kV) transmission lines. From Cottonwind Substation in the north, Segment 4 passes through Kern County and Los Angeles County, to its terminus at the existing Antelope Substation in the City of Lancaster. Most of the land in the vicinity of Segment 4 is characterized as undeveloped desert with sparse vegetative cover and some areas of cultivated fields in the southern portion of Kern County. Recreational resources within one-half mile of Segment 4 in the North Region include the PCT and the Antelope Valley California Poppy Reserve, which are described in further detail below.

Pacific Crest National Scenic Trail (PCT). Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the PCT. In the vicinity of Segment 4, the PCT generally follows access roads and trails associated with the Los Angeles Aqueduct (SCE, 2007). Although most of the PCT is situated to follow ridgelines, it has been diverted northeast of the nearest ridgeline in this area due to the location of private property (Tejon Ranch) where easements for the trail have not been granted. The proposed Project would traverse the PCT at MP 2.7 of Segment 4.

Antelope Valley California Poppy Reserve (Poppy Reserve). Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the Poppy Reserve. The Poppy Reserve is located generally to the southwest of the proposed Project route, between S4 MP 11.6 and 14.0. The Visitor Center is located on Lancaster Road, at Avenue I. The entrance for the parking lot is off of Lancaster Road, approximately 2.8 miles southwest of S4 MP 13. The parking area, restrooms, and picnic area are located roughly one-half mile southwest of S4 MP 12.5. The distance from Segment 4 to the nearest trails in the Poppy Reserve is about 1.2 miles. As such, recreational resources associated with the Poppy Reserve are located outside the defined boundaries of this Affected Environment; however, the Poppy Reserve is considered to be a particularly unique recreational resource and is therefore included in this analysis. Access to the Poppy Reserve is available from both Highway 14 and Interstate 5, as shown in Figure 3.15-2 (Pacific Crest National Scenic Trail Crossings in the North and Central Regions).

Los Angeles County Riding and Hiking Trails. Please see Section 3.15.2.1 (Regional Setting) for a complete list of Los Angeles County multi-use trails in the North Region. Segment 4 would directly cross the California Poppy Trail (130), an easy hiking trail which provides access through the California Poppy Reserve.

Segment 5, North Region

Segment 5 of the proposed Project initiates at Antelope Substation, in the western portion of Lancaster and extends approximately 17 miles in a southeastern direction through western Palmdale and unincorporated areas of Los Angeles County, before reaching its terminus at Vincent Substation, south of the City of Palmdale. Antelope Substation is located in the City of Lancaster. There are no recreational resources or designated Wilderness Areas within one-half mile of Antelope Substation or of Segment 4 within the City of Lancaster. The nearest recreational resource in Lancaster is the Meadowlark Golf Course, which is located approximately 3.5 miles to the southeast of Antelope Substation and is therefore not included under the Affected Environment. The largest recreational resource in the City of Palmdale is the A.C. Warnack Nature Park.

Segment 5 of the proposed Project would terminate at the existing Vincent Substation. There are no recreational resources in the vicinity of this substation. The main recreational activities which occur in this

area include OHV use and hiking. A network of OHV roads and trails such as those included in the Antelope Valley Area Trails Plan (AVATP), as described above, cross through the area surrounding Vincent Substation. The ANF boundary is approximately 1.5 miles to the south of the Vincent Substation, vacant State Lands Commission property is located one mile to the west, and vacant BLM land is located 0.5 mile to the southwest. Vincent Substation and the proposed expansion area are located within the existing Kentucky Springs Significant Ecological Area (SEA), which is addressed in the Land Use analysis as well as the Biological Resources analysis.

Los Angeles County Riding and Hiking Trails. Please see Section 3.15.2.1 (Regional Setting) for a complete list of Los Angeles County multi-use trails in the North Region. Segment 5 would directly cross the following trails, which are part of the Los Angeles County Riding and Hiking Trails network: North Side Trail (111), Northside Connector Trail (115), Vasquez Loop Trail (116), and Acton Community Trail (114).

Antelope Valley Area Trails. The proposed Segment 5 transmission lines would traverse multiple dirt roads and trails which cross under the existing ROW and lie within the Antelope Valley Area Trails Plan (AVATP), which is described in detail in Section 3.15.2.1 (Regional Setting). Trail designations included in the AVATP extend from approximately Mile 4.4 of Segment 5 (in the vicinity of the Los Angeles Aqueduct) through the first mile of Segment 6 (south of Vincent Substation).

A.C. Warnack Nature Park. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of this 132-acre open space park. The closest portion of the proposed Project is along Segment 5 at MP 6.9, which is located approximately 0.5 mile southwest of the park. Segment 5 would be constructed within an existing ROW, which is situated within one-half mile to the southwest of the access road leading to Warnack Park.

Planned Development of Recreational Areas. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of planned recreational areas in the North Region. The planned Ritter Ranch recreation center, located at the northeast corner of City Ranch Road and Ranch Center Drive, would be situated approximately 0.28 mile northeast of the proposed Segment 5 at MP 9. Because there are existing transmission lines located along the proposed route for Segment 5, both specific plans have already considered the existing utility corridor in their land use designations (SCE, 2007).

Segment 11, North Region

Segment 11 (S11) of the proposed Project is a total of 36.2 miles long and extends through all three Project Regions: North, Central, and South. The northernmost portion of Segment 11 is located in the North Region of the proposed Project area, between MP 0.0 and MP 1.5. This portion of the North Region is located in unincorporated Los Angeles County, just north of the ANF. The main recreational activities which occur in this area include OHV use and hiking. There are no recreational resources in the vicinity of this portion of Segment 11. The proposed route would cross over several informal OHV roads and hiking trails.

Central Region

The Central Region is located between the Vincent Substation (S6 MP 0.0 and S11 MP 0.0) and the southern boundary of the ANF (S11 MP 24.5 and S6 MP 26.9). The majority of the Central Region falls within the jurisdictional boundaries of the ANF and includes all of the proposed Project's Segment 6 and approximately 70 percent of Segment 11. Within the ANF, the proposed route would cross through the following Ranger Districts (RDs): the Santa Clara / Mojave Rivers RD, the Los Angeles River RD, and

the San Gabriel River RD. The Gould Substation is located outside of the ANF’s jurisdictional boundaries, but is included as part of the Central Region.

ANF Land Use Zones and Places. Please see Section 3.15.2.1 (Regional Setting) for a summary of Land Use Zones and Forest Service Places within the Central Region. A detailed discussion of Land Use Zones and Places is provided in Section 3.9 (Land Use). Segment 11 of the proposed Project would be situated in the following Land Use Zones: “Back Country,” “Back Country Motorized Use Restricted,” and “Back Country Non-Motorized” while the Utility Corridor that would be occupied by Segment 6 (east of Segment 11) is designated primarily as “Back Country”, with some areas of “Back Country Motorized Use Restricted.” The Segment 6 ROW is also situated adjacent to some “Back Country Non-Motorized” areas along the central portion of the route. These designations are relevant to wilderness and recreation because they define the character of the landscape and the nature of recreational activities which take place in the vicinity of the proposed Project. The recreational resources available in each of these zones are slightly varied due to access restrictions and limited development.

Segments 11 and 6 would both traverse the following five Forest Service Places: Soledad Front Country (partially traversed by the PCT; ANF Key Place), Angeles High Country (traversed by the PCT; ANF Key Place; considered as the ANF core area), Angeles Uplands West (high recreational use; ANF Key Place), Big Tujunga Canyon (high recreational use associated with accessibility of water in the canyon bottom; no special designations); and The Front Country (high recreational use; extensive trails network; five designated IRAs). Segment 6 would also be situated along the border of the San Gabriel Canyon Place for approximately one-half mile, from S6 MP 18.0 – 18.5. This area is described below, under “San Gabriel Wilderness.” (USDA Forest Service, 2005b)

Recreation Opportunity Spectrum (ROS). As previously described, management direction for recreational opportunities in the Forest is guided by ROS objectives which, per the 2005 Forest Land Management Plan (FLMP), are designated for all NFS lands in the ANF. The proposed Project would traverse the following ROS designations: Semi-Primitive Non-Motorized (SPNM), Semi-Primitive Motorized (SPM), Roaded Natural (RN), and Rural (R), as described below in Table 3.15-12.

Segment	Approximate Mile Posts	ROS objective*
Segment 11	0.0 – 1.5	N/A**
	1.5 – 4.5	SPM
	4.5 – 7.25	SPNM
	7.25 – 8.0	SPM
	8.0 – 13.25	SPNM
	13.25 – 15.0	RN
	15.0 – 15.75	SPM
	15.75 – 16.25	RN
	16.25 – 17.0	SPM
	17.0 – 18.75	RN
	18.75 – 19.25	N/A
	19.25 – 20.0	SPNM
	20.0 – 20.75	N/A
	20.75 – 21.5	R
	21.5 – 23.25	RN
23.25 – 24.0	SPNM	
24.0 – 36.2	N/A	

Segment	Approximate Mile Posts	ROS objective*
Segment 6	0.0 – 1.5	N/A
	1.5 – 4.5	SPM
	4.5 – 8.0	RN
	8.0 – 16.5	SPM
	16.5 – 17.0	RN
	17.0 – 23.25	SPM
	23.25 – 24.25	SPNM
	24.25 – 25.0	SPM
	25.0 – 27.0	SPNM

* P: Primitive; SPNM: Semi-Primitive Non-Motorized; SPM: Semi-Primitive Motorized; RN: Routed Natural; R: Rural

** N/A: Not applicable because this portion of the Project is located on non-NFS lands.

The proposed transmission line would not traverse any ROS areas designated as “Primitive”, although it would be adjacent to Primitive lands in the San Gabriel Wilderness Area for a short distance along Segment 6, between approximately MP 18.0 and MP 18.5 (the San Gabriel WA is described in this section under a subheading for “San Gabriel Wilderness Area”). The following Table 3.15-13 provides a summary of the total miles that the proposed Project would be situated on lands designated as each of the five ROS objectives, as well as a summary of the types of recreational uses that the public can expect to enjoy or have available under each ROS objective.

As described in Table 3.15-13, public recreationists can expect to have a different recreational experience depending upon which ROS objective area they choose to visit. This is largely due to the types of recreational resources, facilities, and opportunities available under each ROS designation. For instance, recreationists interested in OHV use would not be able to participate in this activity in an area designated as Primitive ROS, while backcountry enjoyment would not be available to recreationists in a designated Rural ROS area.

ROS Objective	Total Miles*	Forest Service Management Goals Relevant to Wilderness and Recreation	Examples of Consistent Land Uses and Recreational Resources
Primitive	0	Large, unmodified natural area with minimal interaction between users. Motorized use is not permitted. There are no developed facilities.	Designated Wilderness Areas (IRAs) and Inventoried Roadless Areas (WAs). Open space enjoyment and seclusion are available with passive recreation.
Semi-Primitive Non-Motorized	12.5	Predominantly natural or natural-appearing environment of moderate to large size. Interaction among users is low with some evidence of other users. Motorized recreation is not permitted, but some limited roads may be present for use in managing other resources. A minimum of developed facilities (if any) are provided.	Inventoried Roadless Areas (please see Section 3.9 (Land Use)). Backcountry hiking, camping, water play, and other passive recreation uses are common.
Semi-Primitive Motorized	26.75	Predominantly natural or natural-appearing environment of moderate to large size. Concentration of users is low, with common evidence of other users. 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.	Off-Highway Vehicle (OHV) use permitted on designated trails. Basic amenities such as campgrounds (without running water or facilities) are available.
Routed Natural	9.75	Predominantly natural-appearing environments with moderate evidence of the sights and sounds of people. Interaction among users may be moderate to high, with evidence of other users prevalent. Conventional motorized use is allowed and incorporated into construction standards and design of facilities, which are present and well defined.	Off-Highway Vehicle (OHV) use permitted on designated trails and “open riding” areas. Developed Recreation resources such as information booths and campgrounds with bathroom facilities are available.

ROS Objective	Total Miles*	Forest Service Management Goals Relevant to Wilderness and Recreation	Examples of Consistent Land Uses and Recreational Resources
Rural	0.75	Substantially developed environment with a background of 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. Roads and motorized use is extensive. Facilities are more highly developed for user comfort with ample parking.	Off-Highway Vehicle (OHV) use permitted on designated trails and "open riding" areas. Developed campgrounds, day use areas, and maintained trails for hiking, mountain biking, and equestrian use are available.

Source: USDA Forest Service, 2005h.

* Total miles of the proposed transmission line that would be situated on lands with this ROS designation.

Developed Recreation Resources and Dispersed Recreation Opportunities. Several tables are presented below to describe the recreational resources and opportunities within one-half mile of the proposed transmission line route through the Central Region. Each of these tables specifies the respective ROS objective for each identified recreational resource or opportunity, thus indicating Forest Service management goals for recreational activities at each location. Due to the differences between Developed Recreation and Dispersed Recreation, as previously described in Section 3.15.2.1 (Affected Environment: Regional Setting), recreational resources and opportunities are presented in separate tables specific to Developed Recreation and Dispersed Recreation. Also due to the reliance of access to recreational resources and opportunities (both Developed and Dispersed) on Forest System roadways throughout the Central Region, an additional table is presented for roads that provide access to recreational resources and are located within one-half mile of the proposed route. The following tables are presented in this discussion of the Affected Environment for Alternative 2:

- Table 3.15-14a: Developed Recreation Resources within One-Half Mile of Alternative 2 in the Central Region. This table includes recreational resources and facilities that are actively maintained by the Forest Service.
- Table 3.15-14b: Dispersed Recreation Opportunities within One-Half Mile of Alternative 2 in the Central Region. This table includes natural features and recreational opportunities that are not maintained by the Forest Service but are commonly used for recreational purposes.
- Table 3.15-15: Forest Roads Relevant to Recreational Resources and Opportunities within One-Half Mile of Alternative 2 in the Central Region. This table includes Forest System roads that are used for access to recreational facilities, resources, and opportunities (both Developed and Dispersed).

As mentioned, the following Table 3.15-14a presents Developed Recreation opportunities in the Project Area, as well as ROS objectives relevant to each identified resource.

Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
Segment 11 Mile Post (MP) 0.0 – 24.5					
S11 MP 2.6 – 8.0	ANF	Forest Road 4N24 (OHV)	SPM (MP 2.6 – 4.5 and 1.25 – 8.0); SPNM (MP 4.5 – 7.25)	Unimproved, dirt road, not maintained for passenger car travel; connects Mt. Gleason Road to the northern ANF boundary	Adjacent to and/or within ROW with multiple direct crossings
S11 MP 3.8	ANF	Bear Trap Canyon OHV road	SPM	Dirt road; connects to Forest Road 4N24 (OHV)	Direct crossing

Table 3.15-14a. Developed Recreation Resources within One-Half Mile of Alternative 2 in the Central Region

Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
S11 MP 7.6	ANF	Pacific Crest National Scenic Trail (PCT)	SPM	2,650-mile trail extending from Mexico to Canada. Non-motorized traffic only.	Direct crossing
S11 MP 7.9 – 11.0 and MP 11.5 – 13.0	ANF	Forest Road 3N27 (OHV)	SPM (MP 7.9 – 8.0); SPNM (MP 8.0 – 13.0)	Connects Mt. Gleason Road to Big Tujunga Canyon Road, south of Big Tujunga Reservoir. Unimproved, dirt road, not maintained for passenger car travel	Direct crossing at MP 8.0; Adjacent to and/or within ROW with multiple direct crossings
S11 MP 15.0	ANF	Clear Creek School Camp	SPNM	Outdoor education center and overnight camp operated by the Los Angeles Unified School District; year-round programs for students of all ages	0.5 mile to the east
S11 MP 16.7	ANF	Forest Road 2N75 (OHV) road	SPM	Unimproved, dirt road, not maintained for passenger car travel	Direct crossing
S11 MP 16.8 – 18.9	ANF	Gabrielino NRT	SPM (MP 16.8 – 17.0); RN (17.0 – 18.75); N/A (18.75 – 18.9)	Designated under the National Trails System Act of 1968; trailheads at Windsor Ave. in Altadena (west end) and Chantry Flat near Arcadia (east end)	Parallel to ROW, 0.25 mile to the east
S11 MP 17.0	ANF	Oakwilde Trail Camp	RN	7 campsites, open year-round, access is hike-in only	0.25 mile to the east
		Ken Burton Trail (Forest Trail 12W19)	RN	Popular hiking and mountain biking trail; accessible to urban areas	Direct crossing
S11 MP 17.9	ANF	Angeles Crest Fire Station	RN	Forest information and resources provided by District Rangers	0.2 mile to the east
S11 MP 18.1	City of La Cañada Flintridge	Gould Canyon Trail	RN	Part of the La Canada Flintridge Trails network; Multi-use trails maintained by the City and County (Los Angeles)	0.38 mile to the west
S11 MP 18.4	City of La Cañada Flintridge	Cross Town Trail	RN	Part of the La Canada Flintridge Trails network; Multi-use trails maintained by the City and County (Los Angeles)	0.19 mile to the east
S11 MP 18.3	ANF	Paul Little Picnic Areas	RN	Day use area; access to hiking and biking trails	0.4 mile to the east
S11 MP 18.6	ANF	Niño Picnic Area	RN	Day use area; access to hiking and biking trails	0.2 mile to the east
S11 MP 19.0	City of La Cañada Flintridge	La Cañada Flintridge Country Club	N/A	Private club with 18-hole golf course	0.4 mile to the south
S11 MP 19.3	ANF	Gabrielino NRT	SPNM	See above for description	Direct crossing
		Gould Mesa Trail Camp	SPNM	5 campsites, open year-round, access is hike-in only	0.2 mile to the north
S11 MP 20.6 – 20.8, MP 21.2	Altadena (unincorporated L.A. County)	Altadena Crest Trail (proposed)	N/A	Popular hiking trail; leads to Millard Falls and Dawn Mine; proposed Altadena Crest Trail would connect the Hahamongna Watershed Park to Eaton Canyon Natural Area.	Multiple direct crossings

Table 3.15-14a. Developed Recreation Resources within One-Half Mile of Alternative 2 in the Central Region

Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
S11 MP 21.0	ANF	Trail 12W18 (Sunset Ridge Trail) / 2N65 Chaney Trail – Los Angeles County road	R	Hiking and mountain biking opportunities	Direct crossing (MP 21.0) and adjacent to the north (MP 21.0 – 21.2)
		Millard Trail Camp	R	5 campsites, open year-round, access is hike-in only. Trailhead for Inspiration Point and Mt. Lowe is here.	0.2 mile to the north
S11 MP 21.5	Unincorporated L.A. County	Camp Chiquita	N/A	Along the boundary with Pasadena	0.3 mile to the south
S11 MP 22.5	City of Altadena	Forest Trail 12W14A / Sam Merrill Trail	N/A	Popular trail for hiking, mountain biking, and equestrian use; access to Forest viewpoints.	Direct crossing
		Echo Mountain Picnic Area	N/A	Day use area; access to hiking and biking trails, including the Sam Merrill Trail	0.25 mile to the north
S11 MP 22.75	ANF	OHV roads (unnamed)	RN	Two unimproved, dirt roads, not maintained for passenger car travel; access around base of Mt Lowe	Direct crossing (MP 22.75) and adjacent to the north of ROW (MP 22.75 – 23.4)
S11 MP 23.0	ANF	Old Railroad Grade portion of Sam Merrill Trail	RN	Provides access to Echo Mountain Picnic area	0.5 mile to the north
Segment 6 Mile Post (MP) 0.0 – 26.9					
S6 MP 1.5 – 2.75	Unincorporated LA County	Several OHV roads	N/A	Unimproved, dirt roads, not maintained for passenger car travel	Multiple direct crossings; adjacent to ROW
S6 MP 5.5 – 7.0	ANF	Hiking trails (unnamed)	RN	Hiking trails connecting through Tie Canyon (to the south)	Within 0.5 mile to the west; Direct crossings (MP 5.9 and 6.25)
S6 MP 6.0 – 7.3	ANF	Forest Road 4N41 (OHV)	RN	Unimproved dirt road, not maintained for passenger car travel	0.1 mile to the west
S6 MP 7.3	ANF	Mill Creek Summit Picnic Area	RN	Picnic tables, restrooms, shaded area, parking area. Visitor information and resources provided by adjacent FS Fire Station.	Direct crossing by ROW
		Pacific Crest National Scenic Trail (PCT) and PCT Trailhead	RN	2,650-mile trail extending from Mexico to Canada. Non-motorized traffic only. TH located on south corner of Mount Gleason road, across the Angeles Forest Highway from Mill Creek Summit	Direct crossing at Mill Creek Summit; PCT crosses through the Picnic Area and across Angeles Forest Highway
S6 MP 7.3 – 8.0	ANF	Forest Road 4N18 (OHV)	RN	Dirt road; OHV opportunities	Direct crossing
S6 MP 8.5 – 11.0	ANF	Forest Road 4N18.1 (OHV)	SPM	Unimproved dirt road, not suitable for passenger car travel; provides access to hiking, streams/creeks, and several mines	Multiple direct crossings; adjacent to and/or within the ROW

Table 3.15-14a. Developed Recreation Resources within One-Half Mile of Alternative 2 in the Central Region

Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
S6 MP 10.5 – 11.0	ANF	Forest Road 3N23 (OHV)	SPM	Unimproved dirt road, not suitable for passenger car travel; runs along Monte Cristo Creek; provides access to Angeles Forest Hwy and Monte Cristo Mine	Direct crossing (MP 10.8)
S6 MP 11.2 – 12.2	ANF	Forest Road 4N18.2 (OHV)	SPM	Unimproved dirt road, not suitable for passenger car travel; connects to Forest Road 3N19.2 (paved) in Lynx Gulch	Adjacent to and within ROW; multiple direct crossings
S6 MP 13.3	ANF	Alder Creek Trail (Forest Trail 11W05)	SPM	Hiking and mountain biking trail; stretches between Big Tujunga Canyon Road (Forest Road 3N19.2) in the south and Loomis Ranch (private in-holding) in the north; runs along Alder Creek	Direct crossing
S6 MP 13.7 – 15.0	ANF	Forest Road 3N20 (OHV)	SPM	Unimproved dirt road, not suitable for passenger car travel	Adjacent to and within ROW; multiple direct crossings
S6 MP 16.75	ANF	Shortcut Saddle Trailhead / Silver Moccasin NRT / Rincon Shortcut OHV	RN	Access to Shortcut Canyon Trail (popular hiking trail connecting to a network of other trails) / National Recreation Trail / designated OHV	0.25 mile to the east
S6 MP 17.0 and 17.5	ANF	Forest Road 2N23 (OHV)	RN (MP 17.0); SPM (MP 17.5)	Unimproved dirt road, not maintained for passenger car travel	Direct crossing
S6 MP 17.2	ANF	Silver Moccasin National Scenic Trail (Trail 11W06)	SPM	53-mile trail popular with the Boy Scouts of America	Direct crossing
S6 MP 18.8 – 19.8	ANF	Forest Road 2N23 (OHV)	SPM	Unimproved dirt road, not maintained for passenger car travel; gated at connection to Forest Road 2N25.2 (OHV) / Rincon Red Box Road (OHV)	Adjacent to the west until MP 19.5 (direct crossing), then adjacent to the right
S6 MP 19.5	ANF	Trail 11W16 and misc. trails	SPM	11W16 follows border of Los Angeles River RD / San Gabriel River RD; crosses through Newcomb Pass and connects with Rincon Red Box OHV Road	Portions of the trail are within 0.25 – 0.5 mile to the southwest
S6 MP 19.8 – 23.2	ANF	Rincon Red Box Road (OHV)	SPM	Unimproved dirt road, not maintained for passenger car travel; gated at ROW edge; West Fork Red Box Road (FR 2N25.2) connects northeast to Cogswell Reservoir; Rincon Red Box Road (FR 2N24.2) continues east; OHV use by permit only	Adjacent to and within ROW; multiple direct crossings
S6 MP 20.3 – 21.0	ANF	Forest Road 2N25.2 (OHV)	SPM	Unimproved dirt road, not maintained for passenger car travel; connects with West Fork Red Box Road to Cogswell Reservoir	Adjacent to and within ROW; multiple direct crossings

Table 3.15-14a. Developed Recreation Resources within One-Half Mile of Alternative 2 in the Central Region

Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
S6 MP 21.0 – 23.2	ANF	Forest Road 2N24.1 (OHV)	SPM	Unimproved dirt road, not maintained for passenger car travel; same as Rincon Red Box Road	Adjacent to and within ROW; multiple direct crossings
S6 MP 22.2	ANF	Forest Road 2N31 (OHV)	SPM	Unimproved dirt road, not maintained for passenger car travel; access to Clamshell Canyon; connects to Rincon Shortcut (OHV) and Red Box (OHV)	Direct crossing at connection with FR 2N24.1 (OHV) / Rincon Red Box Road (OHV)
		Spring Camp	SPM	3 sites; open year-round; access via the Rincon-Shortcut OHV route; permits required for use of access road and campground	0.13 mile to the south (within the Los Angeles River Ranger District)
S6 MP 23.5	ANF	Truck Trail OHV route / Forest Road 2N24.1 (OHV)	SPNM	Unimproved dirt road, not maintained for passenger car travel; gated at connection to Rincon Red Box OHV Road	Direct crossing
S6 MP 23.5 – 24.3	ANF	Forest Road 2N30.1 (OHV)	SPNM (MP 23.5 – 24.25); SPM (MP 24.25 – 24.3)	Unimproved dirt road, not maintained for passenger car travel	Adjacent to and within ROW; multiple direct crossings
S6 MP 24.7 – 25.0	ANF	Silver Fish OHV Road / Forest Road 1N29 (OHV)	SPM	Unimproved dirt road, not maintained for passenger car travel; connects to Sawpit OHV Road, Van Tassel OHV Road, and hiking trails to the east	Direct crossing
		Silver Fish Trail	SPM	Hiking trail; connects the two segments of Silver Fish OHV Road: FR 1N29 (OHV) to the west and FR 2N28 (OHV) to the east	Direct crossing at Silver Fish OHV Road / Forest Road 1N29 (OHV)
		Van Tassel OHV Road / Forest Road 1N36 (OHV)	SPM	Unimproved dirt road, not maintained for passenger car travel; traverses Van Tassel Ridge (to the south); connects to Van Tassel Truck Trail	Direct crossing
		Sawpit OHV Road / Forest Road 2N30.2 (OHV)	SPM	Unimproved dirt road, not maintained for passenger car travel; runs along Sawpit Canyon; accessible from City of Santa Anita	Direct crossing
S6 MP 25.5 – 26.7	ANF	Van Tassel Truck Trail (OHV) / Forest Road 1N36 (OHV)	SPNM	Unimproved dirt road, not maintained for passenger car travel; gated at ROW, MP 26.7; connects with Silver Fish OHV Road to the north and Fish Canyon Road to the south in the City of Azusa	Direct crossings (NP 25.5 and MP 26.7); adjacent to the ROW within 0.25 – 0.5 mile to the west (MP 25.5 – 26.7)
		OHV road	SPNM	Unimproved dirt road, not maintained for passenger car travel	Within 0.1 mile of the ROW to the west; Direct crossing at MP 26.3

Source: USDA Forest Service, 2005e

* P: Primitive; SPNM: Semi-Primitive Non-Motorized; SPM: Semi-Primitive Motorized; RN: Roaded Natural; R: Rural

Also as described above, the following Table 3.15-14b presents Dispersed Recreation opportunities in the Project Area, as well as the designated ROS objective relevant to each opportunity. The Dispersed Recreation opportunities listed in Table 3.15-14b are presented separately from those listed in Table 3.15-14a in order to provide for an equal comparison of resources among the three Project Regions, taking into consideration that resources available in the North and South Regions represent the equivalent of Developed Recreation resources and facilities. However, for the purposes of the impact analysis presented in Sections 3.15.5 through 3.15.11, both Developed and Dispersed Recreation resources are taken into full consideration.

Table 3.15-14b. Dispersed Recreation Opportunities within One-Half Mile of Alternative 2 in the Central Region					
Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
Segment 11 Mile Post (MP) 0.0 – 24.5					
S11 MP 3.5 – 4.75	ANF	Aliso Canyon	SPM (MP 3.5 – 4.5); SPNM (MP 4.5 – 4.75)	Popular canyon recreation area with trails for hiking, biking, equestrian use, and OHV use; close proximity to cities makes Aliso Canyon highly accessible to the public	Direct crossing
S11 MP 8.0 – 11.0 and MP 11.5 – 13.0	ANF	North Fork Mill Creek	SPNM	Intermittent stream providing outdoor enjoyment and water play opportunities	Adjacent to the ROW (MP 8.0 – 11.0) and direct crossing (MP 9.4)
S11 MP 10.0	ANF	Mill Creek	SPNM	Intermittent stream providing outdoor enjoyment and water play opportunities	Direct crossing
S11 MP 11.5 – 12.5	ANF	Fall Creek	SPNM	Intermittent (north parts) and perennial (south parts) stream with recreational opportunities	Within 0.25 mile to the east
S11 MP 12.5 – 13.1	ANF	Fox Creek	SPNM	Perennial stream connecting to Big Tujunga Reservoir	0.25 mile to the west
S11 MP 13.1 – 13.5	ANF	Big Tujunga Canyon	SPNM (MP 13.1 – 13.25); RN (MP 13.25 – 13.5)	Situated at Northeast end of Big Tujunga Reservoir; includes multiple campgrounds, picnic and day use areas, trails, and scenic roadways	Direct crossing (upstream end of Big Tujunga Reservoir)
S11 MP 13.2	ANF	Big Tujunga Reservoir	SPNM	Formed by the Big Tujunga Dam for the purposes of flood control and water conservation; operated by Los Angeles County	Direct crossing at the confluence of Big Tujunga Creek and Josephine Creek
S11 MP 13.2 – 14.0	ANF	Big Tujunga Reservoir	SPNM (MP 13.1 – 13.25); RN (MP 13.25 – 14.0)	See above.	0.25 – 0.5 mile to the west
S11 MP 13.5	ANF	Big Tujunga Dam Scenic Vista	RN	Day use area	0.5 mile to the west
S11 MP 14.0 – 14.5	ANF	Strawberry Peak Inventoried Roadless Area	RN	7,193 acres; no construction permitted; located between Big Tujunga Creek (to the north) and West Fork San Gabriel River (to the south)	Within 0.5 mile to the east

Table 3.15-14b. Dispersed Recreation Opportunities within One-Half Mile of Alternative 2 in the Central Region

Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
S11 MP 14.9	ANF	Clear Creek	RN	Perennial stream that stretches from Big Tujunga Creek (to the west) towards Arroyo Seco Creek	Direct crossing
S11 MP 15.5	ANF	Hoyt Mountain	SPM	Provides hiking opportunities and viewpoints for natural scenery	0.5 mile to the east
S11 MP 16.7	ANF	CCC Ridge	SPM	Natural feature; hiking and rock climbing opportunities	Direct crossing
S11 MP 16.8 – 18.9	ANF	Arroyo Seco Stream	SPM (MP 16.8 – 17.0); RN (MP 17.0 – 18.75); N/A (MP 18.75 – 18.9)	Perennial stream (in this part; intermittent in other parts); water supply in Pasadena and recreation in Forest, including Class IV rapids	0.25 mile to the east; runs adjacent to Gabrielino National Recreational Trail
S11 MP 19.3	ANF	Arroyo Seco Stream	SPNM	See above for description	Direct crossing
S11 MP 19.6	ANF	Fern Canyon	SPNM	Natural feature with hiking and mountain biking opportunities	Direct crossing
S11 MP 20.0 – 20.1	ANF	El Prieto Canyon / Altadena Crest Trail	N/A	Hiking and mountain biking opportunities	Direct crossing
S11 MP 20.1 – 20.3	ANF / unincorporated LA County	Multiple OHV roads	N/A	Paved and unpaved routes, providing access to Forest recreational resources	Direct crossings
S11 MP 22.5	City of Altadena	Rubio Canyon	N/A	Accessible from Altadena; popular hiking area; includes intermittent stream and small waterfalls	Direct crossing
Segment 6 Mile Post (MP) 0.0 – 26.9					
S6 MP 7.3	ANF	Mill Creek Summit	RN	Natural topographic feature (elevation: 4,910 feet); cluster of Forest infrastructure including a bulletin board with visitor information, fire safety facilities, picnic area, and trailhead. Angeles Forest Highway, Mt. Gleason Road, Forest Road 3N17, and the PCT also converge here	Direct crossing
S6 MP 10.5 – 11.0	ANF	Monte Cristo Creek	SPM	Intermittent waterway and historic gold-mining creek; runs along the west side of Iron Mountain.	Adjacent to ROW (MP 10.7 – 11.3); Direct crossing (MP 10.8)
S6 MP 13.6	ANF	Alder Creek	SPM	Perennial stream; provides a variety of water-oriented recreational opportunities	Direct crossing
S6 MP 14.0 – 16.4	ANF	Big Tujunga Creek	SPM	Intermittent stream within Big Tujunga Canyon; hiking, camping, fishing, and scenic driving opportunities along the creek	Within 0.2 mile to the west

Table 3.15-14b. Dispersed Recreation Opportunities within One-Half Mile of Alternative 2 in the Central Region

Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
S6 MP 18.0 – 18.8	ANF	San Gabriel Wilderness Area	SPM	36,118 acres of protected wilderness area with extremely rugged terrain. Hiking, camping, and water sporting opportunities. OHV use is prohibited.	Adjacent to the east; southwest border of the wilderness area is within 0.03 mile (200 feet)
S6 MP 18.7	ANF	West fork of San Gabriel River	SPM	Currently eligible for designation as a Wild and Scenic River	Direct crossing
S6 MP 18.7 – 18.8	ANF	West Fork Inventoried Roadless Area	SPNM	1,156 acres; no construction allowed; located directly south of the West Fork of the San Gabriel River and the San Gabriel Wilderness Area	Adjacent to the east of the ROW
S6 NP 21.6 – 22.1	ANF	East Fork Santa Anita Canyon Creek	SPM	Intermittent stream (in this area)	Direct crossing of one fork at MP 22.6; two forks are 0.2 mile to the south (MP 21.9 and 22.1)
S6 MP 22.3 – 22.9	ANF	Westfork Inventoried Roadless Area	SPNM	4,385 acres; no construction allowed; located directly south of the San Gabriel Wilderness Area	Adjacent to the east of the ROW

In addition to the Dispersed Recreation opportunities described in Table 3.15-14b, hunting activities permitted in Zone D-11 are also considered to represent Dispersed Recreation and are included in the Affected Environment. Zone D-11 is not listed above in Table 3.15-14b because the entire Central Region of the Study Area is located within Zone D-11 and as such, construction activities along the entire length of the Project or an alternative would have the potential to affect recreational hunting activities within Zone-D-11 (please see Sections 3.15.6 – 3.15.11 for discussion of impacts).

For the purposes of this wilderness and recreation analysis and as previously introduced, the following Table 3.15-15 describes Forest System roads which provide access throughout the ANF for the Developed and Dispersed Recreation resources and opportunities described in the preceding Tables 3.15-14a and 3.15-14b. These roads do not represent Developed or Dispersed Recreation resources, facilities, or opportunities, but they are taken into consideration in the impact analysis presented in Sections 3.15.5 through 3.15.11, with regards to how Project effects to these roads could impact wilderness and recreation in the Central Region. Similar roads tables are not presented for the North and South Regions because extensive roads networks already existing in the North and South Regions provide ample and convenient access to recreation resources, whereas access in the Central Region is constrained by the availability and accessibility of Forest System roads such as those described below in Table 3.15-15.

Table 3.15-15. Forest System Roads Relevant to Recreational Resources and Opportunities within One-Half Mile of Alternative 2 in the Central Region

Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
Segment 11 Mile Post (MP) 0.0 – 24.5					
S11 MP 7.8	ANF	Santa Clara Divide Road (3N17)	SPM	Connects to Mt. Gleason Road; provides forest access	Direct crossing
S11 MP 7.9 – 8.0	ANF	Mt. Gleason Road / Forest Road 3N17.5	SPM	Provides access to a wide variety of recreational resources within the ANF; runs parallel to the PCT	Direct crossing
		Forest Road 3N27 (OHV)	SPM	Connects Mt. Gleason Road to Big Tujunga Canyon Road, south of Big Tujunga Reservoir	Direct crossing
S11 MP 8.0 – 11.0 and MP 11.5 – 13.0	ANF	Forest Road 3N27 (OHV)	SPNM	Unimproved, dirt road, not maintained for passenger car travel	Adjacent to and/or within ROW with multiple direct crossings
S11 MP 13.5	ANF	Big Tujunga Canyon Road / Forest Road 3N53 / Angeles Forest Highway	RN	Provide access through the Forest and connections to a wide range of recreational resources	Direct crossing
S11 MP 14.2 and MP 14.5	ANF	Angeles Forest Highway (Forest Route 59)	RN	Loops from Angeles Crest Highway (California State Route 2) and provides public access through the Forest	Direct crossings
S11 MP 15.6 – 15.8	ANF	Grizzly Flat Road / Forest Road 2N79.1	SPM (MP 15.6 – 15.75); RN (MP 15.75 – 15.8)	Provides access to Grizzly Flat, Big Tujunga Canyon, and Dark Canyon	Adjacent to the west of the ROW (MP 15.6 – 15.8); Direct crossing (MP 15.8)
S11 MP 16.0	ANF	Angeles Crest Highway (Angeles Crest National Scenic Byway / Hwy 2)	RN	Provides access to multiple recreational resources within the Forest; scenic driving opportunities	Direct crossing
S11 MP 16.7	ANF	CCC Ridge Road	SPM	Natural feature; hiking and rock climbing opportunities	Direct crossing
S11 MP 16.8	ANF	Dark Canyon Road	SPM	Unimproved, dirt road, not maintained for passenger car travel; provides access to Dark Canyon and CCC Ridge	Direct crossing
S11 MP 18.3 – 18.4	ANF	Mount Lukens Road / Forest Road 2N76.2	RN	Unimproved, dirt road, not maintained for passenger car travel; hiking and mountain biking	Two direct crossings
S11 MP 20.0	ANF	Forest Road 2N66	RN	Unimproved, dirt road, not maintained for passenger car travel; connects to Ken Burton Trail	Direct crossing
S11 MP 21.2	ANF	Forest Road 2N50.2	R	Dirt road, provides access to trailheads and paved Forest road	Direct crossing
S11 MP 24.5	ANF	Mt. Wilson Road / Forest Road 2N45.3	RN	Provides access between the City of Pasadena and Henninger Flats Campground in the ANF	Direct crossing

Table 3.15-15. Forest System Roads Relevant to Recreational Resources and Opportunities within One-Half Mile of Alternative 2 in the Central Region

Project Component	Jurisdiction	Recreational Resource or High Use Area	ROS Objective*	Description	Proximity to Alternative 2 Alignment
Segment 6 Mile Post (MP) 0.0 – 26.9					
S6 MP 0.0 – 7.3	Unincorporated LA County / ANF	Angeles Forest Highway (County Road N-3 / Forest Highway 59)	N/A (MP 0.0 – 1.5); SPM (MP 1.5 – 4.5); RN (MP 4.5 – 7.3)	Connects the north and south borders of the ANF; provides access to recreational resources throughout the Forest	Adjacent and parallel to the east
S6 MP 7.3	ANF	Mount Gleason Road / Forest Road 3N17	RN	Dirt road; provides access to Mt. Pacifico Campground (to the east) as well as multiple OHV roads and hiking trails	Connects to the west side of Angeles Forest Highway, directly across from Mill Creek Summit
S6 MP 13.7 – 16.7	ANF	Big Tujunga Canyon Road (Forest Road 3N19.2 (paved))	SPM (MP 13.7 – 16.5); RN (MP 16.5 – 16.7)	Provides access to multiple recreational resources in the ANF; scenic driving opportunities	Parallel to ROW within 0.2 miles to the west; direct crossing (MP 15.5 and 16.7)
S6 MP 16.8	ANF	Angeles Crest Highway (National Scenic Byway / Hwy 2)	RN	Provides access to multiple recreational resources within the Forest; scenic driving opportunities	Direct crossing

As discussed, the roads described above in Table 3.15-15 are identified in order to fully assess potential Project impacts to wilderness and recreation that may result due to access constraints, which are not of concern in the North and South Regions. Project impacts are fully assessed in Sections 3.15.5 through 3.15.11. Although the Affected Environment discussed thus far is defined as resources within one-half mile of the transmission line route, this analysis also considers helicopter staging areas to be included as part of the Affected Environment, including those staging areas that are located beyond one-half mile of the transmission line and would be used during Project construction. The following Table 3.15-16 (Alt. 2 Helicopter Staging Areas – ROS Designations and Affected Environment) indicates the ROS objective applicable to each helicopter staging area and provides a summary of Developed and Dispersed Recreation opportunities that could be affected by helicopter use of the staging areas.

Table 3.15-16. Alternative 2 Helicopter Staging Areas – ROS Designations and Affected Environment

Site #	Site Name	Location	Proximity to T/L	ROS*	Affected Environment
1	SCE #0	Along west side of Beartrap Canyon, ~0.06 mile south of Aliso Canyon Road and 0.6 mile west of Price Ranch Road	~0.4 mile east of S11 MP 3.8	SPNM	Forest Road 4N24 (OHV) is within the ROW to the west; Beartrap Canyon OHV road is within the ROW to the southwest; dispersed recreation opportunities in Aliso Canyon to the west.
2	SCE #1	Along north side of Mt. Gleason Road, ~0.5 mile southeast of the former Big Buck Trail Camp location (presently closed)	~0.3 mile east of S11 MP 7.6	SPNM	Pacific Crest National Scenic Trail is traversed by the T/L ~0.3 mile to the west.
3	SCE #2	Adjacent to the south of Forest Road 3N27, ~1.4 mile south of Mt. Gleason Road	~0.06 mile west of S11 MP 9.3	SPNM	Forest Road 3N27 (OHV) is adjacent to the ROW to the east; dispersed recreation opportunities along North Fork Mill Creek ~0.06 mile to the east.
4	SCE #3	Adjacent to the north of Forest Road 3N27, ~2.75 miles (aerial) northeast of Big Tujunga	~0.1 mile west of S11 MP 10.75	SPNM	Dispersed recreation opportunities along North Fork Mill Creek ~0.06 mile to the east.

Table 3.15-16. Alternative 2 Helicopter Staging Areas – ROS Designations and Affected Environment

Site #	Site Name	Location	Proximity to T/L	ROS*	Affected Environment
5	SCE #3B	Reservoir ~0.5 mile S/SE of Big Tujunga Reservoir, on a terraced area ~ 0.15 mile W/SW of Big Tujunga Canyon Road	~0.15 mile W-SW of S11 MP 14.5	RN	Dispersed recreation opportunities in Strawberry Peak Inventoried Roadless Area ~0.5 mile to the NE
6	SCE #4	Non-NFS lands, adjacent to the west of Mt. Lukens Road (Forest Road 2N76.3), ~0.7 mile (aerial) west of Angeles Crest Station and Angeles Crest Hwy.	~0.55 mile (aerial) west of S11 MP 18.0	n/a	This is a private site called "Bee Flat", gated at the entrance and used for apiary purposes (bee farming); accessed via Mt. Lukens Road** (Forest Road 2N76.2), which is commonly used for recreational hiking and mountain biking.
7	SCE #5	Non-NFS land along Forest Road 2N69, adjacent to the north of Gould Substation	Adjacent to the west of S11 MP 18.6	n/a	Niño Picnic Area (ANF) is ~0.2 mile to the east
8	SCE #6	~0.1 mile west of the Shortcut Fire Station, Upper Big Tujunga Canyon Road (Forest Road 3N19) is located to the south (~0.15 mile), east (~0.34 mile) and north (~0.16 mile)	~ 0.35 mile west of S6 MP 16.5	SPM	Dispersed recreation opportunities along Big Tujunga Creek within ~0.15 mile to the NE
9	SCE #6B	Barley Flats (former US Air Force Nike missile site), 0.5 mile north of Angeles Forest Hwy and 1.75 miles west-NW of intersection with Upper Big Tujunga Canyon Rd	~ 1.8 miles west of S6 MP 16.75	SPM	No recreational resources present.
10	SCE #7	Adjacent to the north of Rincon-Redbox Road in the Newcomb Pass area, ~0.36 mile west of the junction with Shortcut-Edison Trail	Adjacent to the west of S6 MP 19.5	SPM	Forest Road 2N23 (OHV) is adjacent to the east of the T/L
11	SCE #8	~0.5 mile SW of Mount Bliss, along Van Tassel Truck Trail / Motorway (Forest Road).	~0.3 mile west of S6 MP 26	SPNM	Adjacent to Van Tassel Truck Trail / Motorway (OHV)
12	SCE #9	Fish Canyon Rifle Range, via Fish Canyon Road in Azusa (non-NFS lands)	1.2 miles east of S7 MP 0.6	n/a	Adjacent to shooting range** utilized by local gun clubs

* P: Primitive; SPNM: Semi-Primitive Non-Motorized; SPM: Semi-Primitive Motorized; RN: Roadless Natural; R: Rural

** Recreational resource or opportunity indicated is not within 0.5 mile of the proposed transmission line and therefore is not included in Tables 3.15-14a or 3.15-14b, but is within 0.5 mile of a helicopter staging area to be used during Project construction and is therefore considered to be within the Affected Environment.

Management direction for recreational opportunities in the Forest is guided by ROS objectives which, per the 2005 Forest Land Management Plan (FLMP), are designated for all NFS lands in the ANF. The proposed helicopter staging areas included under the proposed Project are situated on lands with the following ROS objectives: Roadless Natural (SCE #3B), Semi-Primitive Non-Motorized (SCE #0, 1, 2, 3, and 8), and Semi-Primitive Motorized (SCE #6, 6B, and 7). None of the SCE-proposed helicopter staging areas are situated on lands designated as Primitive or Rural. Table 3.15-3 (Recreation Opportunity Spectrum (ROS) Objectives for Land Use Zones in the ANF) describe the types of recreational opportunities are available under each ROS designation on NFS lands.

Most of the Developed and Dispersed Recreation resources/opportunities identified in Table 3.15-16 as being within one-half mile of the helicopter staging areas have previously been identified in Tables 3-15.14a and 3-15.14b as being within one-half mile of the proposed transmission line. Site SCE #4 is located on private property (Bee Flat); however, this site is accessed via a Forest Service road (Mount

Lukens Road) which is commonly used for recreational purposes such as hiking and mountain biking. It is reasonably assumed that access to helicopter staging area SCE #4 is dependent upon use of Mount Lukens Road and therefore, this road is included in the Affected Environment for the proposed Project.

In addition to those resources identified in Table 3.15-16 and discussed above, four other Developed Recreation resources would be affected under the proposed Project as a result of construction traffic utilizing Forest Road 2N25.1 for access to parts of Segment 6 in the Forest. These resources include the following, which are described above in Section 3.15.2.1 (Regional Setting):

- West Fork Bike Path (Forest Road 2N25.1);
- Fishing platforms and ramps along the West Fork Bike Path that provide access to the West Fork San Gabriel River for persons with disabilities (fishing opportunities are generally considered to be Dispersed Recreation; however, these platforms and ramps are considered to be Developed Recreation because they are regularly maintained and they provide unique recreational opportunities for persons with disabilities);
- Pasadena Bait Club Cabin; and
- Glenn Camp.

Project-related impacts are addressed in detail in Sections 3.15.5 through 3.15.11 analysis. Following are descriptions of the affected environment specific to Segments 11 and 6.

Segment 11, Central Region

Most of Segment 11 is situated within the existing Vincent-Gould designated Utility Corridor within the ANF. This Utility Corridor extends for 18.5 miles through the ANF and occupies 2,259 acres (USDA Forest Service, 2005b; Table 484). In this area of the ANF, recreational activities include hiking, OHV use, camping, and enjoyment of the rugged landscape and native habitats. The Forest Service maintains campgrounds and picnic facilities, as well as an extensive system of OHV roads and trails that provide access to NFS lands throughout the ANF (SCE, 2007). The proposed Segment 11 would traverse the PCT as well as multiple other trails and developed resources within the ANF.

Inventoried Roadless Areas (IRAs). IRAs are identified by the Forest Service in areas designated for Primitive ROS objectives. A detailed description of IRAs is presented in the Land Use analysis. For the purposes of wilderness and recreation, IRAs are identified as Dispersed Recreation and considered particularly sensitive because road improvements are not permitted within any IRA and because the IRAs identified in the Project Area are considered eligible for Wilderness Area designation. The Strawberry Peak IRA and the Arroyo Seco Roadless Area IRA are both located directly east of Segment 11, between approximately MP 13.0 and MP 18.0. The proposed route would be situated within 0.5 mile of Strawberry Peak IRA from S11 MP 14.0 – 14.5, and within 0.5 mile of Arroyo Seco IRA from approximately S11 MP 16.0 – 17.0. In addition, the proposed route would be adjacent to the western boundary of Arroyo Seco IRA for approximately 0.25 mile, from S11 MP 16.6 – 16.75. Segment 11 would not cross directly through any Inventoried Roadless Areas.

Off-Highway Vehicle (OHV) Roads. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of designated OHV trails and Open Riding Areas within the ANF. These OHV resources 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, 2007a). There are no designated Open Riding Areas in the Project Study Area. Designated OHV trails which are currently identified within the Central Region and would be traversed by Segment 11 are listed in Table 3.15-14a (Developed Recreation Resources within One-Half Mile of Alternative 2 in the Central Region).

Pacific Crest National Scenic Trail (PCT). Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the PCT. About 1,000 miles of the PCT are located on federally protected lands and approximately 126 miles occur within the ANF (USDA Forest Service, 1987). 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 the same district (USDA Forest Service, 2005b). The proposed route for Segment 11 would traverse the Pacific Crest Trail at approximately Mile 7.6.

National Recreation Trails (NRTs). Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the Silver Moccasin NRT and the Gabrielino NRT. Segment 11 of the proposed Project would run adjacent to the Gabrielino NRT within 0.25 mile from S11 MP 16.8 – 18.9, and would also cross over the Gabrielino NRT at MP S11 19.3.

La Cañada Flintridge Trails. The City of La Cañada Flintridge, which borders the ANF to the south, maintains a network of multi-use trails in conjunction with the County of Los Angeles Department of Parks and Recreation and the Los Angeles County Flood Control District. Roughly 24 miles of trails are maintained within this network, which connects with other trails in Pasadena, Glendale, South Pasadena, and Altadena, in addition to existing trails within the ANF (SCE, 2007). The proposed Project would be situated within 0.38 mile to the east of Gould Canyon Trail at Segment 11, MP 18.1 and within 0.19 mile to the east of Cross Town Trail at Segment 11, MP 18.4.

Sunset Ridge Trail / Altadena Crest Trail (proposed). The proposed Altadena Crest Trail would run from the Hahamongna Watershed Park, on the west side of Altadena, to Eaton Canyon Natural Area, on the east side of Altadena. This trail would traverse the foothills of the San Gabriel Mountains and would be accessible from various points along its length. The Altadena Crest Trail is currently in three unconnected segments due to poor trail maintenance and natural events such as erosion, flood, and fire damage, in addition to loss of access during development (ACTWG, 2007). The County of Los Angeles has recommended that the existing Sunset Ridge Trail be used to connect the segments of the Altadena Crest Trail (SCE, 2007). As discussed with regards to Segment 11 in the Central Region, the proposed Altadena Crest Trail would be traversed by the proposed Project in the Central Region, between Segment 11 MP 20.6 and MP 20.8, then again at Segment 11 MP 21.1.

Segment 6, Central Region

The proposed Segment 6 would initiate at Vincent Substation and travel in a southerly direction for 1.5 miles to the border of the ANF. Inside the Forest boundaries, Segment 6 would continue for 25.3 miles and would be situated within the existing Vincent Rio Hondo Designated Utility Corridor (USDA Forest Service, 2005b, Table 484). While not explicitly shown on the Forest Service Land Management Plan maps, this Utility Corridor lies generally within land designated as “Back Country” (SCE, 2007). As with Segment 11, recreational uses along Segment 6 include hiking, OHV use, camping, and enjoyment of the rugged landscape and native habitats. Campgrounds and picnic facilities are maintained by the Forest Service, in addition to OHV roads and trails that provide access to the Forest lands. Segment 6 would also cross the PCT and other recreational resources within the ANF, such as trails and campgrounds.

San Gabriel Wilderness Area (WA). Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the San Gabriel Wilderness Area. This WA is identified as Dispersed Recreation and is considered to be a particularly sensitive resource due to the management objectives applied to all WAs. The proposed route for Segment 6 would not enter the San Gabriel Wilderness Area; however, it would be positioned directly adjacent to a portion of the southwestern boundary of this WA S6 MP 18.0 and MP 18.5.

Inventoried Roadless Areas (IRAs). As described above for Segment 11, IRAs are identified by the Forest Service in areas designated for Primitive ROS objectives and a detailed description of IRAs is presented in the Land Use analysis. The West Fork IRA (1,156 acres) and the Westfork IRA (4,385 acres) are located directly east of Segment 6, from just before MP 19.0 to approximately MP 23.0. The proposed route would be adjacent to the western boundary of the West Fork Roadless Area between MP 18.7 and 18.8, where Segment 6 would cross the West Fork of the San Gabriel River. Segment 6 would also be adjacent to the western boundary of the Westfork Roadless Area from S6 MP 22.3 – 22.9. The proposed Project would not cross through any Inventoried Roadless Areas.

Off-Highway Vehicle (OHV) Roads. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of OHV trails and Open Riding Areas in the Central Region. These OHV resources in ANF provide a range of recreational opportunities through the development of an integrated system of trails and low-maintenance standard roads (USDA Forest Service, 2007a). OHV roads which are currently identified within the Central Region and would be traversed by Segment 6 are listed in are listed in Table 3.15-14a (Developed Recreation Resources within One-Half Mile of Alternative 2 in the Central Region). In addition, several OHV roads are gated off at the ROW boundary in the vicinity of S6 MP 22.5 – 23.0 (SCE, 2007). Roads and trails which qualify for the California Back Country Discovery Trail also may exist in the vicinity of the proposed Segment 6 route.

Pacific Crest National Scenic Trail (PCT). Please refer to Section 3.15.2.1 (Regional Setting) for a detailed description of the PCT. The proposed route for Segment 6 would run roughly parallel to and west of the Angeles Forest Highway from Vincent Substation (S6 MP 0.0) to Mill Creek Summit (S6 MP 7.3). Segment 6 would traverse the PCT at S6 MP 7.3, where it crosses over Mill Creek Summit.

National Recreation Trails (NRTs). Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the Silver Moccasin NRT and the Gabrielino NRT. The proposed Segment 6 would cross the Silver Moccasin NRT at S6 MP17.2.

San Gabriel River, West Fork. The West Fork of the San Gabriel River is currently considered eligible for designation as a Wild and Scenic River. The Wild and Scenic Rivers Act, which was signed into law in 1968, specifically protects free-flowing waterways through: prohibition of the construction of dams or other federally-assisted water resources projects; protection of outstanding natural, cultural, or recreational values; ensures that water quality is maintained; and requires the creation of a comprehensive river management plan (NWSRS, 2007). Recreational activities that occur on this portion of the river, which is considered to represent Dispersed Recreation opportunities, include fishing and boating (kayaking), as well as general water and outdoor enjoyment. Although the proposed Project would traverse other waterways, as indicated in Table 3.15-14b (Dispersed Recreation Opportunities within One-Half Mile of Alternative 2 in the Central Region),the West Fork San Gabriel River is considered a particularly sensitive resource due to its eligibility for designation as a Wild and Scenic River. The proposed Segment 6 would cross the West Fork of the San Gabriel River at MP 18.7. This portion of the proposed Project is situated within a “Back Country” land use zone, which permits utility installations (SCE, 2007).

South Region

The South Region of the proposed Project extends from the southern boundary of the ANF (S7 MP 0.0 and S11 MP 24.5) to the Mira Loma Substation (S8A MP 35.2, S8B MP 6.8 and S8C MP 6.4). The South Region includes the following five substations: Goodrich, Rio Hondo, Mesa, Chino, and Mira Loma. This region traverses lands within Los Angeles and San Bernardino Counties, as well multiple

incorporated cities. Table 3.15-17, below, describes the recreational and wilderness resources that are located within one-half mile of the proposed Project in the South Region. Recreational resources in the South Region are also portrayed on Figure 3.15-4 (Recreational Resources in the South Region).

As described in Section 3.15.2.1 (Regional Setting) and noted below in Table 3.15-17, the proposed Project is routed through and in the vicinity of USACE properties in the South Region, including the Santa Fe Dam Recreation Area and the Whittier Narrows Recreation Area, both of which are also addressing in Section 3.4 (Biological Resources) and Section 3.9 (Land Use), with regards to those resource issue areas.

Table 3.15-17. South Region Recreational Resources within One-Half Mile of Alternative 2				
Project Component	Jurisdiction	Recreational Resource	Description	Proximity of Resource to Alternative 2 Alignment
Segment 11 MP 24.5 – 36.2				
S11 MP 24.7 – 26.6	City of Pasadena, L.A. County	Eaton Canyon Natural Area Park / Eaton Canyon Park	184-acre natural park area with hiking trails, nature center, and parking area.	Direct crossing.
S11 MP 26.6	City of Pasadena	Eaton Canyon Golf Course	9-hole, public course	Adjacent to western boundary of the golf course
		Hamilton Park	6.4 acres, multiple sports fields, picnic areas, and a playground	0.5 mile to the east
		Victory Park	26.6 acres with volleyball, baseball, and soccer areas	0.35 mile to the west
S11 MP 26.8	City of Pasadena	Eaton Sunnyslope Park	1.9 acres of open space	0.1 mile to the west
S11 MP 26.9	City of Pasadena	Gwinn Park	2.5-acre picnic and grass area	0.1 mile to the west (of ROW)
		Eaton Wash Park, Vina Vieja Park, and Alice Frost Kennedy Off-Leash Dog Area	7.5 acres (licensed from SCE), playground, picnic area, off-leash dog area, and multi-use paths connecting the park area to Alameda St and Avocado Ave (south of dog park)	Direct crossing through the east side of the park
S11 MP 28.2 – 28.4	City of Pasadena	Eaton Blanche Park	5.5 acres, multiple sports fields, picnic areas, and a playground	Direct crossing
S11 MP 31.7	City of Rosemead	Sally Tanner Park	Picnic and grass area	0.3 mile to the west
S11 MP 32.5	City of Rosemead	Rosemead Community Center Park		0.4 mile to the east
S11 MP 32.8	City of Rosemead	Guess Park	Park area is leased from SCE	Within ROW
S11 MP 33.0	City of Rosemead	Jesse Gonzales Sports Park	Sports fields adjacent to Sanchez School	0.3 mile to the east
S11 MP 33.4	City of Rosemead	Zapopan Park	Parking area, turf, two playgrounds, basketball court; park area is leased from SCE	Within ROW, between Earle Avenue on north and Garvey Avenue on south
Segment 7 MP 0.0 – 15.8				
S7 MP 1.0	City of Duarte	Valley View Park	Mostly vacant land north of Valley View School	0.19 mile to the east
S7 MP 1.4	City of Duarte	Royal Oaks Park	7.4 acres with turf area, parking, picnic area, lighted tennis courts, lighted basketball courts	0.06 mile to the west; closest section of park is large turf area. Active areas are 0.26 mile to the west
S7 MP 1.5	City of Duarte	Encanto Park	Multipurpose field, picnic area, playground, tennis, basketball, and sand volleyball courts	0.29 mile to the east

Table 3.15-17. South Region Recreational Resources within One-Half Mile of Alternative 2				
Project Component	Jurisdiction	Recreational Resource	Description	Proximity of Resource to Alternative 2 Alignment
S7 MP 1.5 – 1.6	City of Duarte	Hacienda Park	1.64 acres with walkways, turf, play structure, picnic benches, BBQ area; existing transmission line tower near southwest corner and overhead transmission lines	Within SCE ROW
S7 MP 1.6 – 1.7	City of Duarte	Rancho Duarte Golf Club	Public 9-hole golf course	Straddles ROW and extends 850 feet to east and west
S7 MP 1.8	Enter City of Irwindale	Public trails	Hiking and biking trails along north side of San Gabriel River	South of the ROW
S7 MP 2.5	City of Irwindale / LA County Parks and Rec Dept / US ACE	Santa Fe Dam Recreation Area	Large regional park with extensive trail system, turf areas, 70-acre lake, Nature Center, swimming, boating, fishing, group camping, picnic areas, lake beach	Turf areas are more than 0.95 mile from ROW along southerly and easterly edges of recreation area
S7 MP 3.3 – 3.8	City of Irwindale	Otis Gordon Sports Park (City of Duarte)	5.98 acres, picnic and BBQ area, playground, lighted softball fields	0.25 mile to the northwest
S7 MP 3.8	City of Irwindale	Beardslee Park (City of Duarte)	4.91 acres, picnic and BBQ area, playground, soccer field, amphitheater	0.50 mile to the northwest
S7 MP 4.9	City of Irwindale	Irwindale Speedway	6,000 seats, twin paved oval tracks, parking for 3,000 cars	Across (to the northwest) I-605 from ROW
S7 MP 5.5 and 107 – 11.8	Multiple, from City of Irwindale to City of South El Monte	San Gabriel River Bike Trail	Continuous pathway along San Gabriel River, spanning 38 miles from the City of Azusa to the City of Long Beach	Multiple direct crossings
S7 MP 6.0 – 11.8, 13.5	Multiple, including Cities of El Monte and South El Monte	Emerald Necklace	Planned 17-mile interconnected network of trails, parks, and greenways	Multiple direct crossings
S7 MP 7.8	City of Baldwin Park	Barnes Park	Family recreation center, basketball courts, turf area, picnic area	0.04 mile to the east, across I-605
S7 MP 7.9	City of Baldwin Park	Zamora Park (City of El Monte)	Picnic and turf areas	0.47 mile to the northwest
S7 MP 8.2	City of Baldwin Park	Walnut Creek Nature Park	4.1 acres with trails for hiking and mountain biking	0.38 mile to the east
S7 MP 8.9 – 10.5	Unincorporated LA County (Avocado Heights and Bassett)	Woodland Duck Farm Park / River Commons at the Duck Farm Project	58 acres of open space with native habitat enhancements and low-impact recreational uses	Within ROW; proposed Project would replace existing transmission towers
S7 MP 9.1	City of El Monte	San Angelo County Park (Community of Bassett)	Small County park bordered by San Angelo Ave, Proctor St, Clogston Dr, and Arillo St.	0.28 mile to the southeast, across I-605
S7 MP 9.6 – 10.5	City of Industry	California Country Club	Private 18-hole golf course	Two holes are northwest of I-605, adjacent to ROW (MP 9.6 – 9.9); remainder of holes are southeast of I-605
S7 MP 10.7	City of South El Monte	Thienes Gateway Park (County of Los Angeles Department of Public Works)	Small resting area with benches, a drinking fountain, and bicycle racks	Located within ROW

Table 3.15-17. South Region Recreational Resources within One-Half Mile of Alternative 2

Project Component	Jurisdiction	Recreational Resource	Description	Proximity of Resource to Alternative 2 Alignment
S7 MP 11.4 – 13.6	City of South El Monte	Whittier Narrows Recreational Area (Los Angeles County Parks and Recreation Department)	1,400 acres; includes San Gabriel River, Mission Creek, Hondo Rio, Alhambra Wash; fishing, picnic areas, playgrounds, nature center, equestrian facility, trails, athletic fields, military museum, volleyball, archery, skeet pistol and trap ranges, tennis courts	Direct crossing through the center of the complex, in an east-west direction.
S7 MP 11.8	City of South El Monte	San Gabriel River Discovery Center	Located within the Whittier Narrows Recreation Area	0.15 mile to the northwest
		Lario Creek	Located within the Whittier Narrows Recreation Area	0.04 mile to the southeast
		Pico Rivera Bicentennial Park (City of Pico Rivera)	Sports arena for rodeos, picnic areas	0.19 mile to the south
S7 MP 13.5	City of Rosemead	Whittier Narrows Golf Course	Private 18-hole golf course	0.47 mile to the north
		Kingerman Park	Small community park	Adjacent to ROW; licensed from SCE
S7 MP 15.0	City of Montebello	Portrero Heights Park (Community of South San Gabriel)	Narrow community park along the northern border of the City of Montebello	0.38 mile to the north
S7 MP 15.8	City of Monterey Park	La Loma Park (City of Monterey Park)	7.5 acres, baseball and softball fields, playground, picnic area	0.28 mile to the northwest
Segment 8A MP 0.0 – 35.2; Segment 8B MP 0.0 – 6.4				
S8A MP 0.0 – 2.2	<i>Same as Segment 7 MP 13.6 - 15.8 (see above)</i>			
S8A MP 2.5 – 3.2	City of South El Monte	Whittier Narrows Recreation Area	See description for Segment 7, above	Direct crossing from northwest to southeast across the recreation area
S8A MP 3.8 – 4.3	City of Pico Rivera	Pico Rivera Bicentennial Park	Picnic areas, parking, rodeo arena and related fields	Direct crossing from west to east through the park; picnic areas north and south of the ROW; parking, rodeo arena and related fields are north of the ROW
S8A MP 7.2	Los Angeles County	Skyline Trail and Schabarum Trail	Part of the historic Portola Trail; Schabarum Trail connects to Schabarum Regional County	Direct crossing
S8A MP 9.9 – 13.5	City of La Habra Heights	Powder Canyon (Puente Hills Habitat Area)	517-acre wilderness space area with multi-use trails, oak woodland, and oak riparian forest; trail system connects to Schabarum Trail / Skyline Trail	Adjacent to the northern boundary of Powder Canyon
S8A MP 11.2	Cross into City of La Habra Heights	Generally vacant ridgeline / open space	Separates City of Hacienda Heights (to north) from La Habra Heights	Direct crossing
S8A MP 12.1 – 13.4	City of La Habra Heights	Schabarum Regional County Park	Wilderness park, open space, natural areas, canyons and hills, hiking, biking, horseback riding, equestrian center, fitness trail, picnic area, soccer field, playground	0.04 mile to the north; improved recreation areas are 0.38 mile to the north of ROW; proposed Project would be adjacent to the south of existing Olinda-Walnut 200-kV T/L
S8A MP 13.1	City of La Habra Heights	Trailview Park (Los Angeles County)	1.8 acres, picnicking, multi-use trail connects Trailview Park to Schabarum Regional Park	0.13 mile to the north; existing ridge and plateau with water tank is located between the park and the proposed Segment 8

Project Component	Jurisdiction	Recreational Resource	Description	Proximity of Resource to Alternative 2 Alignment
S8A MP 13.7	Los Angeles County (Hacienda Heights)	Pathfinder Park	Recreation center, ball fields, picnic area, tennis courts, turf area	Direct crossing through northern portion of park; turf, parking, tennis courts are north of the ROW
S8A MP 17.7	Los Angeles County	Trails from Diamond Bar	Connect with OHV roads in Puente Hills at Brea Ridge Mountain Way	Direct crossing
S8A MP 19.2	Los Angeles County	Firestone Scout Reservation	Mostly undeveloped with vacant land and some OHV roads along ridgelines in north; access and facilities are along Tonner Canyon	0.19 mile to the southeast; Tonner Canyon is 0.95 mile to the southwest
S8A MP 22.3 – 22.4	City of Chino Hills	Western Hills Country Club	Private 18-hole golf club	Eucalyptus Avenue runs parallel to ROW, 0.04 – 0.13 mile to the northeast
S8A MP 22.9 – 23.0	City of Chino Hills	Coral Ridge Park	6.5 acres with playground, picnic area, basketball ½-court, par course, BBQ area, 4 lighted tennis courts	Direct crossing; from this park, a bike-pedestrian pathway continues to the northeast, within the ROW
S8A MP 23.6 – 23.8	City of Chino Hills	Crossroads Park	12.8 acres with trail access, par course, basketball court, grass area, summer concert-in-the-park series, playground, picnic areas, exercise course, 2 tennis courts, BBQ area, gazebo	Direct crossing
S8A MP 23.8 – 24.5	City of Chino Hills	Pedestrian and bike path	Extends from Crossroads Park across Chino Hills Parkway, connecting to Morning Field Park at Lost Trail Drive	Pathway is located within the ROW
S8A MP 23.9	City of Chino Hills	Oak Ridge Park	3.7 acres with playground, soccer field, football field, trailhead	0.49 mile to the southeast
S8A MP 24.1	City of Chino Hills	Morningside Park	3.5 acres with open space, grassy area, and picnic tables	0.38 mile to the southeast
S8A MP 24.5	City of Chino Hills	Morningfield Park	Terminus for the pedestrian and bike path linking to Crossroads Park and Coral Ridge Park; playground, picnic area with BBQ	0.05 mile to the south
S8A MP 25.4	City of Chino Hills	Glenmeade Park	3.2 acres with a playground, volleyball court, picnic tables, and barbeque facilities	0.38 mile to the south
S8A MP 27.7 – 28.6	City of Chino	Ruben S. Ayala Park	124 acres with ball fields, trails, and picnic areas	Park runs along the south side of Edison Avenue and includes a pedestrian and bike path within the ROW along the northern boundary of the park.
S8A MP 29.3	City of Chino	Cypress Trails Park	Large outdoor park with grassy areas and lighted tennis courts	0.28 mile to the north
S8A MP 35.0	City of Ontario	Creekside Golf Course	9-hole public golf course	0.47 mile to the north

¹ Applies equally to Segments 8B and 8C

The Regional Setting for the South Region of the proposed Project is characterized as a highly urbanized landscape with multiple parks and other recreational facilities in the vicinity of the proposed route. The South Region includes five substations as well as parts of Segment 11 and all of Segments 7, 8A and 8B. The wilderness and recreation setting for these project components is described below.

Segment 11

The southern portion of Segment 11 crosses through the densely urbanized areas south of the San Gabriel Mountains. A complex pattern of city limits and urban land uses characterizes this area. Most recreational facilities here are either neighborhood or community parks, typically with picnic areas, playgrounds, grass areas, parking, and restrooms, among other possible facilities. Other recreational facilities include golf courses and larger regional parks, most of which are operated by the Los Angeles County Department of Parks and Recreation. The recreational resources which are directly crossed by the proposed Project and other notable resources within the vicinity are described in more detail below.

Eaton Canyon Natural Area Park / Eaton Canyon Park. Please see Section 3.15.2.1 (Regional Setting) for a complete description of the Eaton Canyon Natural Area Park (Eaton Canyon Park). As described, the proposed route for Segment 11 crosses through Eaton Canyon Park for approximately 1.9 miles, between MP 24.7 and MP 26.6.

Segment 7

As mentioned above, recreational resources which are directly crossed by the proposed Project and other notable resources within the vicinity are described below.

San Gabriel River Corridor. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the San Gabriel River Corridor. Segment 7 of the proposed Project would intersect the San Gabriel River Corridor at approximately MP 1.8 and run generally alongside the river within one-half mile until about S7 MP 12, at the Whittier Narrows Dam. Segment 7 crosses the river at approximately S7 MP 5.6 and S7 MP 10.7.

San Gabriel River Bike Trail. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the San Gabriel River Bike Trail. The proposed Project would traverse the bike trail at approximately Segment 7 MP 5.5, as well as at Segment 7 MP 10.7, at Thienes Gateway Park, or Thienes Avenue Gateway, a small resting area with benches, a drinking fountain, and bike racks. Thienes Gateway Park is located within the existing Los Angeles County Flood Control District ROW (SCE, 2007). The proposed route for Segment 7 would then run adjacent to the San Gabriel River Bike Trail from MP 10.7 to approximately MP 11.8.

Emerald Necklace. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the Emerald Necklace. Segment 7 of the proposed Project would run alongside the Emerald Necklace for 5.8 miles, from approximately MP 6 to MP 11.8. Segment 7 would also cross over part of the Emerald Necklace area at MP 13.5.

River Commons at the Duck Farm Project (Duck Farm Project). Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the Duck Farm Project. The proposed Segment 7 would replace an existing transmission line within the Woodland Duck Farm for 1.6 miles, from Segment 7 MP 8.9 to MP 10.5.

Whittier Narrows Recreation Area. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the Whittier Narrows Recreation Area. The ROW for Segment 7 of the proposed Project crosses through the middle of the Whittier Narrows Recreation Area in an east-west direction, between S7 MP 11.4 and MP 13.6 (2.2 miles).

Pico Rivera Bicentennial Park and Sports Arena. The Pico Rivera Bicentennial Park includes picnic areas and an equestrian center with horse boarding facilities on 60 acres of land in the north part of the

city (City of Pico Rivera, 2007). The Pico Rivera Sports Arena, which is immediately adjacent to Bicentennial Park, has a capacity of 6,000 seats and is famous for its Mexican rodeos (City of Pico Rivera, 2007). The proposed Segment 8A would cross directly through the park area for 0.5 mile, from the west to the east. Entering the park at S8A MP 3.8, the ROW would remain south of the rodeo area and equestrian facilities until S8A MP 4.3, where it would exit the park.

Segment 8

The recreational resources which are directly crossed by Segment 8 are described in further detail below.

Whittier Narrows Recreation Area. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the Whittier Narrows Recreation Area. Segment 8 of the proposed Project would cross through Whittier Narrows Recreation Area from the northwest to the southeast from S8 MP 2.5 – 3.2.

Puente Hills Landfill Native Habitat Preservation Area (Puente Hills Habitat Area). Please see Section 3.15.2.1 (Regional Setting) for a detailed description of the Puente Hills Habitat Area. As described, the Puente Hills Habitat Area is managed by the Puente Hills Landfill Native Habitat Preservation Authority (Habitat Authority), a Joint Powers Authority with the City of Whittier, County of Los Angeles, Sanitation Districts of Los Angeles County, and the Hacienda Heights Improvement Association. The proposed TRTP alignment would enter the jurisdiction of this Joint Powers Authority after crossing the San Gabriel River Freeway (I-605), at approximately S8A MP 3.3 and exit this jurisdiction at approximately MP 13.58, where the line would cross Harbor Boulevard south of the community of Rowland Heights. As described in Section 3.15.2.1 (Regional Setting), this jurisdiction is not entirely under the ownership of the Joint Powers Authority; rather, the Habitat Authority owns 1,878 acres of the 3,860-acre Puente Hills Habitat Area and the remaining 1,982 acres are managed through agreements with the Joint Powers Authority.

The proposed Project would cross through two areas of the Puente Hills Habitat Area that are owned directly by the Habitat Authority for roughly 0.7 mile in each area: in the Hacienda Hills area between Turnbull Canyon (to the southwest) and Hacienda Hills (to the northeast), and in western Hacienda Heights, adjacent to the northeast of Worsham Canyon and La Canada Verde. In the Hacienda Hills area, the proposed transmission line would traverse Schabarum Trail (please see full description below) in two places: between the trailheads for Native Oak Trail and Ahwinga Trail, and at the trailhead for Coyote Trail. The proposed transmission line would also traverse Ahwinga Trail in this area, and would be situated in close proximity to Puma Trail and Coyote Trail. The proposed Project would also traverse land adjacent to Habitat Authority property, where the transmission line would be routed along the northern border of Powder Canyon (Habitat Authority property), between the northern border of Powder Canyon and the southern border of Schabarum Regional Park (Los Angeles County Department of Parks and Recreation). Powder Canyon is located in the eastern portion of the Puente Hills Habitat Area. Segment 8A would traverse the northern boundary of Powder Canyon for approximately 3.5 miles, from S8A MP 9.9 to S8A MP 13.5. Multiple recreational trails in the Powder Canyon area, including Nogales Trail.

Schabarum Trail / Skyline Trail and Puente Hills Habitat Area. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of Schabarum Trail and Skyline Trail. As described, Skyline Trail is part of an historic trail network and Schabarum Trail connects Skyline Trail with the Schabarum Regional County Park. Within the Puente Hills Habitat Area, most of the Schabarum Trail is currently situated within and adjacent to the existing utility ROW and as such, the proposed route would traverse Schabarum Trail multiple times between S8A MP 3.3 and S8A MP 13.58 (within the Puente Hills Habitat Area). One area where Scabarum Trail is not currently situated adjacent to the existing utility corridor is

northeast of Rose Hills Memorial Park, in the western portion of the Puente Hills Habitat Area. However, along this portion of the proposed route, the transmission line would diverge from the existing ROW and re-locate five existing transmission towers to a new, expanded ROW along the northeastern boundary of Rose Hills Memorial Park. This new, expanded ROW would traverse and/or be situated immediately adjacent to Schabarum Trail from approximately S8A MP 5.85 to S8A MP 7.2, in an area where Schabarum Trail currently passes through open space along a ridgeline. One other location where the proposed Project would require expanded ROW over Schabarum Trail is north of Powder Canyon, where Schabarum Trail connects the existing trail network in Powder Canyon with Schabarum Regional County Park. In this area, the existing ROW runs in an east-west direction between Powder Canyon to the south and Schabarum Regional County Park to the north.

Schabarum Regional County Park. Please see Section 3.15.2.1 (Regional Setting) for a detailed description of this county park. The proposed Project would traverse the southern boundary of Schabarum Regional County Park along Segment 8A for approximately 1.3 miles, from MP 12.1 through MP 13.4, running between Powder Canyon (to the south) and the park (to the north).

Crossroads Park and Bike Path. Crossroads Park is a 12.8-acre open space area, with recreational resources including a playground, picnic tables, full basketball court, exercise course, two tennis courts, barbeque area, a gazebo, and a golfing area. The main feature of Crossroads Park is an open, grassy area which is used for a “Concert in the Park” series during the summer months (City of Chino Hills, 2007). A pedestrian and bike path extends from Crossroads Park, across Chino Hills Parkway, and connects to Morning Field Park at Lost Trail Drive. Segment 8A of the proposed Project would pass through Crossroads Park for 0.2 mile, between S8A MP 23.6 and MP 23.8. In addition, the pedestrian and bike trail that connects Crossroads Park with Morning Field Park is situated within the Project ROW along Segment 8A, between MP 23.8 and MP 24.5.

Ruben S. Ayala Park. This is a large community area in the City of Chino Hills, which encompasses 124 acres and includes multiple recreational features, such as a skate park, baseball and softball fields, picnic areas, and large grassy areas (SCE, 2007). A bicycle and pedestrian trail exists within the ROW, along the northern boundary of this park. The ROW in this area is also landscaped. Segment 8A would run along the north boundary of the park for nearly one mile, from MP 27.7 to MP 28.6, thereby separating the park from Edison Avenue.

3.15.2.3 Alternative 3: West Lancaster Alternative

This alternative includes one deviation from the proposed Project route, which would extend for 3.4 miles along Segment 4, between S4 MP 14.9 and S4 17.9. This reroute is located in the North Region of the Project Area. No other portion of the proposed Project route would be altered under Alternative 3. As with the proposed Project and consistent with the Land Use analysis, the Affected Environment for Alternative 3 is inclusive of all wilderness and recreation resources located within one-half mile of the proposed transmission line route.

North Region

The portion of Segment 4 that would be rerouted for Alternative 3 is situated in an area that is predominately used for agriculture. Land use on either side of the rerouted segment is characterized as open space and agriculture (cultivated fields). Table 3.15-11 (North Region Recreational Resources within One-Half Mile of Alternative 2) indicates that there are no recreational resources along Segment 4 for the proposed Project route that are in the vicinity of the proposed reroute under Alternative 3 (S4 MP 14.9 –

17.9). Therefore, no new Wilderness or Recreational resources within one-half mile of the proposed route would be introduced through Alternative 3. The Affected Environment for the North Region of Alternative 3 is exactly the same as the Affected Environment for the proposed Project, as described in Section 3.15.2.2.

Central Region

The Affected Environment for the Central Region of Alternative 3 is exactly the same as the Affected Environment for the Central Region of the proposed Project, as described in Section 3.15.2.2.

South Region

The Affected Environment for the South Region of Alternative 3 is exactly the same as the Affected Environment for the South Region of the proposed Project, as described in Section 3.15.2.2.

3.15.2.4 Alternative 4: Chino Hills Route Alternatives

Under Alternative 4, the proposed transmission line would follow the same route as the proposed Project through the North and Central Regions. In the South Region, Alternative 4 would diverge from the proposed Project route at S8A MP 19.2 and turn to the southeast, crossing through part of Orange County before entering San Bernardino County and the Chino Hills State Park (CHSP). As with the proposed Project and consistent with the Land Use analysis, the Affected Environment for Alternative 4 is inclusive of all wilderness and recreation resources located within one-half mile of the proposed transmission line route.

North Region

The Affected Environment for the North Region of Alternative 4 is exactly the same as the Affected Environment for the North Region of the proposed Project, as described in Section 3.15.2.2.

Central Region

The Affected Environment for the Central Region of Alternative 4 is exactly the same as the Affected Environment for the Central Region of the proposed Project, as described in Section 3.15.2.2.

South Region

As described above, the Affected Environment of Alternative 4 is identical to the Affected Environment of the proposed Project (Section 3.15.2.2) for all Segments except Segment 8A, in the South Region. The Affected Environment of Segment 8A differs from that of the proposed Project along S8A, between MP 19.2 and 35.2. In addition, the upgrades associated with Segments 8B and 8C would not occur under Alternative 4 and therefore any Affected Environment characteristics associated with wilderness and recreation for these Segments are not applicable to Alternative 4.

As mentioned, the proposed routes for Alternative 4 would cross through parts of Orange County and San Bernardino County, which the proposed Project (Alternative 2) would not enter. The routing options for Alternative 4 would also cross through the CHSP, which is managed by the California Department of Parks and Recreation, with assistance from the Chino Hills State Park Interpretive Association (CHSPIA), a non-profit volunteer organization (CHSPIA, 2007). The four different routing options (Routes A through D) which are included under Alternative 4 are discussed in further detail below.

Route A

This alternative would deviate from the proposed Project route at Segment 8A MP 19.2 and run parallel to the existing Mira Loma-Walnut/Olinda 220-kV transmission line for 6.2 miles, 2.3 miles of which would be within the CHSP. Route A would be situated within an existing utility corridor, but would require that the corridor be widened by 150 feet along the length of Route A. In addition, Route A would require the installation of a new switching station within the CHSP. The size of new switching station would be a minimum of 4 to 5 acres in size (using gas-insulated technology) and a minimum of 11 to 12 acres in size (using air-insulated technology). Table 3.15-18, below, provides a list of recreational resources within one-half mile of the proposed Route A, under Alternative 4.

Project Component	Jurisdiction	Recreational Resource	Description	Proximity of Resource Route A Alignment
S8A MP 19.2	Los Angeles County	Firestone Scout Reservation	Mostly undeveloped with vacant land and some OHV roads along ridgelines in north; access and facilities are along Tonner Canyon	Nearest border is 0.19 mile to the southeast, but is the access area and main facilities are 0.95 away
S8A MP 23.2	CHSP	North Ridge Trail (Fire Road)	Strenuous ridgeline trail on north side of slope; trails runs along the northern park boundary in this section	Direct crossing
		Sycamore Trail (Fire Road)	Maintained dirt road and multi-use trail; connects North Ridge Trail (to the north) with Telegraph Canyon Trail (to the south)	0.25 mile to the southwest
S8A MP 23.9	CHSP	McDermont Trail (Fire Road)	Connects North Ridge Trail (to the north) with Telegraph Canyon Trail (to the south)	Direct crossing
S8A MP 24.1	CHSP	Trail	Connects McDermott Fire Trail with Four Corners Rest Area	Direct crossing
S8A MP 24.4	CHSP	Trail (Fire Road)	Connects Four Corners Rest Area to northern Park boundary	Direct crossing
		Four Corners Rest Area	Popular rest area and convergence point for multiple trails, including Telegraph Canyon Trail and Hills For Everyone Trail	0.15 mile to the south
S8A MP 24.5	CHSP	Raptor Ridge Trail	Ridgeline hiking trail; mountain biking and equestrian use not allowed	Direct crossing
S8A MP 24.5 – 25.5	CHSP	South Ridge Trail	TH at Rolling M Ranch; steep trail (also a Fire Road) leads to San Juan Hill (the highest point in CHSP) and Four Corners Rest Area	0.3 – 0.5 mile to the south
S8A MP 24.6 and 24.8	CHSP	Hills For Everyone Trail (via Telegraph Canyon Trail)	TH one mile down Telegraph Canyon Trail; popular single-track trail; ends at Four Corners Rest Area	Direct crossings
S8A MP 24.75	CHSP	Telegraph Canyon Trail	TH at Rolling M Ranch; travels easterly along ridgelines to the Four Corners Rest Area and beyond Four Corners (for 6 miles) to the Carbon Canyon park entrance (Orange County); 16 miles R/T between Rolling M and Carbon Canyon	0.05 mile to the southeast
S8A MP 25.0	CHSP	Raptor Ridge Trail (Fire Road)	Maintained dirt road; ridgeline trail	Direct Crossing
S8A MP 25.3	CHSP	Fire Road Trail	Connects Hills For Everyone Trail and Telegraph Canyon Trail (to the south) with Raptor Ridge Trail (to the north)	Direct Crossing

Source: CHSPIA, 2007

As described above in Table 3.15-18, the proposed Route A would make direct crossings of eight different trails and/or Fire Roads in the CHSP. No backcountry camping or trail camping is permitted within CHSP and no campgrounds would be directly traversed by the route. Rolling M Ranch Campground is the park's main campground, with 20 developed sites and opportunities for equestrian camping in the Equestrian Staging Area; however, Rolling M Ranch is located outside the Project Study Area.

The new switching station that would provide the terminus for Route A would be situated along an existing Fire Road between Raptor Ridge (to the north) and Telegraph Canyon (to the south). As described above, the switching station would be between 4 and 12 acres in size, depending on the type of technology used.

Route B

Route B would follow the same path as Route A into CHSP, but instead of terminating at the new switching station described above, Route B would continue to just beyond the eastern Park boundary, eventually terminating at a new switching station located outside CHSP. As with the Route A alternative, the new switching station for Route B would be between 4 and 12 acres in size, depending on the type of technology used. Route B would travel through CHSP for approximately 4.3 miles. Table 3.15-19, below, provides a list of recreational resources within one-half mile of the proposed Route B, under Alternative 4.

Project Component	Jurisdiction	Recreational Resource	Description	Proximity of Resource to Route B Alignment
S8A MP 24.5	CHSP	Raptor Ridge Trail	Ridgeline hiking trail; mountain biking and equestrian use not allowed	Direct crossing
S8A MP 24.5 – 25.5	CHSP	South Ridge Trail	TH at Rolling M Ranch; steep trail (also a Fire Road) leads to San Juan Hill (the highest point in CHSP) and Four Corners Rest Area	0.3 – 0.5 mile to the south
S8A MP 24.6 and 24.8	CHSP	Hills For Everyone Trail (via Telegraph Canyon Trail)	TH one mile down Telegraph Canyon Trail; popular single-track trail; ends at Four Corners Rest Area	Direct crossings
S8A MP 24.75	CHSP	Telegraph Canyon Trail	TH at Rolling M Ranch; travels easterly along ridgelines to the Four Corners Rest Area and beyond Four Corners (for 6 miles) to the Carbon Canyon park entrance (Orange County); 16 miles R/T between Rolling M and Carbon Canyon	0.05 mile to the southeast
S8A MP 25.0	CHSP	Raptor Ridge Trail (Fire Road)	Maintained dirt road; ridgeline trail	Direct Crossing
S8A MP 25.3	CHSP	Fire Road Trail	Connects Hills For Everyone Trail and Telegraph Canyon Trail (to the south) with Raptor Ridge Trail (to the north)	Direct Crossing
S8A MP 26.2	CHSP	Upper Aliso Canyon Trail (Fire Road)	TH north of Rolling M red barn; popular hiking trail for families with small children; connects to Raptor Ridge and Four Corners Rest Area	Direct Crossing
S8A MP 26.6	CHSP	Bane Ridge Hiking Trail	Popular ridgeline hiking trail; connects northern Park entrance with Rolling M Ranch; runs parallel to Bane Canyon Road	Direct crossing
S8A MP 26.7 - 27.4	CHSP	Fire Road Trail	Connects Bane Ridge Trail (to the west) with East Fence Line Trail (to the east)	Multiple direct crossings

Table 3.15-19. Recreational Resources within One-Half Mile of Alternative 4, Route B

Project Component	Jurisdiction	Recreational Resource	Description	Proximity of Resource to Route B Alignment
S8A MP 26.8	CHSP	Bane Canyon Road	Maintained dirt road heads south from the Bane Canyon Park Entrance; popular multi-use trail	Direct crossing
S8A MP 27.3	CHSP	East Fence Line Trail	Access via Bane Canyon Road; travels east and south along the eastern border of the CHSP; connects via a Fire Trail to McLean Overlook	Direct crossing

Source: CHSPIA, 2007

The proposed path for Route B would make direct crossings of nine different trails and/or fire roads within CHSP. Under the Route B alternative, the new switching station of 4 to 12 acres in size would be installed outside the eastern boundary of the CHSP.

Route C

The proposed Route C option under Alternative 4 would involve the construction of a new transmission line just north of CHSP, as well as the re-routing of two existing lines within CHSP and the removal of existing transmission lines from within CHSP. Table 3.15-20, below, provides a list of recreational resources within one-half mile of the proposed Route C.

Table 3.15-20. Recreational Resources within One-Half Mile of Alternative 4, Route C

Project Component	Jurisdiction	Recreational Resource	Description	Proximity of Resource to Route C Alignment
S8A MP 19.2	Los Angeles County	Firestone Scout Reservation	Mostly undeveloped with vacant land and some OHV roads along ridgelines in north; access and facilities are along Tonner Canyon	Nearest border is 0.19 mile to the southeast, but is the access area and main facilities are 0.95 away
S8A MP 23.2 – 24.0	San Bernardino County	North Ridge Trail (Fire Road); CHSP	Strenuous ridgeline trail on north side of slope; trails runs along the northern park boundary in this section	Adjacent to the south (trail is within CHSP)
S8A MP 24.1	San Bernardino County	McDermont Trail	Connects North Ridge Trail (to the north) with Telegraph Canyon Trail (to the south)	0.2 mile to the south (trail is within CHSP)
S8A MP 24.7	San Bernardino County	Raptor Ridge Hiking Trail and Fire Road Trail	Ridgeline hiking trail; mountain biking and equestrian use are only allowed on the Fire Road (maintained dirt road) portion of the trail	0.2 mile to the southeast from new switching station (trail is within CHSP)
		Hills For Everyone Trail	TH one mile down Telegraph Canyon Trail; popular single-track trail; ends at Four Corners Rest Area	0.4 mile to the south (trail is within CHSP)

Source: CHSPIA, 2007

Although the new transmission line associated with Route C would not make any direct crossings of recreational resources, as described in Table 3.15-20, the transmission line re-routing and removal activities associated with Route C would traverse seven multi-use trails within the CHSP, including the following: North Ridge Trail, McDermont Trail, Raptor Ridge Hiking Trail, Raptor Ridge Fire Road Trail, Hills For Everyone Trail, Telegraph Canyon Trail, and South Ridge Trail.

Route D

The proposed Route D alternative would follow the same path as the proposed Route C alternative, but instead of terminating at a switching station at approximately Segment 8A MP 24.7, Route D would continue to follow the northern boundary of CHSP for approximately 2.4 miles, before crossing through

part of the Park in a southeasterly direction and terminating at a new switching station just outside the eastern Park boundary. The proposed switching station for Route D would be in the same location as that proposed for the Route B alternative. Table 3.15-21, below, provides a list of recreational resources within one-half mile of the proposed Route D, under Alternative 4.

Project Component	Jurisdiction	Recreational Resource	Description	Proximity of Resource to Route D Alignment
S8A MP 19.2	Los Angeles County	Firestone Scout Reservation	Mostly undeveloped with vacant land and some OHV roads along ridgelines in north; access and facilities are along Tonner Canyon	Nearest border is 0.19 mile to the southeast, but is the access area and main facilities are 0.95 away
S8A MP 23.2 – 24.0	San Bernardino County	North Ridge Trail (Fire Road); CHSP	Strenuous ridgeline trail on north side of slope; trails runs along the northern park boundary in this section	Adjacent to the south (trail is within CHSP)
S8A MP 24.1	San Bernardino County	McDermont Trail	Connects North Ridge Trail (to the north) with Telegraph Canyon Trail (to the south)	0.2 mile to the south (trail is within CHSP)
S8A MP 24.7	San Bernardino County	Raptor Ridge Hiking Trail and Fire Road Trail	Ridgeline hiking trail; mountain biking and equestrian use are only allowed on the Fire Road (maintained dirt road) portion of the trail	0.2 mile to the southeast from new switching station (trail is within CHSP)
		Hills For Everyone Trail	TH one mile down Telegraph Canyon Trail; popular single-track trail; ends at Four Corners Rest Area	0.4 mile to the south (trail is within CHSP)
S8A MP 27.0 – 27.3	San Bernardino County	Hiking Trail	Trail traverses Bane Ridge and Upper Aliso Canyon, looping around to connect through Rolling M Ranch.	0.1 – 0.2 mile to the south
S8A MP 27.1	CHSP	Fire Road Trail	Connects Bane Canyon Road to Bane Ridge trails and Upper Aliso Canyon	Direct crossing
S8A MP 27.3	CHSP	Bane Canyon Park Entrance	Northern entrance to the CHSP	0.1 mile to the north
S8A MP 27.4	CHSP	Bane Canyon Road	Maintained dirt road heads south from the Bane Canyon Park Entrance; popular multi-use trail Popular ridgeline hiking trail; connects northern Park entrance with Rolling M Ranch; runs parallel to Bane Canyon Road	Direct crossing
		Band Canyon Trail (Fire Road)	Popular ridgeline hiking trail; connects northern Park entrance with Rolling M Ranch; runs parallel to Bane Canyon Road	Direct crossing
S8A MP 28.2	CHSP	East Fence Line Trail	Access via Bane Canyon Road; travels east and south along the eastern border of the CHSP; connects via a Fire Trail to McLean Overlook	Direct crossing

Source: CHSPIA, 2007

The proposed path for the Route D alternative would make direct crossings of four different Fire Trails, roads, and/or trails, as described in Table 3.15-21.

3.15.2.5 Alternative 5: Partial Underground Alternative

The proposed route for Alternative 5 (Partial Underground Alternative) would not diverge from that of the proposed Project (Alternative 2) and therefore, the Affected Environment for Alternative 5 is identical

to the Affected Environment for the proposed Project, as described in Section 3.15.2.2 (Alternative 2: SCE’s Proposed Project).

3.15.2.6 Alternative 6: Maximum Helicopter Construction in the ANF Alternative

Under Alternative 6, transmission towers in the ANF (along Segments 6 and 11) would be constructed using helicopters to the maximum extent possible. As with the proposed Project, the use of helicopters for Project construction would require that staging areas of up to four acres in size be established along the length of the transmission line route in the Forest. Alternative 6 includes eleven helicopter staging areas in the Forest, as described below and summarized in Table 3.25-22. Although Alternative 6 includes one less helicopter staging area than the proposed Project (twelve under Alternative 6 versus eleven under the proposed Project), helicopters would be used for the construction of 143 transmission towers under Alternative 6, versus 33 under the proposed Project. Therefore, helicopter use would be more extensive under Alternative 6 compared to the proposed Project. Pulling and stringing sites to be used during construction of Alternative 6 would be the same as the proposed Project, with road access would required to all pulling and stringing locations. The use of helicopters to construct transmission towers would avoid the need to install or upgrade some spur roads in the Forest. The helicopter staging areas identified for use under Alternative 6 are described below, in Table 3.15-22. The proposed route for Alternative 6 (Maximum Helicopter Construction in the ANF Alternative) would not diverge from that of the proposed Project (Alternative 2).

North Region

The Affected Environment for the North Region of Alternative 6 is exactly the same as the Affected Environment for the North Region of the proposed Project, as described in Section 3.15.2.2.

Central Region

As with the proposed Project, several of the helicopter staging areas proposed under Alternative 6 are located more than one-half mile from the proposed transmission line route. Helicopter staging areas are described in detail in Section 2.6.1 (Alternative 6 Description); in addition, the following Table 3.15-22 (Alternative 6 Helicopter Staging Areas – ROS Designations and Affected Environment) indicates the ROS objective applicable to each helicopter staging area and provides a summary of recreational resources that are located within one-half mile of each helicopter staging area.

Site #	Site Name	Location	Proximity to T/L	ROS*	Affected Environment**
1	Alt 6 #1	Adjacent to the west of Angeles Forest Hwy at the intersection with Mount Emma Road	~0.1 mile east of S6 MP 3.0	RN	No recreational resources present.
2	Alt 6 #2	Adjacent to the south of Aliso Canyon Road, 0.5 mile NW of Price Ranch Rd (private in-holding)	Within 0.1 mile to the east of S11 MP 3.75	n/a	Forest Road 4N24 (OHV) and Bear Trap Canyon Road (OHV) within 0.1 mile to the west (within ROW)
3	Alt 6 #3	Adjacent to the south of Aliso Canyon Road and 0.75 mile east of Price Ranch Road	~0.8 mile west of S6 MP 4.75 and ~1.5 miles east of S11 MP 4.25	SPNM	Unnamed dirt tracks hiking trails are located on north side of Aliso Canyon Road.
4	Alt 6 #4	Along south side of Forest Road 3N17.6, roughly 0.15 mile north of Mt. Gleason Road	~1.7 miles west of S11 MP 7.8	SPM	Dispersed recreation (backcountry hiking, camping, etc) may occur in the area. The Pacific Crest National Scenic Trail (PCT) is located ~0.1 mile to the north.

Table 3.15-22. Alternative 6 Helicopter Staging Areas – ROS Designations and Affected Environment

Site #	Site Name	Location	Proximity to T/L	ROS*	Affected Environment**
5	Alt 6 #5	Within 0.1 mile to the west of Forest Road 4N18 and 0.3 mile NW of Rabbit Peak	Within 0.1 mile to the west of S6 MP 9.75	SPM	Forest Road 4N18.1 (OHV) within 0.1 mile to the east (within ROW)
6	Alt 6 #6	Adjacent to the west of Upper Big Tujunga Canyon Road and 0.8 mile SE of Lynx Gulch	0.25 mile west of S6 MP 14.0	SPM	Forest Road 3N20 (OHV) 0.25 mile to the east (within ROW)
7	Alt 6 #7 / SCE #6B	Barley Flats (former US Air Force Nike missile site), 0.5 mile north of Angeles Forest Hwy and 1.75 miles west-NW of intersection with Upper Big Tujunga Canyon Rd	~1.8 miles west of S6 MP 16.75	SPM	Public access is restricted by a locked Forest Service gate on Barley Flats Rd at Angeles Forest Hwy; no recreational resources are present
8	Alt 6 #8 / SCE #3B	~0.5 mile S/SE of Big Tujunga Reservoir, on a terraced area ~ 0.15 mile W/SW of Big Tujunga Canyon Road	0.15 mile west of S11 MP 14.5	RN	Dispersed Recreation along Clear Creek ~0.5 mile to the southeast
9	Alt 6 #9 / SCE #7	Adjacent to the north of Rincon-Redbox Road in the Newcomb Pass area, ~0.36 mile west of the junction with Shortcut-Edison Trail	Adjacent to the west of S6 MP 19.5	SPM	Forest Trail 11W16 and other multi-use recreational trails are within 0.25 – 0.5 mile to the southwest
10	Alt 6 #10	Adjacent to the north of Angeles Forest Hwy, ~0.25 mile north of intersection with Lower Big Tujunga Canyon Road	0.8 mile east of S11 MP 13.25	RN	Fall Creek Campground** is ~0.25 mile to the southwest and Shoening Springs Picnic Area** is ~0.5 mile to the east-southeast.
11	Alt 6 #11 / SCE #8	~0.5 mile SW of Mount Bliss, along Van Tassel Truck Trail / Motorway (Forest Road).	~0.3 mile west of S6 MP 26	SPNM	Adjacent to Van Tassel Truck Trail / Motorway (OHV)

* P: Primitive; SPNM: Semi-Primitive Non-Motorized; SPM: Semi-Primitive Motorized; RN: Roaded Natural; R: Rural; n/a: site is located on non-NFS lands and ROS objectives are not applicable.

** Recreational resource or opportunity indicated is not within 0.5 mile of the proposed transmission line and therefore is not included in Tables 3.15-14a or 3.15-14b, but is within 0.5 mile of a helicopter staging area to be used during Project construction and is therefore considered to be within the Affected Environment.

As with the proposed Project, most of the Developed and Dispersed Recreation resources/opportunities identified as being within one-half mile of the helicopter staging areas for Alternative 6 have previously been identified in Tables 3-15.14a and 3-15.14b as being within one-half mile of the proposed transmission line route (which is the same under Alternative 6 as under the proposed Project). Resources that are within proximity of the staging areas but not the transmission line include the following, both of which are located near helicopter staging area #10 and are included in the Affected Environment for Alternative 6:

- Fall Creek Campground; and
- Shoening Springs Picnic Area.

In addition, Alternative 6 Site #4 is located approximately 0.1 mile to the south of the Pacific Crest National Scenic Trail, which is considered to be a particularly sensitive recreational resource. Construction of Alternative 6 would not include the use of Forest Road 2N25.1 for access to Segment 6 and therefore, the four Developed Recreation resources that are located along this road and included in the Affected Environment under the proposed Project are not included in the Affected Environment for Alternative 6. Alternative 6 would also not include use of Mount Lukens Road (Forest Road 2N76.2), as required for access to helicopter staging area SCE #4 under the proposed Project. Potential impacts of Alternative 6 are discussed below in Section 3.15.10.

As noted in Table 3.15-22, the proposed helicopter staging areas included under Alternative 6 are situated on lands with the following ROS objectives: Roded Natural (Alt. 6 Sites #1, 8 (SCE #3B), and 10), Semi-Primitive Non-Motorized (Alt. 6 Sites #3 and 11 (SCE #8)), and Semi-Primitive Motorized (Sites 4, 5, 6, 7 (SCE #3B), and 9 (SCE #7)). None of the proposed Alternative 6 helicopter staging areas are situated on lands designated as Primitive or Rural. Table 3.15-3 (Recreation Opportunity Spectrum (ROS) Objectives for Land Use Zones in the ANF) describe the types of recreational opportunities are available under each ROS designation on NFS lands.

South Region

The Affected Environment for the South Region of Alternative 6 is exactly the same as the Affected Environment for the South Region of the proposed Project, as described in Section 3.15.2.2.

3.15.2.7 Alternative 7: 66-kV Subtransmission Alternative

As discussed in Section 2.7 (Alternative 7: 66-kV Subtransmission Alternative), Alternative 7 includes the re-routing and/or reconfiguration of the Project's 66-kV subtransmission line in three areas within the South Region. The 500-kV transmission line associated with the proposed Project would be exactly the same under Alternative 7 as under Alternative 2. As with the proposed Project and consistent with the Land Use analysis, this Affected Environment for Alternative 7 is inclusive of all wilderness and recreation resources located within one-half mile of the proposed transmission line route.

North Region

The Affected Environment for the North Region of Alternative 7 is exactly the same as the Affected Environment for the North Region of the proposed Project, as described in Section 3.15.2.2.

Central Region

The Affected Environment for the North Region of Alternative 7 is exactly the same as the Affected Environment for the North Region of the proposed Project, as described in Section 3.15.2.2.

South Region

Under Alternative 7, the Project's 66-kV subtransmission line would be re-routed and/or re-configured in the following three areas of the South Region: Segment 7 MP 8.9 – 9.9, Segment 7 MP 11.4 – 12.03, and Segment 8A MP 2.2 – 3.8. Table 3.15-17 (South Region Recreational Resources within One-Half Mile of Alternative 2) lists the recreational resources that are within one-half mile of the proposed Project route through the South Region. Below is a summary list of the recreational resources identified in Table 3.15-17 that are situated along the portions of the Alternative 7 66-kV subtransmission line that would be re-routed and/or re-configured.

- Segment 7, MP 8.9 – 9.9: *The 66-kV subtransmission line would be installed underground to avoid potential conflicts with the planned Duck Farm Project south of Valley Blvd.*
 - River Commons at the Duck Farm Project (located within the ROW S7 MP 8.9 – 10.5)
 - San Angelo County Park (0.28 mile to the southeast of S7 MP 9.1)
 - Private golf course at the California Country Club (adjacent to the ROW S7 MP 9.6 – 9.9)
- Segment 7, MP 11.4 – 12.03: *The 66-kV subtransmission line would be re-routed and installed underground around the north portion of the Whittier Narrows Recreation area to improve habitat for least Bell's vireos.*

- Whittier Narrows Recreation Area (traversed by the Project along S7 MP 11.4 – 13.6)
- Pico Rivera Bicentennial Park (0.19 mile to the south at S7 MP 11.8)
- Segment 8A MP 2.2 – 3.8: *The 66-kV subtransmission line would be re-routed around the south portion of the Whittier Narrows Recreation Area as habitat enhancement for least Bell's vireos.*
 - Whittier Narrows Recreation Area (traversed by the Project along S8A MP 2.5 – 3.2)
 - Pico Rivera Bicentennial Park (traversed by the Project along S8A MP 3.8 – 4.3)

With regards to wilderness and recreation, the most notable resources within the Affected Environment for Alternative 7 include the River Commons at the Duck Farm Project (S7 MP 8.9 – 10.5), and the Whittier Narrows Recreation Area (S7 MP 11.4 – 13.6 and S8A MP 2.5 – 3.2). No other recreational resources would be introduced to the Affected Environment for Alternative 7.

3.15.3 Applicable Laws, Regulations, and Standards

3.15.3.1 Federal

Segments 6 and 11 of the Project would traverse NFS lands, which are under the jurisdiction of the Forest Service. The following is a discussion of the federal plans and policies that would be applicable to the Project and alternative routes across NFS lands.

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, 2005g). As described in Section 2703.2, the 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 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, 2005g).

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 power lines 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 (FLMP), 2005

At the time of this analysis, the Forest Service had completed its update of the 1987 Land and Resources Management Plan. The 2005 Angeles National Forest Land Management Plan (FLMP) was approved through a Record of Decision signed September 20, 2005. Due to a technical error in the Record of Decision, the 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 Forest Service will utilize or continue to implement the Forest Plan unless the decision is overturned (USDA Forest Service, 2005a). The FLMP consists of three Parts which respectively examine the Forest Service’s Vision (Part 1), Management Strategy (Part 2), and Design Criteria (Part 3) for the ANF, as summarized below:

- Part 1 of the Plan includes a Forest vision of serving as an open space, visual backdrop, recreation destination, and natural environment for a diverse urban population.
- Part 2 of the FLMP includes the ANF program emphasis and objectives and strategic management direction, which allows the Forest Service to make progress towards its vision presented in Part 1 of the FLMP.
- Part 3 of the FLMP provides design criteria for managers to operate within in order to realize the Forest vision described in Part 1.

The Forest Service Vision, as presented in Part 1 of the FLMP, is organized by identified Goals and Objectives. The Part 1 Goals and Objectives that are relevant to this wilderness and recreation analysis for the proposed Project are summarized below in Table 3.15-23.

Table 3.15-23. Part 1 of the 2005 FLMP: Goals and Objectives Relevant to Wilderness and Recreation for the Proposed Project	
Goals and Objectives	Relevance to Project
<i>Strategic Goals – National Strategic Plan, Pages 16-17 and Appendix A, Pages 52-57</i>	
Goal 3: Provide outdoor recreation opportunities	Objectives 1 and 2 under Goal 3 are relevant to the proposed Project, as described below.
Objective 1: Improve public access to National Forest System land and water and provide opportunities for outdoor health-enhancing activities.	The proposed Project would include road improvements to provide access to transmission tower locations. Road improvements may result in increased public access to NFS lands, including recreational areas such as water resources which may be utilized by the public for health-enhancing activities.
Objective 2: Improve the management of off-highway vehicle use to protect national resources, promote safety of all users, and minimize conflicts among various uses through the collaborative development and implementation of locally-based travel management plans.	The Project would require upgrades to existing roads that may alter the availability of existing OHV routes during construction and/or operational activities.
Goal 6: Mission related work in addition to that which supports the agency goals	The following objective and actions under Goal 6 are relevant to the proposed Project.
Objective 3: Maintain the environmental, social, and economic benefits of forests and grasslands by reducing their conversion to other uses.	The proposed Project would slightly intensify an existing use of NFS lands in the ANF which could have the potential to affect recreational and wilderness benefits of the Forest from an environmental and social perspective.
Actions needed to address the Four Threats include: <ul style="list-style-type: none"> • <i>Fire and fuels</i> – Restore healthy, disturbance-resilient ecosystems on lands that are at risk of catastrophic fire, improving the condition and function of critically important watersheds, and sustaining critical wildlife habitats nationwide. • <i>Invasive species</i> – Protect forest and rangeland ecosystems by preventing the release of non-native species and by controlling the spread of, or 	Under the Four Threats identified, the “unmanaged recreation” threat is relevant to this wilderness and recreation analysis. The Project would include road improvements that could potentially be used by OHV recreationists for unmanaged or unauthorized recreational purposes.

Table 3.15-23. Part 1 of the 2005 FLMP: Goals and Objectives Relevant to Wilderness and Recreation for the Proposed Project	
Goals and Objectives	Relevance to Project
<p>eradicating, invasive species.</p> <ul style="list-style-type: none"> • <i>Loss of open space</i> – Conserve the nation's forests and rangelands most at risk (due to subdivision and land conversion) by working with partners, communities and landowners to balance development with sustaining ecosystem services and viable working landscapes. • <i>Unmanaged recreation</i> – Work with partners to develop travel management plans that regulate the use of off-highway vehicles (OHVs) on designated roads, trails, and parks in an appropriate manner. 	
<i>Managed Recreation in a Natural Setting Element, Pages 34-36</i>	
<p>Goal 3.1: Provide for Public Use and Natural Resource Protection</p> <ul style="list-style-type: none"> • Recreation • Conservation Education • Heritage Site Protection • Tribal and Native American Use • Road and Trail System • Habitat Protection 	<p>The proposed Project does not directly provide for public use and natural resource protection (Goal 3.1). The Project would have the potential to affect the availability for public use of specific recreational resources, roads, and trails during construction and/or operational activities.</p>
<i>Wilderness Element, Page 37</i>	
<p>Goal 3.2 Retain a Natural Evolving Character within Wilderness.</p> <p>Desired conditions for wilderness include:</p> <p><i>Ecological Processes</i> – Ecological processes occur untrammelled. Human influences do not impeded the free play of natural forces in the ecosystem. Management activities prescribed for enhancement and recovery of threatened and endangered species and for the re-introduction of extirpated species are supported.</p> <p><i>Vegetation Management/Fire</i> – Vegetation management maintains or mimics natural processes for the purpose of achieving wilderness fire management objectives. Reduce to an acceptable level, the risks and consequences of wildland fire within wilderness or escaping from wilderness.</p> <p><i>Solitude</i> – Outstanding opportunities for solitude and inspiration are characteristic and stable, or increasing. Challenge – Primitive and unconfined recreation opportunities that offer physical and mental challenges are stable or increasing.</p> <p><i>Air Resources</i> – Remediate and prevent human caused impairments to air quality values (AQRV) including visibility, ozone injury, and acid and nitrogen deposition. Suppression of wildland fires and ignition of prescribed fires in wilderness will consider impacts to human health and air quality (AQRVs)</p>	<p>The Project would not substantially alter existing use of NFS lands; however, temporary construction and maintenance activities required for the Project could have the potential to have a location-specific and short-duration influence on the availability of opportunities for solitude in the Forest, as described under the Solitude element of Goal 3.2.</p>

Part 2 of the FLMP describes the Management Strategies, or the trends and expectations as well as anticipated resource improvements planned over the next three to five years in the Forest. The program emphasis and objectives for non-recreation special uses is to manage infrastructure needs to support communities while preserving open space and natural settings. Special uses are authorized only when they cannot be reasonably accommodated on non-NFS lands. Maintaining open space is given priority over accommodating urban needs. In addition, Appendix B of Part 2 of the FLMP includes a list of program strategies that the ANF may choose to emphasize to progress toward achieving the desired conditions and goals of the FLMP. Part 2 Management Strategies that are relevant to this wilderness and recreation analysis for the proposed Project are summarized below in Table 3.15-24.

Table 3.15-24. Part 2 of the 2005 FLMP: Management Strategies Relevant to Wilderness and Recreation for the Proposed Project

Management Strategies	Relevance to Project
<i>Forest Specific Design Criteria, Page 76</i>	
<p>Place Specific Standards – 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 (Liebre-Sawmill, Santa Clara Canyons, Soledad Front Country and Angeles High Country)</p>	<p>The Project would slightly intensify existing impacts of transmission towers to the viewshed of the PCT and would have some effect on the recreational experience available to users of the PCT, particularly in the two locations where the Project would traverse the PCT on NFS lands and particularly during construction and maintenance activities.</p>
<i>SD 1: Wilderness, Page 106</i>	
<p>Protect and manage wilderness to improve the capability to sustain a desired range of benefits and values and so that changes in ecosystems are primarily a consequence of natural forces. Protect and manage areas recommended for wilderness designation to maintain their wilderness values.</p>	<p>The proposed Project would be situated in the vicinity of one designated Wilderness Area and several Inventoried Roadless Areas that could be under consideration for wilderness designation. Although the proposed transmission line would not enter any of these designated areas, construction activities associated with the Project (particularly roadway improvements) could have an effect on wilderness values.</p>
<i>TRANS 1: Transportation System, Page 116</i>	
<p>Plan, design, construct, and maintain National Forest System roads and trails to meet plan objectives, to promote sustainable resource conditions, and to safely accommodate anticipated levels and types of use.</p>	<p>The Project would include road improvements to provide access to each proposed transmission tower location during construction and operations/maintenance activities. Existing roadways would be utilized to the extent feasible, but installation of new roads or trails may also be necessary.</p>
<i>TRANS 3: Improve Trails, Page 117</i>	
<p>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:</p> <ul style="list-style-type: none"> • Manage the Pacific Crest National Scenic Trail 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. 	<p>The Project would intensify existing transmission line usage of NFS lands and would have the potential to effect existing trails and trails networks in the Forest through restricting access and access points during construction and/or operation and through increasing the prominence of transmission towers in the viewshed of specific trails, including the PCT.</p>
<i>Lands 2: Non-Recreation Special Use Authorizations, Pages 119 – 120</i>	
<p>Optimize utilization of encumbered National Forest System land and efficiently administer special-use authorizations (SUAs):</p> <ul style="list-style-type: none"> • Require SUAs to maximize opportunities to co-locate facilities and minimize encumbrance of National Forest System land. • Where overhead transmission lines occur in California Condor habitat, work with utility companies or authorization holders to install high-visibility or avoidance devices and raptor guards on poles and other structures potentially used as perching sites by California Condors. • For special-use authorization holders operating within threatened, endangered, proposed, candidate and sensitive species key and occupied habitats, or areas of heritage resource sites develop and provide information and education (e.g., workshops, annual meetings) on ways to avoid and minimize effects of their activities on occupied threatened, endangered, proposed, candidate and sensitive species habitat and heritage resource sites present. • Use signing, barriers, or other suitable measures to protect threatened, endangered, proposed, candidate and sensitive species key and occupied habitats within special-use authorization areas. 	<p>Infrastructure associated with the proposed Project would be situated adjacent to similar, existing infrastructure. Any SUAs for the Project would be acquired and complied with as necessary.</p>

Part 3 of the FLMP presents the Design Criteria that Forest managers operate under in an effort to actualize the desired conditions described in Part 1 (Vision) of the FLMP. Part 3 includes two components: the first component contains the forest plan standards and guidelines, and the second component contains the laws, policy or other direction that may be applicable to proposed activities. The standards, which can only be changed through a Forest Plan amendment, are the fundamental requirements that define the parameters for activities within the Forest. Part 3 Design Criteria that are relevant to the wilderness and recreation analysis for the proposed Project are summarized below in Table 3.15-25.

Table 3.15-25. Part 3 of the 2005 FLMP: Design Criteria Standards Relevant to Wilderness and Recreation for the Proposed Project	
Design Criteria Standards	Relevance to Project
<i>Fish and Wildlife Standards, Pages 6-9</i>	
S25: Conduct road and trail maintenance activities during the season of year that would have the least impact on threatened, endangered, and proposed wildlife species in occupied habitats, except as provided by site-specific consultation.	The Project would include road and trail improvements and maintenance in order to provide access to each of the transmission tower locations.
<i>When Implementing Recreation Activities, Page 8</i>	
S34: Where a threatened, endangered, proposed, candidate, or sensitive species occurs in a recreation site or area, take steps to avoid or minimize negative impacts to the threatened, endangered, proposed, candidate or sensitive species and its habitat. Use the least restrictive action that will effectively mitigate adverse impacts to the species and habitat.	The Project would traverse multiple recreation sites and areas on NFS lands. Construction and maintenance activities could require that certain recreation sites and areas be used for staging or other Project-related activities.
<i>Wild and Scenic River Standards, Page 13</i>	
S59: Manage eligible wild and scenic river segments to perpetuate their free-flowing condition and proposed classifications, and protect and enhance their outstandingly remarkable values and water quality through the suitability study periods and until designated or released from consideration. When management activities are proposed that may compromise the outstandingly remarkable value(s), potential classification, or free-flowing character of an eligible wild and scenic river segment, a suitability study will be completed for that eligible river segment prior to initiating activities.	The Project would traverse the West Fork of the San Gabriel River, which is currently eligible for designation as Wild and Scenic River and is also a popular recreational resource for water play and fishing. The Project would intensify existing transmission line usage of NFS lands in this area and could have the potential to affect the "outstandingly remarkable values" of this waterway with regards to its wilderness character and viewshed.

Additional laws, regulations, and standards relevant to the wilderness and recreation analysis for the proposed Project are presented below.

3.15.3.2 State

The four routing options available under Alternative 4 would cross through the Chino Hills State Park (CHSP), which is located in the South Region of the Project Area under study. The CHSP is situated in the counties of Orange, Riverside, and San Bernardino. As of November, 1998, the Park encompassed approximately 11,770 acres, most of which is made up of rolling hills. The following is a discussion of management goals and guidelines, as presented in the CHSP General Plan, which are considered to be relevant to this analysis of wilderness and recreation for the proposed Project.

California State Parks, Chino Hills State Park General Plan, February 1999

Each of the four routing options under Alternative 4 (Routes A through D) would enter the jurisdiction of the CHSP General Plan. As part of the California State Park System, the CHSP is managed under the direction of California Public Resources Code (PRC) which mandates per Section 5002.2 that a general

plan be prepared and implemented prior to the development of any new facilities within a State Park. The existing General Plan for CHSP was approved in February of 1999, and serves as a management document for the CHSP. Management Goals and Guidelines from the CHSP General Plan that are relevant to this wilderness and recreation analysis for the Project, specifically Alternative 4 (Chino Hills Routes) are summarized below in Table 3.15-26.

Table 3.15-26. CHSP General Plan: Goals and Guidelines Relevant to Wilderness and Recreation for the Project	
Goals and Guidelines	Relevance to Project
<i>Cultural Resources, Pages 62 to 64</i>	
Goal: Preserve and interpret the historic ranching landscape within the Historic Zone for the education and enjoyment of park visitors.	The Project could have the potential to temporarily affect opportunities for the education and enjoyment of visitors to the CHSP, such as within the Historic Zone, due to the use of heavy equipment and machinery during Project construction. In addition, construction of the Project could temporarily restrict access to certain resources in the CHSP, which would also have the potential to affect opportunities for visitor education and enjoyment of the CHSP.
Goal: Preserve historic roads and trails and at the same time provide for visitor, Department, and utility company use.	The Project would require improvement of some existing roadways in order to ensure access to proposed transmission tower locations during construction and operation.
<i>Aesthetic Resources, Page 65</i>	
Goal: Protect scenic features from man-made intrusions and preserve the visitor's experience of the natural landscape by minimizing adverse impacts to aesthetic resources.	The Project would introduce transmission towers to the viewsheds of certain recreational trails in the CHSP, which could affect the visitors' experience of the natural landscape.
Guideline: Tranquility and the sounds associated with the park's natural resources will be preserved. Unnatural sounds that adversely affect park resources, values, or visitors' enjoyment will be prevented or minimized.	Construction of the proposed transmission line would require the use of heavy equipment and machinery, which would create temporary and location-specific noise that would be considered unnatural in the Park's wildland setting and may have the potential to create a temporary yet adverse affect on visitors' enjoyment of recreational resources in the Park.
<i>Visitor Use and Development, Pages 68 to 70</i>	
Guideline: When road or trail conditions are such that further use is either unsafe or would result in significant impacts to natural or cultural resources, the affected routes will be closed until appropriate repairs are made or conditions change.	The Project would use existing roads and trails in the Park during construction and maintenance activities; in addition, the construction of some new roads may be required to ensure access to all proposed transmission tower locations.

In order for a State Park General Plan for the CHSP to become the official management document for the park, it must be approved by the California State Park and Recreation Commission (Commission). Any subsequent amendments to the General Plan must also be approved by the Commission. The authority to grant entitlements for a proposed project within the CHSP lies with the Department.

3.15.3.3 Local

Local land use plans are evaluated in this section to assist the CPUC and the Forest Service in determining the proposed Project's consistency with local plans, goals, and policies as related to wilderness and recreation. As the CPUC has preemptive 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.

The proposed Project would cross lands within Kern County, Los Angeles County and San Bernardino County, and would come within 0.5 mile of Riverside County. The Project would also traverse through the following 22 city jurisdictions:

- City of Lancaster
- City of Palmdale
- City of Duarte
- City of Monrovia
- City of Azusa
- City of Irwindale
- City of Baldwin Park
- City of El Monte
- City of Industry
- City of South El Monte
- City of Montebello
- City of Monterey Park
- City of Pico Rivera
- City of Whittier
- City of La Habra Heights
- City of La Cañada Flintridge
- City of Pasadena
- City of San Gabriel
- City of Temple City
- City of Rosemead
- City of Chino Hills
- City of Ontario

As required by the State of California, each General Plan includes the following seven mandatory elements: Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety, and Seismic Safety. Although it is not mandatory that General Plans include an element for Wilderness and/or Recreation, some cities may choose to include additional elements to address such issue areas. In addition, some aspects of Wilderness and/or Recreation may be addressed in the Conservation or Open Space elements of a General Plan.

3.15.4 Impact Analysis Approach

3.15.4.1 Criteria for Determining Impact Significance

To satisfy CEQA requirements, conclusions are made regarding the significance of each identified impact that would result from the proposed Project and alternatives. Appropriate criteria have been identified and utilized to make these significance conclusions. The following significance criteria for wilderness and recreation were derived from previous environmental impact assessments and from the CEQA Guidelines (Appendix G, Environmental Checklist Form, Section IX). Impacts of the proposed Project or alternatives would be considered significant and would require mitigation if:

- Criterion REC1: Directly or indirectly disrupt or preclude activities in established federal, State, or local recreation areas or wilderness areas.
- Criterion REC2: Substantially contribute to the long-term loss or degradation of the factors that contribute to the value of federal, State, local, or private recreational facilities or wilderness areas.

Significance conclusions for individual impacts are not required for compliance with NEPA. Therefore, conclusions presented in the following analysis regarding the significance of identified impacts are provided for the purposes of CEQA only.

3.15.4.2 Applicant-Proposed Measures (APMs)

APMs were identified by SCE in the PEA. Table 3.15-27 presents the APMs that are relevant to the issue area of wilderness and recreation. APMs are a commitment by the Applicant (SCE) and are considered part of the proposed Project. Therefore, the following discussions of impact analysis assume that all APMs will be implemented as defined in the table. Additional mitigation measures are recommended in this section if it is determined that APMs do not fully mitigate the impacts for which they are presented.

APM REC-1	Temporary closures. When temporary, short-term park or trail closures (including off-highway vehicle [OHV] routes and the PCT) are necessary for construction activities, SCE would coordinate those closures with applicable agencies. To the extent practicable, SCE would schedule construction activities to avoid heavy recreational use periods, such as holidays.
APM REC-2	Closure notices. When temporary park or trail closures are necessary, SCE would post notice of the closure onsite 30 days prior to the closure and alternative access routes, when applicable.
APM REC-3	Revegetation. Any park areas temporarily affected by Project construction would be revegetated and returned to their original state. SCE would coordinate with owners of landscaped areas, parks, and hillsides to restore disturbed areas to a condition equal to or better than original.

3.15.4.3 Impact Assessment Methodology

This analysis of wilderness and recreation impacts first involved the establishment of Baseline Conditions for the Regional Setting, or Affected Environment, as presented above in Section 3.15.2. Characterization of Baseline Conditions included the identification and description of all wilderness and recreation resources in the Project Study Area, as comprised by the North Region, Central Region, and South Region. Baseline Conditions were evaluated based on their potential to be affected by activities associated with the construction, operation, and maintenance of the proposed Project and Project alternatives.

In order to develop a quantitative comparison of impacts that could occur under the proposed Project and each Project Alternative, one of the primary methodologies used in this impact assessment included tabulating the number of wilderness and recreation resources that each identified impact could potentially affect, and subsequently comparing the proposed Project and Project alternatives on a per-impact basis. Because not all wilderness and recreation resources would be affected in the same way by Project activities, each resource identified in the Project Study Area was evaluated individually for its potential to be affected by impacts of the proposed Project and Project alternatives.

The following sections describe and summarize how wilderness and recreation resources in the Project Study Area may be affected under the proposed Project each Project Alternative.

For the purposes of satisfying CEQA requirements, the significance of each impact is also identified according to the following classifications: Class I: Significant impact; cannot be mitigated to a level that is less than significant; Class II: Significant impact; can be mitigated to a level that is less than significant; Class III: Adverse impact; less than significant; and Class IV: Beneficial impact. Sections 3.15.5 through 3.15.11, below, provide a detailed discussion of the impacts identified for the proposed Project and alternatives.

3.15.5 Alternative 1: No Project/Action

Under the No Project/Action Alternative, construction and operation of the proposed TRTP would not occur. As such, associated impacts to wilderness and recreation resources would not occur. However, in the absence of the proposed Project or an alternative to the Project, the purposes and need for the power transmission capabilities that would be met by the proposed Project (or an alternative) would not be achieved. As a result, it is possible that another, similar transmission line project would be constructed in the future to meet the power transmission needs of developing wind farms in the Tehachapi Wind Resource Area. Such a project would likely introduce similar impacts to recreational and wilderness resources that would be introduced through the proposed TRTP or an alternative.

Environmental conditions in the Project Area are expected to naturally change or evolve over time and therefore, independently of the proposed Project or an alternative to the Project (including the No

Project/Action Alternative), the regional setting and baseline conditions in the Project Area which are discussed in Section 3.15.2.1 (Regional Setting) would not remain static. If the No Project/Action Alternative is implemented, wilderness and recreation resources within the Project Area will continue to naturally evolve over time, independently of the potential impacts associated with the proposed TRTP. The following section describes how recreational and wilderness resources in the Project Area are expected to change in the future, under the No Project/Action Alternative. Because the potential impacts of the proposed Project would not occur under the No Project/Action Alternative, the significance criteria described in Section 3.15.4 (Impact Analysis Approach) are not used for analysis of the No Project/Action Alternative.

North Region

As described in Section 3.15.2.1, there are currently planned residential developments in the North Region which include proposals for recreational facilities and developed parks, including the Ritter Ranch Master Planned Community and the Anaverde Specific Plan area. It is reasonably foreseeable that these developments will be constructed and that in the future, further development surrounding the Cities of Lancaster and Palmdale will include additional recreational facilities for public use. The types of recreational resources that are reasonably foreseeable to be included as part of this ongoing development include facilities such as community recreation centers, designated park areas with playground equipment for children, and multi-use trails to connect residential areas with recreational facilities. Such resources are similar to existing resources in the South Region, which is highly urbanized.

As described in Section 3.15.2.1 (Regional Setting), the PCT crosses through the North Region and would be traversed by the proposed Project. Under the No Project/Action Alternative, this crossing of the PCT would be avoided. The Pacific Crest Trail Association (PCTA), which works jointly with State and Federal agencies to protect the PCTA (as described in Section 3.15.2.1), is currently working to reroute a portion of the PCT within the North Region through Tejon Ranch in order to maintain the length of the PCT along ridgelines. It is expected that this reroute will succeed under any of the Project alternatives, including the No Project/Action Alternative. It is further expected that the PCT will continue to be protected and maintained in the future.

In general, the extent and variety of recreational resources within the North Region are expected to increase in the future. However, this increase is not dependent upon selection of the No Project/Action Alternative and will likely occur independently of the proposed Project or an alternative to the proposed Project. Due to the general lack of wilderness areas in the North Region, it is not expected that designated Wilderness Areas will be established in the area.

Central Region

The Central Region of the Project Area includes the ANF. The ANF will continue to be managed by the Forest Service in the future, regardless of the potential implementation of the proposed Project or an alternative to the proposed Project, including the No Project/Action Alternative. As such, designated Wilderness Areas including the San Gabriel WA, which is adjacent to the proposed TRTP route, would remain protected. Recreational resources within the Central Region, as presented in Table 3.15-14a (Central Region Recreational Resources within One-Half Mile of Alternative 2), would continue to exist under the management of the Forest Service for the purpose of public recreation and enjoyment.

Section 3.15.2.1 (Regional Setting) describes the land use zones that are used by the Forest Service for management of the ANF. One of these land use designations is the Developed Area Interface (DAI) zone,

which applies to lands that are adjacent to communities or concentrated developed areas. The management goal for this zone is to encourage slow development with carefully designed facilities. Baseline conditions in areas surrounding the ANF, as described in Section 3.15.2.1 (Regional Setting), include rapidly expanding urban development to the north and highly urbanized and built-up communities to the south. As such, the DAI zone designation applies to areas of the ANF which buffer Forest boundaries to the north and south. In the future, as Palmdale (which is adjacent to the northern border of the ANF) continues to expand and develop, Forest Service management of the DAI zone along this northern border will control potential impacts associated with urban encroachment on Forest lands. Similarly, Forest management of the DAI zone along the southern border of the ANF will protect the Forest from urban encroachment by the existing cities and communities of the south region. Urban development in the south is expected to be slower than in the north due to existing built-up conditions, but the demand for open space and public recreation areas is still high and expected to rise as the general population increases. Slow development of recreational facilities within all DAI land use areas is permitted and expected to occur gradually.

South Region

As described in Section 3.15.2.1 (Regional Setting), the South Region is highly urbanized and includes a variety of developed resources including urban parks, trails, and sporting areas. For the most part, population growth in the cities and communities of the South Region is expected to continue in the future. As such, open space and recreational resources in the South Region will continue to be in high demand and as population growth continues, the demand for open space is also expected to increase. It is expected that communities will continue to utilize transmission corridors for the establishment of urban parks and trails.

Existing utility corridors in the South Region currently represent valuable open space areas that public recreationists commonly utilize for outdoor enjoyment and general recreation. Table 3.15-17, which is presented in the Affected Environment discussion for the proposed Project (Section 3.15.2) provides a list of recreational resources within one-half mile of the proposed route. Some of these resources are situated within the existing utility corridor, including: Woodland Duck Farm / River Commons at the Duck Farm Project and the Eaton Canyon Natural Area. In the future, it is expected that such resources will continue to exist within the utility corridors and that as the demand for recreational areas continues to rise, cities and communities may increasingly look to open space within existing utility corridors for the establishment of recreational public use areas.

3.15.6 Alternative 2: SCE's Proposed Project

The following section describes the proposed Project's impacts to wilderness and recreation, as determined by the significance criteria listed in Section 3.15.4.1. Mitigation measures are introduced where necessary in order to reduce significant impacts to less-than-significant levels.

3.15.6.1 Direct and Indirect Effects Analysis

Direct and indirect effects associated with Alternative 2 (SCE's proposed Project) are discussed below and summarized in Table 3.15-40 (Summary of Impacts and Mitigation Measures – Wilderness and Recreation). In accordance with CEQA Section 15358(a)(2), "Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems." The significance criteria used to identify wilderness and recreation impacts are introduced in

Section 3.15.4.1 (Criteria for Determining Impact Significance) and summarized below in Table 3.15-28, as well as the impacts that have been identified under each criterion.

Significance Criteria	Impact Statements
Criterion REC1: Directly or indirectly disrupt or preclude activities in established federal, State, or local recreation areas or wilderness areas.	R-1: Construction activities would restrict access to or disrupt activities within established recreational areas.
	R-2: Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas.
Criterion REC2: Substantially contribute to the long-term loss or degradation of the factors that contribute to the value of federal, state, local, or private recreational facilities or wilderness areas.	R-3: Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136).
	R-4: The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT).
	R-5: The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users.
	R-6: The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities.

The wilderness and recreation impact analysis presented in this section is described in terms of the three Project Regions discussed in Section 3.15.2 (Affected Environment): North Region, Central Region, and South Region. Consistent with the Affected Environment discussion presented in Section 3.15.2, this impact analysis identifies which of the wilderness and recreation impacts (as listed in Table 3.15-28) have the potential to occur for each identified resource presented in the Affected Environment discussion. Each of the wilderness and recreation impacts identified above in Table 3.15-28 are discussed in full detail following the summary tables presented below:

- Table 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region). This table identifies which of the wilderness and recreation impacts listed in Table 3.15-28 could potentially affect each resource in the North Region of the Project Study Area.
- Table 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region). This table identifies which of the wilderness and recreation impacts listed in Table 3.15-28 could potentially affect each Developed Recreation resource in the Central Region of the Project Study Area. The concept of Dispersed Recreation is specific to NFS lands in the Central Region, whereas all recreational resources identified in the North and South Regions are considered Developed Recreation. Therefore, towards the purpose of comparing impacts equally across all three regions, Dispersed Recreation is not presented in this summary Table 3.15-30, although all recreation resources and opportunities (including both Developed and Dispersed Recreation) have been considered in this impact analysis. A thorough description of each impact as well as any impacts which are not reflected in this table is presented in the section following these summary tables. For instance, Impact R-3 identified in Table 3.15-28 is not reflected in this summary Table 3.15-30 because it is specific to designated Wilderness Areas, which are included in this analysis as Dispersed Recreation. However, as described, all wilderness and recreation resources (including Developed and Dispersed Recreation) are taken into full consideration in this impact analysis.
- Table 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region). This table identifies which of the wilderness and recreation impacts listed in Table 3.15-28 could potentially affect each resource in the South Region of the Project Study Area.

Factors taken into consideration in determining which of the identified wilderness and recreation impacts could potentially affect the resources discussed in Section 3.15.2 (Affected Environment) include the following: proximity of the resource to the proposed transmission line and related facilities; intended use or value of the resource or opportunity; sensitivity of the resource or opportunity; and level of visitation to the resource. As mentioned, all identified wilderness and recreation impacts of the Project are

discussed in detail following the summary tables presented below.

Please see Table 3.15-11 (North Region Recreational Resources within One-Half Mile of Alternative 2) for jurisdictional information and further description of the resources listed in Table 3.15-29. As mentioned, a detailed description of each impact related to wilderness and recreation is presented following Tables 3.15-28 through 3.15-31.

Project Component	Recreational Resource	Proximity to Alternative 2 Alignment	Potentially Applicable Impacts*
S4 MP 2.7	Pacific Crest National Scenic Trail (PCT)	Direct crossing	R-1, R-2, R-4
S4 MP 11.0	California Poppy Trail (130)	Direct crossing	R-1
S4 MP 11.6 – 14.0	Antelope Valley California Poppy Reserve	0.42 mile to the southwest (at S4 MP 12.7)	N/A
S4 MP 15.9	Del Sur Ranch (and associated neighborhood parks)	0.38 mile to the east	N/A
S4 MP 16.0 – 18.0	California Poppy Trail (130)	Adjacent to the east	R-1
S5 MP 1.8 – 2.0	Dirt trails and motocross trails	Adjacent to the southwest	R-1, R-5
S5 MP 4.4 – 17.8	Antelope Valley Area Trails	Multiple direct crossings	R-1
S5 MP 6.5 and 7.0	North Side Trail (111)	Direct crossings	R-1
S5 MP 13.0 – 14.0	Northside Connector Trail (115)	Within and adjacent to ROW	R-1
S5 MP 14.5	Vasquez Loop Trail (116)	Direct crossing	R-1
S5 MP 17.0	Acton Community Trail (114)	Direct crossing	R-1
	Palmdale Hills Trail (110)	0.25 mile to the east	N/A
S5 MP 6.9	A.C. Warnack Nature Park	0.5 mile to the northeast	N/A
S5 MP9	Ritter Ranch Master Planned Community	0.28 mile to the northeast	N/A
S11 MP 0.2	Small dirt roads	Direct crossing	R-1
	Vacant (undeveloped) land	0.5 mile to the east	N/A
S11 MP 0.0 – 1.5	Small dirt roads	Multiple direct crossings	R-1

* "N/A" indicates a resource within the Project Area that would not be affected by wilderness and recreation impacts of the proposed Project.

Potential impacts of the proposed Project that could affect Developed Recreation resources and opportunities in the Central Region are presented below in Table 3.15-30. Please see Tables 3.15-14a (Central Region Recreational Resources within One-Half Mile of Alternative 2) and 3.15-16 (Alternative 2 Helicopter Staging Areas – ROS Designations and Affected Environment) for additional information and further description of Developed Recreation resources in the Central Region. A detailed description of each impact related to wilderness and recreation is presented in the text following these summary tables.

Project Component	Recreational Resource	Proximity to Alternative 2 Alignment	Potentially Applicable Impacts
Segment 11 Mile Post (MP) 0.0 – 24.5			
S11 MP 2.6 – 8.0	Forest Road 4N24 (OHV)	Adjacent to and/or within ROW with multiple direct crossings	R-1, R-2, R-5
S11 MP 3.8	Bear Trap Canyon OHV road	Direct crossing	R-1, R-5
S11 MP 7.6	Pacific Crest National Scenic Trail (PCT)	Direct crossing by the T/L; within 0.3 mile of helicopter staging area SCE #1	R-1, R-2, R-4
S11 MP 7.9 – 11.0 and MP 11.5 – 13.0	Forest Road 3N27 (OHV)	Direct crossing at MP 8.0; Adjacent to and/or within ROW with multiple direct crossings	R-1, R-2, R-5
S11 MP 15.0	Clear Creek School Camp	0.5 mile to the east	N/A

Table 3.15-30. Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region

Project Component	Recreational Resource	Proximity to Alternative 2 Alignment	Potentially Applicable Impacts
S11 MP 16.7	Forest Road 2N75 (OHV) road	Direct crossing	R-1, R-5
S11 MP 16.8 – 18.9	Gabrielino NRT	Parallel to ROW, 0.25 mile to the east	R-1
S11 MP 17.0	Oakwilde Trail Camp	0.25 mile to the east	N/A
	Ken Burton Trail (Forest Trail 12W19)	Direct crossing	R-1
S11 MP 17.9	Angeles Crest Fire Station	0.2 mile to the east	N/A
S11 MP 18.0	Mount Lukens Road (Forest Road 2N76.2)	Helicopter staging area SCE #4 would include use of this road during construction	R-1
S11 MP 18.1	Gould Canyon Trail	0.38 mile to the west	N/A
S11 MP 18.4	Cross Town Trail	0.19 mile to the east	N/A
S11 MP 18.3	Paul Little Picnic Areas	0.4 mile to the east	N/A
S11 MP 18.6	Niño Picnic Area	0.2 mile to the east; within 0.2 mile of helicopter staging area SCE #5	R-1 (SCE #5)
S11 MP 19.0	La Cañada Flintridge Country Club	0.4 mile to the south	N/A
S11 MP 19.3	Gabrielino NRT	Direct crossing	R-1, R-2
	Gould Mesa Trail Camp	0.2 mile to the north	N/A
S11 MP 20.6 – 20.8, MP 21.2	Altadena Crest Trail (proposed)	Multiple direct crossings	R-1
S11 MP 21.0	Trail 12W18 (Sunset Ridge Trail) / 2N65 Chaney Trail – Los Angeles Count road	Direct crossing (MP 21.0) and adjacent to the north (MP 21.0 – 21.2)	R-1
	Millard Trail Camp	0.2 mile to the north	N/A
S11 MP 21.5	Camp Chiquita	0.3 mile to the south	N/A
S11 MP 22.5	Forest Trail 12W14A / Sam Merrill Trail	Direct crossing	R-1
	Echo Mountain Picnic Area	0.25 mile to the north	N/A
S11 MP 22.75	OHV roads (unnamed)	Direct crossing (MP 22.75) and adjacent to the north of ROW (MP 22.75 – 23.4)	R-1, R-5
S11 MP 23.0	Old Railroad Grade portion of Sam Merrill Trail	0.5 mile to the north	N/A
Segment 6 Mile Post (MP) 0.0 – 26.9			
S6 MP 1.5 – 2.75	Several OHV roads	Multiple direct crossings; adjacent to ROW	R-1, R-5
S6 MP 5.5 – 7.0	Hiking trails (unnamed)	Within 0.5 mile to the west; Direct crossings (MP 5.9 and 6.25)	N/A
S6 MP 6.0 – 7.3	Forest Road 4N41 (OHV)	0.1 mile to the west	R-1
S6 MP 7.3	Mill Creek Summit Picnic Area	Direct crossing by ROW	R-1, R-2
	Pacific Crest National Scenic Trail (PCT)	Direct crossing at Mill Creek Summit; PCT crosses through the Picnic Area and across Angeles Forest Highway	R-1, R-2, R-4
S6 MP 7.3 – 8.0	Forest Road 4N18 (OHV)	Direct crossing	R-1, R-5
S6 MP 8.5 – 11.0	Forest Road 4N18.1 (OHV)	Multiple direct crossings; adjacent to and/or within the ROW	R-1, R-2, R-5
S6 MP 10.5 – 11.0	Forest Road 3N23 (OHV)	Direct crossing (MP 10.8)	R-1, R-5
S6 MP 11.2 – 12.2	Forest Road 4N18.2 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 13.3	Alder Creek Trail (Forest Trail 11W05)	Direct crossing	R-1
S6 MP 13.7 – 15.0	Forest Road 3N20 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 16.75	Shortcut Saddle Trailhead / Silver Moccasin NRT / Rincon Shortcut OHV	0.25 mile to the east	N/A

Table 3.15-30. Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region

Project Component	Recreational Resource	Proximity to Alternative 2 Alignment	Potentially Applicable Impacts
S6 MP 17.0, 17.5, and 19.5	Forest Road 2N23 (OHV)	Direct crossing; helicopter staging area SCE #7 is adjacent to the west at MP 19.5	R-1, R-5
S6 MP 17.2	Silver Moccasin National Scenic Trail (Trail 11W06)	Direct crossing	R-1, R-2
S6 MP 18.8 – 19.8	Forest Road 2N23 (OHV)	Adjacent to the west until MP 19.5 (direct crossing), then adjacent to the right	R-1
S6 MP 19.5	Trail 11W16 and misc. trails	Portions of the trail are within 0.25 – 0.5 mile to the southwest	N/A
	West Fork Bike Path (Forest Road 2N25.1)	Located east of the T/L (not within 0.5 mile); would be utilized for construction traffic access to Segment 6	R-1
	Fishing platforms and ramps for persons with disabilities	East of the T/L along the West Fork San Gabriel River (not within 0.5 mile); access via Forest Road 2N25.1	R-1
	Pasadena Bait Club Canyon	East of the T/L (not within 0.5 mile); access via Forest Road 2N25.1	R-1
	Glenn Camp	East of the T/L (not within 0.5 mile); access via Forest Road 2N25.1	R-1
S6 MP 19.8 – 23.2	Rincon Red Box Road (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 20.3 – 21.0	Forest Road 2N25.2 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 21.0 – 23.2	Forest Road 2N24.1 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 22.2	Forest Road 2N31 (OHV)	Direct crossing at connection with FR 2N24.1 (OHV) / Rincon Red Box Road (OHV)	R-1, R-5
	Spring Camp	0.13 mile to the south (within the Los Angeles River Ranger District)	N/A
S6 MP 23.5	Truck Trail OHV route / Forest Road 2N24.1 (OHV)	Direct crossing	R-1, R-5
S6 MP 23.5 – 24.3	Forest Road 2N30.1 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 24.7 – 25.0	Silver Fish OHV Road / Forest Road 1N29 (OHV)	Direct crossing	R-1, R-5
	Silver Fish Trail	Direct crossing at Silver Fish OHV Road / Forest Road 1N29 (OHV)	R-1
	Van Tassel OHV Road / Forest Road 1N36 (OHV)	Direct crossing	R-1, R-2, R-5
	Sawpit OHV Road / Forest Road 2N30.2 (OHV)	Direct crossing	R-1, R-2, R-5
S6 MP 25.5 – 26.7	Van Tassel Truck Trail (OHV) / Forest Road 1N36 (OHV)	Direct crossings (NP 25.5 and MP 26.7); adjacent to the ROW within 0.25 – 0.5 mile to the west (MP 25.5 – 26.7); helicopter staging area SCE #8 is adjacent at MP 26.0	R-1, R-5
	OHV road	Within 0.1 mile of the ROW to the west; Direct crossing at MP 26.3	R-1, R-5

As noted above, it is expected that four Developed Recreation resources along Forest Road 2N25.1 that are located beyond one-half mile of the proposed transmission line would experience Project-related impacts as a result of construction traffic. These resources are discussed in detail in Sections 3.15.2.1 (Affected Environment: Regional Setting) and 3.15.2.2 (Affected Environment: Alternative 2). Potential impacts of the proposed Project that could affect wilderness and recreation resources in the South Region

are presented below in Table 3.15-31. Please see Table 3.15-17 (South Region Recreational Resources within One-Half Mile of Alternative 2) for jurisdictional information and further description of identified resources. A detailed description of each impact related to wilderness and recreation is presented in the text following this summary table.

Table 3.15-31. Wilderness and Recreation Impacts Applicable to Resources in the South Region			
Project Component	Recreational Resource	Proximity of Resource to Project Component	Potentially Applicable Impacts
Segment 11 MP 24.5 – 36.2			
S11 MP 24.7 – 26.6	Eaton Canyon Natural Area Park / Eaton Canyon Park	Direct crossing.	R-1, R-2
S11 MP 26.6	Eaton Canyon Golf Course	Adjacent to western boundary of the golf course	N/A
	Hamilton Park	0.5 mile to the east	N/A
	Victory Park	0.35 mile to the west	N/A
S11 MP 26.8	Eaton Sunnyslope Park	0.1 mile to the west	N/A
S11 MP 26.9	Gwinn Park	0.1 mile to the west	N/A
	Eaton Wash Park, Vina Vieja Park, and Alice Frost Kennedy Off-Leash Dog Area	Direct crossing through the east side of the park	R-1, R-2
S11 MP 28.2 – 28.4	Eaton Blanche Park	Direct crossing	R-1
S11 MP 31.7	Sally Tanner Park	0.3 mile to the west	N/A
S11 MP 32.5	Rosemead Community Center Park	0.4 mile to the east	N/A
S11 MP 32.8	Guess Park	Within ROW	R-1, R-2
S11 MP 33.0	Jesse Gonzales Sports Park	0.3 mile to the east	N/A
S11 MP 33.4	Zapopan Park	Within ROW, between Earle Avenue on north and Garvey Avenue on south	R-1, R-2
Segment 7 MP 0.0 – 15.8			
S7 MP 0.6	Fish Canyon Rifle Range	1.2 miles to the east; helicopter staging area SCE #9 is adjacent to the north	R-1
S7 MP 1.0	Valley View Park	0.19 mile to the east	N/A
S7 MP 1.4	Royal Oaks Park	0.06 mile to the west; closest section of park is large turf area. Active areas are 0.26 mile to the west	N/A
S7 MP 1.5	Encanto Park	0.29 mile to the east	N/A
S7 MP 1.5 – 1.6	Hacienda Park	Within SCE ROW	R-1, R-2
S7 MP 1.6 – 1.7	Rancho Duarte Golf Club	Straddles ROW and extends 850 feet to east and west	R-1
S7 MP 1.8	Public trails	South of the ROW	N/A
S7 MP 3.3 – 3.8	Otis Gordon Sports Park (City of Duarte)	0.25 mile to the northwest	N/A
S7 MP 3.8	Beardslee Park (City of Duarte)	0.50 mile to the northwest	N/A
S7 MP 4.9	Irwindale Speedway	Across (to the northwest) I-605 from ROW	N/A
S7 MP 5.5 and 107 – 11.8	San Gabriel River Bike Trail	Multiple direct crossings	R-1, R-2
S7 MP 6.0 – 11.8, 13.5	Emerald Necklace	Multiple direct crossings	R-1, R-2
S7 MP 7.8	Barnes Park	0.04 mile to the east, across I-605	R-1
S7 MP 7.9	Zamora Park (City of El Monte)	0.47 mile to the northwest	N/A
S7 MP 8.2	Walnut Creek Nature Park	0.38 mile to the east	N/A
S7 MP 8.9 – 10.5	Woodland Duck Farm Park / River Commons at the Duck Farm Project	Within ROW; proposed Project would replace existing transmission towers	R-1, R-2
S7 MP 9.1	San Angelo County Park (Community of Bassett)	0.28 mile to the southeast, across I-605	N/A

Table 3.15-31. Wilderness and Recreation Impacts Applicable to Resources in the South Region			
Project Component	Recreational Resource	Proximity of Resource to Project Component	Potentially Applicable Impacts
S7 MP 9.6 – 10.5	California Country Club	Two holes are northwest of I-605, adjacent to ROW (MP 9.6 – 9.9); remainder of holes are southeast of I-605	N/A
S7 MP 10.7	Thienes Gateway Park	Located within ROW	R-1, R-2
S7 MP 11.4 – 13.6	Whittier Narrows Recreational Area	Direct crossing through the center of the complex, in an east-west direction.	R-1, R-2
S7 MP 11.8	San Gabriel River Discovery Center	0.15 mile to the northwest	N/A
	Lario Creek	0.04 mile to the southeast	R-1
	Pico Rivera Bicentennial Park (City of Pico Rivera)	0.19 mile to the south	N/A
S7 MP 13.5	Whittier Narrows Golf Course	0.47 mile to the north	N/A
	Kingerman Park	Adjacent to ROW; licensed from SCE	R-1
S7 MP 15.0	Portrero Heights Park (Community of South San Gabriel)	0.38 mile to the north	N/A
S7 MP 15.8	La Loma Park (City of Monterey Park)	0.28 mile to the northwest	N/A
Segment 8A MP 0.0 – 35.2			
S8A MP 0.0 – 2.2	<i>Same as S7 MP 13.6 - 15.8 (see above)</i>		
S8A MP 2.5 – 3.2	Whittier Narrows Recreation Area	Direct crossing from northwest to southeast across the recreation area	R-1, R-2
S8A MP 3.8 – 4.3	Pico Rivera Bicentennial Park	Direct crossing from west to east through the park; picnic areas north and south of the ROW; parking, rodeo arena and related fields are north of the ROW	R-1, R-2
S8A MP 7.2	Skyline Trail / Schabarum Trail	Direct crossing	R-1
S8A MP 9.9 – 13.5	Puente Hills Landfill Native Habitat Preservation Area (Powder Canyon)	Adjacent to the northern boundary of Powder Canyon	R-1, R-2
S8A MP 12.1 – 13.4	Schabarum Regional County Park (County of Los Angeles Park and Recreation Department)	0.04 mile to the north; improved recreation areas are 0.38 mile to the north of ROW; proposed Project would be adjacent to the south of existing Olinda-Walnut 200-kV T/L	N/A
S8A MP 13.1	Trailview Park (Los Angeles County)	0.13 mile to the north; existing ridge and plateau with water tank is located between the park and the proposed Segment 8	N/A
S8A MP 13.7	Pathfinder Park	Direct crossing through northern portion of park; turf, parking, tennis courts are north of the ROW	R-1, R-2
S8A MP 17.7	Trails from Diamond Bar	Direct crossing	R-1
S8A MP 19.2	Firestone Scout Reservation	0.19 mile to the southeast; Tonner Canyon is 0.95 mile to the southwest	N/A
S8A MP 22.3 – 22.4	Western Hills Country Club	Eucalyptus Avenue runs parallel to ROW, 0.04 – 0.13 mile to the northeast	N/A
	Coral Ridge Park	Direct crossing; from this park, a bike-pedestrian pathway continues to the northeast, within the ROW	R-1, R-2
S8A MP 23.6 – 23.8	Crossroads Park	Direct crossing	R-1, R-2
S8A MP 23.8 – 24.5	Pedestrian and bike path	Pathway is located within the ROW	R-1, R-2
S8A MP 23.9	Oak Ridge Park	0.49 mile to the southeast	N/A
S8A MP 24.1	Morningside Park	0.38 mile to the southeast	N/A
S8A MP 24.5	Morningfield Park	0.05 mile to the south	N/A
S8A MP 25.4	Glenmeade Park	0.38 mile to the south	N/A

Table 3.15-31. Wilderness and Recreation Impacts Applicable to Resources in the South Region			
Project Component	Recreational Resource	Proximity of Resource to Project Component	Potentially Applicable Impacts
S8A MP 27.7 – 28.6	Ruben S. Ayala Park	Park runs along the south side of Edison Avenue and includes a pedestrian and bike path within the ROW along the northern boundary of the park.	R-1, R-2
S8A MP 29.3	Cypress Trails Park	0.28 mile to the north	N/A
S8A MP 35.0	Creekside Golf Course	0.47 mile to the north	N/A
Segment 8B MP 0.0 – 6.8			
<i>Same as S8A MP 28.3 – 35.2 (See above)</i>			
Segment 8C MP 0.0 – 6.4			
<i>Same as S8A MP 28.3 – 35.2 (See above)</i>			

All identified wilderness and recreation impacts of the proposed Project, including those identified above in summary Tables 3.15-28 through 3.15-31, are discussed in full detail below, and organized according to the significance criteria presented in Section 3.15.4.1 (Criteria for Determining Impact Significance).

Directly or indirectly disrupt or preclude activities in established federal, State, or local recreation areas or wilderness areas. (Criterion REC1)

Construction, operation, and maintenance of the proposed Project could potentially disrupt access to established recreational resources in the Project Study Area, or otherwise disturb current activities in such areas. Impacts associated with construction activities would be temporary in nature, whereas impacts associated with operation and maintenance of the Project would continue for the lifetime of the Project and are therefore considered to be permanent or recurring impacts.

Impact R-1: Construction activities would restrict access to or disrupt activities within established recreational areas.

Impact R-1 would occur for all Developed Recreation resources that are subject to a “direct crossing” by the proposed transmission line; all direct crossings are noted in the following tables, respective to each of the three Project Regions: Table 3.15-11 (North Region Recreational Resources within One-Half Mile of Alternative 2), Table 3.15-14a (Developed Recreation Resources within One-Half Mile of Alternative 2 in the Central Region), and Table 3.15-17 (Recreational Resources within One-Half Mile of Alternative 2 in the South Region). Recreational resources that would experience a direct crossing would not necessarily be physically impacted by the presence of the overhead transmission line because in most cases the transmission line would span over the resource or area without any ground impact.

Although it is not expected that resources with a direct crossing of the line would be physically altered by the Project, such resources and areas would be restricted from use during Project construction in order to protect the safety of public recreationists and to accommodate transport and use of the necessary equipment and activities required to install the new transmission line. During Project construction, ground work would be required at each tower pad location as well as along select roadways between the locations, as materials to build the towers would be transported by truck to the tower sites (with the exception of extremely rugged areas which would require helicopter construction). As a result, resources and areas with a direct crossing of the transmission line would be temporarily closed during construction activities.

Due to temporary construction closures, activities within resources with direct crossings would be temporarily disrupted. Recreational areas located in the near vicinity of the proposed route may also experience temporary use disruptions due to factors such as construction noise and the potential need to stage construction vehicles, equipment, or infrastructure. In addition, access to recreational areas may be restricted if roads or trails to such areas are used by construction equipment and vehicles during the construction period. Such impacts would be temporary and of short duration, lasting only as long as required to complete construction activities in a given location.

North Region

As described in Table 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), Impact R-1 would affect approximately 11 recreational resources in the North Region, including the PCT and several recreational trails maintained by the Los Angeles County Department of Parks and Recreation. There are no developed parks or other established recreation areas in the North Region that could be affected by Impact R-1. Most of the North Region, particularly along Segment 10, is characterized by open space and undeveloped land. Table 3.15-11 (North Region Recreational Resources within One-Half Mile of Alternative 2) indicates that the recreational resources that would be traversed by Segments 10, 4, and 5 of the proposed Project include trails and small dirt roads that are known to be informally used by OHV recreationists.

Segment 10 would be constructed entirely within a new utility corridor. Parts of Segment 4 would also require a new utility corridor. The establishment of this new corridor and construction of the proposed transmission line would normally be expected to restrict the use of nearby recreational resources, but given the undeveloped nature of this portion of the North Region, Segments 10 and 4 are not expected to restrict or disrupt the use of established recreational areas; Impact R-1 would not occur. The nearest designated recreational area to this portion of the proposed route is the California Poppy Reserve, which is located 0.42 mile to the west of the route at Segment 4, MP 12.7. The California Poppy Reserve is located on Lancaster Road, which is accessible via Highway 14 and Interstate 5. Construction of the proposed Project would not restrict access to the California Poppy Reserve or disrupt recreational activities at this site.

Segments 4 and 5 would cross through an area of Los Angeles County that includes a network of multi-use trails which are managed by the Los Angeles County Department of Parks and Recreation. Los Angeles County trails that would be traversed in this area include the following: California Poppy Trail (Trail #130), North Side Trail (Trail #111), Northside Connector Trail (Trail #115), Vasquez Loop Trail (Trail #116), Acton Community Trail (Trail #114), and Palmdale Hills Trail (Trail #110). During construction activities in these locations, the trails would be temporarily restricted from public use. As mentioned, such restriction would be temporary and of a short duration, lasting only long enough to complete installation of Project infrastructure at each trail crossing.

Central Region

As discussed in Section 3.15.2 (Affected Environment: Alternative 2) and described in Tables 3.15-14a (Developed Recreation Resources within One-Half Mile of Alternative 2 in the Central Region) and 3.15-11b (Dispersed Recreation Opportunities within One-Half Mile of Alternative 2 in the Central Region), recreational areas and activities in the ANF include both Developed Recreation resources as well as Dispersed Recreation opportunities. Table 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region) indicates that Impact R-1 would affect approximately 37 Developed Recreation resources in the Central Region, including 26 OHV routes, ten multi-use trails, and

one day-use area. Central Region trails that would be directly crossed by Segment 11 include the following: Forest Trail 12W31, Forest Road 11W14 (Gabrielino NRT), Altadena Crest Trail (proposed), 12W19 (Sunset Ridge Trail), and Forest Trail 12W14A (Sam Merrill Trail). Segment 6, which is also contained within the Central Region, would directly cross the following trails: Forest Trail 11W05 (Alder Creek Trail), Forest Trail 11W06 (Silver Moccasin Trail), and Forest Trail 11W19, as well as various unnamed trails in the lower portion of the Central Region.

In addition to the Developed Recreation resources described above, Dispersed Recreation opportunities such as those described in Table 3.15-14b would also be affected by Impact R-1 due to temporary access restrictions during the construction period, as well as possible activity disruptions due to factors such as construction equipment staging and noise generated during the construction period. The degree to which Dispersed Recreation opportunities would be affected by Impact R-1 depends upon which ROS designation is affected by closures or restrictions related to Project construction. As described in Section 3.15.2 (Affected Environment: Alternative 2), the type of recreational resource or opportunity available to the public largely depends upon the applicable ROS objective. In general, recreational activities within and adjacent to the Project ROW will be temporarily suspended during Project construction.

In addition to the recreational resources that would experience a direct crossing by the proposed Project, other resources including those identified in Tables 3.15-14a and 3.15-14b may be temporarily restricted from use due to access restrictions resulting from the use of Forest System roads and trails for construction activities. Identification of the exact roads and necessary improvements that would be required during Project construction is pending finalization of a Project Road Plan, which would be produced during final engineering for the Project. However, it is reasonably assumed that any Developed or Dispersed Recreation located within 0.25 mile of the proposed route (as identified in Tables 3.15-14a and 3.15-14b) would have the potential to be affected by Impact R-1 as a result of construction-related road closures. It is expected that Forest Road 2N25.1 (the West Fork Bike Path), a 6.7-mile paved road that connects Highway 39 from Azusa to Cogswell Reservoir, just east of Segment 6, would be used for construction access to the Project. During the construction period, Impact R-1 would temporarily affect recreational activities along this route, as well as fishing activities in the West Fork San Gabriel River. As described in Section 3.15.2.1 (Affected Environment: Regional Setting), there are ramps and platforms in place along the West Fork Bike Path which provide access for persons with disabilities to the river. These unique resources are commonly used for recreational fishing along the West Fork San Gabriel River, and would be temporarily affected by Impact R-1 during the construction period. One campground (Glenn Camp) is located along the West Fork Bike Path and would also be temporarily affected by Impact R-1 due to increased traffic and noise near the camp. Similarly, the Pasadena Bait Club Cabin would also be subject to elevated noise and traffic conditions along Forest Road 2N25.1 (West Fork Bike Path) during the construction period. Also as described in Section 3.15.2 (Affected Environment: Alternative 2), the West Fork Bike Path is located within the San Gabriel Canyon HIRA, which is a fee area requiring an Adventure Pass to be purchased prior to visitation. The potential effects to public revenue that are expected to occur as a result of decreased Adventure Pass sales from restricted recreational areas such as the West Fork Bike Path are discussed in the Socioeconomics analysis (Section 3.12).

Recreational hunting activities permitted in Zone D-11, which includes the entire Central Region of the Project Area, would be affected by Impact R-1 as a result of construction noise, traffic, and road closures. The aspect of Project construction which would likely be most disruptive to recreational hunting activities is road closures that would potentially restrict hunters from accessing certain areas of the ANF (Stowers, 2008). As described in Section 3.15.2.2 (Affected Environment), the 2008 hunting seasons in Zone D-11

occur roughly between the beginning of September and the end of November, including the regular deer season as well as two additional seasons for Deer Hunt J-13 and Deer Hunt A-31. The dates for Zone D-11 hunting seasons beyond 2008 have not yet been designated by the CDFG; however, as described in Section 3.15.2.2, it is reasonably assumed that future seasons will occur during the same months as 2008 seasons. In addition to road closures that could restrict hunters' movement through the Forest, recreational hunting could also be affected by aspects of Project construction such as noise from heavy equipment that may affect the presence and movement of wildlife. Project construction activities that occur outside of the designated hunting season(s) would have no affect on recreational hunting in Zone D-11.

Impact R-1 would also apply to OHV routes that would need to be improved or upgraded to accommodate construction vehicle traffic. As described in Section 3.15.2.1 (Affected Environment: Regional Setting) and in Table 3.15-6 (Forest Roads Operational Maintenance Level (OML) Guidelines for the ANF), OHV use is restricted to roads maintained to OML 2 due to safety concerns associated with passenger vehicles and OHVs traveling on the same roadways (OML 2 roads are not accessible by passenger vehicles). If an OML 2 road is required for construction access during Project installation, roadway requirements associated with construction vehicle access would require that upgrades comparable to OML 3 would need to be applied, thereby temporarily disrupting OHV activity during the construction period. However, any such road improvements would be temporary and would not be maintained following the Project construction period; designated OMLs would not be permanently altered.

As indicated in Table 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), the majority of Developed Recreation resources that are located within one-half mile of the proposed route and would be affected by Impact R-1 are OHV routes; roughly 70 percent, or 26 of the 37 affected resources, are existing OHV routes. The concentration of this type of resource in the vicinity of the Project ROW is likely due to the fact that access roads not maintained for passenger vehicle travel (i.e. OML 2 roads) tend to be concentrated adjacent to or within Utility Corridors. It is possible that in reaction to existing OHV routes being restricted during Project construction (Impact R-1), some OHV recreationists may choose to utilize illegal OHV routes or create new, unauthorized OHV routes in the Forest, thereby participated in unmanaged or unauthorized recreational uses. Please see Impact R-6 (The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities) for a detailed discussion of unmanaged/unauthorized recreation that may occur in connection with the proposed Project.

According to the results of the National Visitor Use Monitoring (NVUM) program for the Angeles National Forest, the most popular visitor activities in 2001 included the following: General Relaxation (hanging out/escaping noise and heat/etc): 38 percent of visitors; Downhill Skiing or Snowboarding: 35 percent of visitors; Wildlife Viewing/Bird Watching: 31 percent of visitors; Hiking or Walking: 29 percent of visitors; and Picnicking/Family Day Gatherings: 18 percent of visitors. The NVUM results for this year also indicate that when visitors to the Forest were asked to select a substitute recreational activity in case their preferred activity were to be unavailable in the ANF, 64 percent of visitors said they would go somewhere else for the same activity, while 14 percent of visitors said they would return to the ANF at another time to participate in the same activity (USDA Forest Service, 2001). As such, it is reasonably expected that if recreationists are unable to access desired resources or opportunities within the ANF as a result of the Project, a certain percentage of recreationists will utilize similar resources in other areas of the Forest or the Project Study Area.

South Region

As described in Table 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region), Impact R-1 would affect approximately 24 recreational resources in the South Region, including 18 urban parks, four multi-use trails, one private golf course, and one open space preserve, the Puente Hills Habitat Area (Puente Hills Landfill Natural Habitat Preservation Area). Designated recreational areas that provide public trails which could be affected by the proposed Project include the following: Puente Hills Habitat Area, Eaton Canyon Natural Area (Eaton Canyon Park), the Emerald Necklace development, Whittier Narrows Recreational Area, and Crossroads Park. Other trails that would be crossed by the proposed Project but are not contained within an established recreational area include: public trails along the San Gabriel River, the San Gabriel River Bike Trail, and Schabarum Trail (Skyline Trail). In addition, the Woodland Duck Farm / River Commons at the Duck Farm Project (Duck Farm) is a planned open space and passive recreation area located within the existing SCE ROW that would be affected by access restrictions during implementation of the proposed Project.

Of the designated recreational areas mentioned above, the Puente Hills Habitat Area is considered to be particularly sensitive because it encompasses multiple different properties which, as a collective unit, provide extensive open space (3,860 acres) for passive recreation and outdoor enjoyment in an area of Los Angeles County where expanding urban development is encroaching upon remaining open space areas. Recreation opportunities in the Puente Hills Habitat Area include but are not limited to the following: hiking, mountain biking, and equestrian trail use; outdoor education; general outdoor enjoyment and backcountry experience. Parking areas and ADA access is also provided in some areas of the Puente Hills Habitat Area for access to wilderness and recreation resources. Impact R-1 would affect recreationists in the Puente Hills Habitat Area as a result of Project construction activities that would result in the temporary degradation of the quality of outdoor / backcountry experiences available to public recreationists. In addition, the portion of the Project that would be constructed along Powder Canyon would introduce Impact R-1 to multiple recreational trails in the area, including Nogales Trail and, as described above, would result in the temporary degradation of the backcountry experience for recreationists in the Powder Canyon area.

As with the North and Central Regions, Impact R-1 would occur in the South Region for all recreational areas or resources that experience a direct crossing by the transmission line, as a result of temporary closures or access restrictions that are applied during the construction period to provide for public safety and/or allow for construction vehicle and equipment traffic. Any such access restrictions or disruption to existing recreational activities would be temporary and of short duration, lasting only as long as required to complete construction activities along each portion of the transmission line.

Mitigation Measures for Impact R-1

R-1a **Coordinate construction schedule with managing officer(s) for affected recreation areas.** SCE shall develop the Project construction schedule and coordinate construction with the authorized officer(s) or the agencies of all recreational areas affected by Project construction, including but not limited to the following: FS (ANF); California Department of Fish and Game (CDFG); Pacific Crest Trail Association (PCTA); California State Park and Recreation Commission; California Department of Parks and Recreation; Kern County Department of Parks and Recreation; Los Angeles County Department of Parks and Recreation; San Bernardino County Regional Parks; Puente Hills Landfill Native Habitat Preservation Authority (Habitat Authority); Watershed Conservation Authority (WCA); and San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC).

Through coordination efforts with the agencies listed above as well as any additional agencies that manage recreational resources which would be affected by the Project, and at the discretion of the authorized officer(s) responsible for management of the affected resource(s), SCE shall ensure the following occurs unless otherwise approved by the affected agencies:

- Construction activities are scheduled to avoid heavy recreational use periods (including major holidays);
- Staging areas for Project-related equipment, materials, and vehicles are located in areas with least possible effect on recreational activities and opportunities; and
- Timetables for the required period of usage of each staging area are developed and adhered to in coordination with all affected resource agencies.

SCE shall document its coordination and provide this documentation to the CPUC and the FS no less than 30 days prior to construction.

R-1b Identify and provide noticing of alternative recreation areas. SCE shall coordinate with the authorized recreation officer(s) or the agencies of all recreational areas affected by Project construction, including but not limited to those listed under Mitigation Measure R-1a (Coordinate construction schedule with managing officer(s) for affected recreation areas), the purpose of which is to accomplish the following:

- Identify recreational areas (i.e., trails, parks, day-use areas) that would be closed during Project construction activities;
- To the extent feasible, identify alternative recreational areas for each resource that would be made unavailable to the public due to Project construction; and
- Post a public notice which identifies alternative recreational areas at FS Ranger Stations within the ANF and at all recreational areas to be closed due to Project construction.

SCE shall document these coordination efforts to identify and provide noticing of alternative recreational areas and submit this documentation to the CPUC and the FS no less than 30 days prior to construction activities that would occur within one-half mile of wilderness or recreation areas that would be affected by such activities.

R-1c Notification of temporary closure of OHV routes. SCE shall coordinate with the FS (ANF) to identify all Operational Maintenance Level (OML) 2 roads and other designated off-highway vehicle (OHV) routes which would be closed or otherwise made unavailable for use as a result of Project construction activities. Included in this coordination effort, SCE shall prepare a public notice which identifies all OML 2 roads and OHV routes to be closed as a result of Project construction activities and shall comply with the following:

- Distribute the public notice to relevant FS Ranger Stations within the ANF;
- Publish the public notice in local newspapers which service communities bordering the ANF;
- Publish updated notices in local newspapers if any significant changes in scheduling occur; and
- Maintain public notices and postings throughout the OML 2 road / OHV route closure period.

SCE shall document these coordination efforts related to OML 2 road / OHV route closures and submit this documentation to the CPUC and FS no less than 30 days prior to construction activities that would affect OHV routes.

R-1d Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT). SCE shall coordinate with the FS and with the Pacific Crest Trail Association (PCTA) regarding temporary closure of the PCT that would occur during Project construction. The following shall be included in this coordination effort:

- SCE and the PCTA shall identify trail diversions to be applied at each point where the PCT would be temporarily closed to through-traffic as a result of Project construction activities; and
- SCE shall post public notices of temporary closures/diversions of the PCT at FS Ranger Stations within the ANF and at additional locations determined to be appropriate by the PCTA. The public notice shall provide information on temporary trail reroutes that would be implemented during construction activities as well as the time period for implementation of such reroutes.

SCE shall document these coordination efforts, including the location of all posted notices, and submit this documentation to the CPUC and the FS for approval no less than 30 days prior to construction activities that would occur within one-half mile of the PCT.

R-1e SCE shall assist in the completion of backlogged maintenance activities in the ANF. Prior to the onset of Project construction in the ANF, SCE shall coordinate with the FS (ANF) to identify recreational resources on NFS lands in the ANF that would be temporarily closed as a direct result of Project construction. A resource is only considered to be closed directly as a result of Project construction if the resource is made entirely inaccessible to the public as a sole result of Project activities; in other words, no other factors contribute to the resource's inaccessibility. If the FS has an existing (as of December of 2008) backlogged maintenance order for a recreational resource that would be directly closed as a result of the Project, including temporary and construction-related closures, SCE shall assist the FS in completing the backlogged maintenance order for the affected resource, to the degree necessary as determined by the FS. Backlogged maintenance includes only those activities which are slated for completion using funding from the Adventure Pass fee program, as authorized by Congress under the Federal Lands Recreation Enhancement Act (REA) of 2004.

Environmental Effects of Mitigation Measure R-1d

While Mitigation Measure R-1d is recommended to reduce impacts to recreationists using the PCT, this measure may adversely affect other issue areas. A trail diversion would potentially disturb sensitive biological resources or would possibly damage any cultural resources that may be located along the diverted route. Such potential impacts are similar to the effects of other Project activities, and would require the implementation of mitigation measures presented in Sections 3.4 (Biological Resources) and 3.5 (Cultural Resources).

CEQA Significance Conclusion

Temporary access restrictions to established recreational resources or disruption of activities within such resources as a result of Project construction would negatively affect members of the public who would otherwise use the affected recreational resources. Such temporary impacts could also lead to unauthorized recreational uses of National Forest System lands, which is described in the discussion for Impact R-6 (The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities). Coordination between SCE and the Forest Service regarding road improvements and construction timelines will facilitate advanced planning for any potential access restrictions or recreational use disruptions that would occur under Impact R-1.

The following mitigation measures, which are described in detail above, would help to reduce the significance of Impact R-1:

- R-1a (Coordinate construction schedule with managing officer(s) for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes);

- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

Mitigation Measure R-1a would help to minimize Impact R-1 for both Developed and Dispersed Recreation (including as related to recreational hunting in Zone D-11) by requiring coordination among all relevant agencies. Similarly, Mitigation Measures R-1b through R-1e would help to minimize Impact R-1 through public awareness and outreach. Mitigation Measure R-1c is similar to Applicant-Proposed Measures (APMs) REC-1 (Temporary Closures) and REC-2 (Closure Notices) and would reinforce these APMs by requiring specific procedures such as maintaining public notices and submitting coordination documentation to the CPUC and the Forest Service. Implementation of Mitigation Measures R-1a through R-1e, as described above, would reduce Impact R-1 to a less-than-significant level (Class II).

Impact R-2: Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas.

During Project operation and maintenance activities, it is expected that ground work would be limited to transmission tower locations and other ground-based Project infrastructure located along the proposed route. Recreational resources that are adjacent to areas where ground work is necessary would be temporarily restricted from use during such activities, thus restricting access to or resulting in the disruption of normal recreational activities within such areas. In addition, Impact R-2 would affect recreational resources which are considered to be particularly sensitive and are located in close proximity to (versus being adjacent to) operation and maintenance activities; for instance, operation and maintenance activities which occur within close proximity to the PCT would disrupt recreationists who utilize the PCT for its designated purposes of solitude and/or an undisturbed backcountry experience and as such, Impact R-2 applies to the PCT. Impact R-2 would also occur if operation and maintenance activities require that certain roads and/or trails be closed for access to Project infrastructure and such closures remove access to existing recreational resources or opportunities. Such closures would be temporary and of short duration, lasting only as long as required to complete necessary operation and maintenance of Project infrastructure.

North Region

As described in Table 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), Impact R-2 would apply to one road in the North Region that is utilized by OHV recreationists. There are no developed parks or established recreation areas in the North Region that would be affected by Impact R-2. The proposed Project would replace existing transmission infrastructure within established utility corridors and as such, operation and maintenance activities associated with the proposed Project would be consistent with existing activities and would not alter the available uses of established recreation areas. Although operation and maintenance activities may require that existing roads and/or trails be used for access to tower locations, such use would not restrict or disrupt recreational uses in the North Region. Operation and maintenance activities of the proposed Project would not affect access to the California Poppy Reserve, which is the nearest designated recreational area to the proposed route.

Central Region

As described in Table 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), Impact R-2 would apply to approximately 15 Developed Recreation resources in the Central Region, including 11 OHV routes, four multi-use trails, and one day-use area. As described above, operation and maintenance activities for the proposed Project would temporarily restrict the use of

or disrupt activities within existing recreational areas if roads, OHV routes, and/or trails which provide access to the resource(s) are closed or restricted as a result of ongoing operation and maintenance activities. As opposed to construction activities, which would require that access ways (roads / trails) be closed to the public due to safety considerations with the transport of large equipment, it is not expected that standard operation and maintenance activities would require road closures. For instance, although the West Fork Bike Trail (Forest Road 2N25.1) would be closed to the public to accommodate construction access to Segment 6, it is expected that this roadway would remain open to the public during standard operation and maintenance activities.

As with Impact R-1, described above, OHV routes reflect the majority of recreational resource type that would be affected under Impact R-2 for the proposed Project. Impact R-2 applies more specifically to OHV routes than other recreational resources due to the proximity of this resource to existing Utility Corridors, as well as to road improvements associated with Project operation and maintenance that may require OHV routes (OML 2 roads) to be gated at the ROW border and/or to be restricted from OHV use until naturally returned to pre-improvement (OML 2) conditions.

The proposed transmission line route is situated along and within existing Utility Corridors on NFS lands and as a result, any Developed or Dispersed Recreation resources and opportunities that could be restricted by the operation and maintenance of a transmission line have already been affected by the existing transmission lines and would not be further affected or restricted by operation and maintenance of the proposed Project. Furthermore, as described above in the discussion for Impact R-1, the degree to which Dispersed Recreation opportunities that would be affected by Impact R-2 depend upon which ROS designation is affected by Project operation and maintenance.

As a result of the restriction of access or activities associated with Developed or Dispersed Recreation resources or opportunities resulting from Project operation and maintenance activities, some recreationists may choose to use other, nearby resources or opportunities. It is also possible that recreationists may choose to participate in unmanaged recreational activities, such as using illegal OHV routes or creating new, unauthorized routes to access recreational resources that are restricted due to operation and maintenance of the proposed Project. Please see Impact R-6 (The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities) for a further discussion of unmanaged / unauthorized recreation.

South Region

As described in Table 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region), Impact R-2 would apply to approximately 17 recreational resources in the South Region, including 15 urban parks and two multi-use trails. Other open space areas that provide dispersed or low-impact recreation opportunities, including general outdoor enjoyment, may also be affected by Impact R-2. These open space areas include but are not limited to the following: Puente Hills Habitat Area, Eaton Canyon Natural Area (Eaton Canyon Park), the Emerald Necklace development, Santa Fe Dam Recreation Area (also addressed in Sections 3.4 and 3.9), and Whittier Narrows Recreational Area (also addressed in Sections 3.4 and 3.9). Similar to the North and Central Regions, as described above, operation and maintenance activities for the proposed Project would temporarily restrict or disrupt the use of recreational resources if access to such resources is restricted or if the intended recreational activities associated with such resources are disrupted. All existing recreational resources that would experience a direct crossing by the proposed Project, as indicated in Table 3.15-17 (South Region Recreational Resources within One-Half Mile of Alternative 2), would have the potential to be disrupted or restricted

from use during operation and maintenance of the proposed Project in the same manner as described above for the Central Region.

In the Puente Hills Habitat Area, installation of the proposed Project would include construction of transmission towers near the entrance to Powder Canyon, which would be highly visible to public recreationists entering the Puente Hills Habitat Area, as well as hikers, mountain bikers, and other recreationists using trails such as Nogales Trail which are located in the vicinity of Powder Canyon. These Project features would contrast substantially with the goals of open space and natural resource protection for which the Puente Hills Habitat Area is managed by the Habitat Authority. The proposed Project would introduce Impact R-2 to this portion of the Puente Hills Habitat Area as a result of Project features that would contribute to the degradation of the backcountry experience for public recreationists.

Due to the highly urbanized nature of the South Region, community organizations and regional agencies have begun to explore recreation opportunities within established utility corridors. As a result, some of the resources listed in Table 3.15-17 (South Region Recreational Resources within One-Half Mile of Alternative 2) are located within the Project ROW, as noted. Any such resources, which include public parks, community open space areas, and multi-use trails, among other resources, that are situated within the Project ROW would be temporarily restricted from use during site-specific Project operation and maintenance activities. For instance, the Duck Farm Project is a planned passive recreation area located within the existing utility corridor (as described in Section 3.15.2.1 (Affected Environment: Regional Setting) and mentioned above under Impact R-1). This recreational resource is planned to be constructed in phases based on grant funding and although detailed site plans have been developed and approved for the first phase of construction (Phase 1A), construction of the project has not yet commenced. Because the Duck Farm Project is located within the proposed Project ROW, the construction schedule and existing planned layout of the Duck Farm Project may be subject to change depending upon final engineering design and tower locations for the proposed Project. Such impacts, which are included under Impact R-2, are considered to be temporary and of short duration, as construction and operation of the proposed Project would not preclude the Project ROW from use by the Duck Farm Project, or other similar projects that are situated in the ROW.

To minimize operation and maintenance impacts on the availability and quality of established recreational areas in the Project Study Area, the following mitigation measures are recommended: Mitigation Measures R-1a (Coordinate construction schedule with managing officer(s) for affected recreation areas), R-1b (Identify and provide noticing of alternative recreation areas), R-1c (Notification of temporary closure of OHV routes), and R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)).

CEQA Significance Conclusion

The restriction or disruption of recreational resources due to operation and maintenance of the proposed Project would negatively impact members of the public who would otherwise use affected recreational resources during the time period(s) that they would be restricted or disrupted. To ensure that this impact would remain less than significant, the following mitigation measures have been identified:

- R-1a (Coordinate construction schedule with managing officer(s) for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes); and
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)).

As described for Impact R-1, Mitigation Measure R-1c is similar to Applicant-Proposed Measures (APMs) REC-1 (Temporary Closures) and REC-2 (Closure Notices) and would reinforce these APMs by requiring specific procedures such as maintaining public notices and submitting coordination documentation to the CPUC and the Forest Service. The implementation of these mitigation measures would reduce Impact R-2 to a less-than-significant level (Class II).

Substantially contribute to the long-term loss or degradation of the factors that contribute to the value of federal, State, local, or private recreational facilities or wilderness areas (Criterion REC2)

Construction or operation and maintenance of the proposed Project would contribute to the loss or degradation of recreational resources or Wilderness Areas if such activities permanently preclude access, permanently remove parts or all of the affected area from being utilized for its intended purpose, or result in degradation such that the intended recreational use or wilderness value is permanently lost.

Impact R-3: Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136).

In accordance with the federal Wilderness Act, which is described in the Dispersed Recreation discussion presented in Section 3.15.2.1 (Affected Environment: Regional Setting), a designated Wilderness Area is defined as having four primary characteristics, including the following: a natural and undisturbed landscape; extensive opportunities for solitude and unconfined recreation; at least 5,000 contiguous acres; and feature(s) of scientific, educational, scenic, and/or historic value. Impact R-3 would affect the San Gabriel WA, which is described in Table 3.15-14b (Dispersed Recreation Opportunities within One-Half Mile of Alternative 2 in the Central Region) as being adjacent to the east of Segment 6 for approximately 0.8 mile, from MP 18.0 – 18.8. In addition, the West Fork Bike Path (Forest Road 2N25.1), which is located adjacent to the south of the San Gabriel WA, would be used for access to the Segment 6 alignment during Project construction activities. No other designated WAs are located in the Project Study Area.

Impact R-3 would apply to the San Gabriel WA if activities associated with the proposed Project have the potential to negatively affect any of the four primary characteristics of a WA (as listed above) for which the San Gabriel WA has been designated by the U.S. Congress. These four characteristics and the proposed Project's potential to negatively affect each one are described below.

- **Natural and undisturbed landscape.** The proposed Project would be situated in an existing Utility Corridor adjacent to a portion of the San Gabriel WA, but no Project infrastructure would be located within the San Gabriel WA and the Project would therefore not contribute to a loss of the natural and/or undisturbed landscape within this WA.
- **Solitude and unconfined recreation.** Although the proposed Project would not enter the San Gabriel WA, the transmission line route would be situated immediately adjacent to this WA and due to this close proximity, noise, dust, visual factors, and other potential effects of Project construction activities may impinge upon, reduce, or otherwise alter the perception of solitude that recreationists in the southwestern portion of the San Gabriel WA would otherwise have.
- **5,000 contiguous acres.** The proposed Project would not remove any portion of the San Gabriel WA from its wilderness designation and would therefore have no affect on the size of this WA.
- **Features of natural value.** The proposed Project would not result in any loss or potential loss of natural features or resources in the San Gabriel WA which are considered to have scientific, educational, scenic, and/or historic value.

As described above, the proposed Project may cause or contribute to the degradation of the San Gabriel WA's characteristics of solitude and unconfined recreation due to the close proximity of Project construction, operation, and maintenance activities to this WA. The proposed Project would be adjacent to the San Gabriel WA along its western border, where topography is extremely rugged. Access to this portion of the WA is minimal, provided by several non-motorized trails that require a high degree of physical aptitude for access by foot. Visitation to this portion of the San Gabriel WA is low. (Seastrand, 2008)

Project construction activities would include the use of Forest System Roads along the southern border of the San Gabriel WA. The transport and/or use of heavy vehicles and equipment in this area would introduce elevated noise in the southern portions of the San Gabriel WA, which would subsequently have the potential to degrade the WA's characteristics of solitude and unconfined recreation. This area of the San Gabriel WA is highly accessible to the public and is commonly used for recreational activities and general outdoor enjoyment. Visitation to this area of the San Gabriel WA is much higher than in the more rugged areas described above. As a result of this elevated visitation, the characteristics of solitude and unconfined recreation are not prominent as other, more remote areas of the WA.

Some transmission towers in particularly rugged terrain may be constructed using helicopters, which would introduce noise and visual impacts that would result in temporary degradation of the characteristics of solitude and unconfined recreation currently attributed to the San Gabriel WA. All helicopter activities would be conducted in coordination with the USDA Forest Service and all other applicable agencies/parties, including but not limited to the following: the Federal Aviation Administration (FAA), the National Oceanic and Atmospheric Administration (NOAA), military authorities, and local pilots. In addition, all helicopter activities would occur in compliance with the ANF's Wilderness Management Manual. As stated in this Wilderness Manual, flights are "discouraged" over wilderness within 2,000 feet of the ground surface, except in emergencies. (USDA Forest Service, 2007f)

CEQA Significance Conclusion

As described above, Project activities would have the potential to degrade the qualities of solitude and unconfined recreation in the remote southwestern portion of the San Gabriel WA, as well as the more intensely visited southern portions of the San Gabriel WA. Due to the low volume of recreationists that would experience this impact in the southwest, and the lower prominence of these characteristics in the south, Impact R-3 would be less than significant with no mitigation required (Class III).

Impact R-4: The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT).

As described in Section 3.15.2.1 (Affected Environment: Regional Setting), the PCT is a 2,650-mile-long hiking and equestrian trail which extends from Mexico to Canada, through the states of California, Oregon, and Washington. This impact of the proposed Project addresses the potential loss or degradation of physical aspects of the PCT, as well as the potential loss or degradation of the pristine backcountry experience that recreationists using the PCT expect to have. Effects to the recreational experience of the PCT are included as part of this impact analysis because the PCT is a designated National Scenic Trail which, by this designation, is meant to be a continuous protected scenic corridor for outdoor recreation. As such, the recreational experience of the PCT is unique to other recreational resources and is considered to be an integral aspect of the trail.

The PCT would be physically affected by the proposed Project if any of the following events were to occur in connection with Project construction or operation and maintenance:

- Permanent closure of parts of the trail;
- Installation of Project infrastructure within or adjacent to the trail in a way that would prevent that area from being used in the future; and
- Any other Project-related activity that would physically remove parts of the PCT from use.

Additionally, loss or degradation of the pristine backcountry experience considered intrinsic of the PCT would occur under the following circumstances associated with Project construction or operation and maintenance:

- Installation of Project infrastructure contrasts substantially with natural aesthetics currently existing along the PCT;
- Noise levels introduced through Project activities are substantially greater or have substantially different characteristics from existing conditions along the PCT;
- Any other Project-related activity substantially contrasts with the existing wilderness character and/or experience of the PCT.

As described here, visual resources and noise both contribute to the pristine backcountry experience of the PCT; visual and noise aspects of the proposed Project are only discussed here in terms of their contributions to wilderness and recreation, not in terms of specific Visual and Noise impacts that would be introduced by the Project. Please see Sections 3.10 and 3.14 for identification and discussion of specific Project-related impacts to noise and visual resources, respectively.

North Region

Within the North Region, the proposed Project would include one crossing of the PCT, which would take place along Segment 4, at MP 2.7, as indicated above in Table 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region). In this portion of the proposed route, the Project would include the construction of two parallel single-circuit 220-kV transmission lines, situated parallel to the east side of the existing utility corridor. No towers or transmission-related infrastructure would be permanently located on or within the PCT and the Project would not result in the permanent closure or rerouting of the PCT, although temporary diversions during the construction period would be required. In addition, the proposed Project towers would be situated along an existing utility corridor, adjacent to existing transmission towers. As such, although the towers would be prominent visual features of the landscape, they would not significantly change the existing aesthetics.

During construction of the proposed Project and installation of the Project towers, temporarily elevated noise levels would be introduced through the use of construction vehicles and machinery. Although this type of noise would be in substantial contrast to the existing types of noise which occur along the PCT, it would be temporary and would not lead to permanent degradation of the pristine backcountry experience enjoyed by PCT recreationists. The portion of the PCT that would be crossed by the proposed Project would be temporarily closed during Project construction and the PCT would be temporarily rerouted for the safety of recreationists using the trail.

Central Region

As indicated in Table 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), the proposed Project would traverse the PCT at two locations within the ANF; one crossing would take place along Segment 11 at MP 7.6, and one crossing would take place along Segment

6 at MP 7.3. At each of these crossings, the proposed Project would include the replacement of existing 220-kV towers with 500-kV towers. As with the PCT crossing described for the North Region, the Central Region crossings would not result in Project infrastructure permanently removing any portion of the PCT from continuation of existing uses. Visual and noise aspects of the pristine backcountry experience enjoyed by recreationists on the PCT would be the same at the Central Region crossings as the North Region crossing, described above. SCE's helicopter staging area #1, which is located approximately 0.3 mile east of S11 MP 7.6 along Mt. Gleason Road, is also 0.3 mile east of the PCT, where the trail is traversed by the proposed transmission line. Use of this helicopter staging area would introduce additional construction-related noise that would also affect the pristine backcountry experience for recreationists on the PCT (please see Table 3.15-16 for a complete description of helicopter staging areas included under the proposed Project). As mentioned, the portion of the PCT that would be affected by SCE's staging area #1 is also traversed by the proposed transmission line and is therefore already subject to construction-related disturbance.

The portions of the PCT that would be crossed by the proposed Project would be temporarily closed during Project construction and the PCT would be temporarily rerouted in these areas for the safety of recreationists using the trail. If the Forest Service issues a decision to authorize SCE's Special Use Easement for the proposed Project, an amendment to the governing 2005 Forest Plan would be required in order to ensure consistency of actions under the Special Use permit with management direction in the Forest Plan, as relevant to the PCT. The 2005 FLMP includes a Forest Standard (S1) related to the Pacific Crest Trail; because construction of the proposed Project would adversely affect foreground views from the PCT, the 2005 FLMP would be modified to allow for this impact of the proposed Project. Please see Section 3.14 (Visual Resources) for a complete discussion of foreground views from the PCT.

South Region

The proposed Project would not cross the PCT within the South Region of the Project Study Area.

To minimize Project impacts to the PCT, the following mitigation measures are recommended: Mitigation Measures R-1a (Coordinate construction schedule with managing officer(s) for affected recreation areas), R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)), and R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

CEQA Significance Conclusion

Construction of the proposed Project would not result in a permanent reroute of the PCT and no permanent physical modifications to the PCT would occur as a result of Project activities. Additionally, the proposed Project would not change the existing types of land uses and recreational opportunities along and adjacent to the PCT. Any Project activities that would alter the ability of recreationists to access and utilize the PCT would be temporary and of short duration. However, because the recreational experience for users of the PCT would be temporarily degraded during construction activities and permanently altered due to the introduction of visual and noise features of new transmission towers (which would be larger than existing transmission towers), the following mitigation measures would be required to minimize such effects:

- R-1a (Coordinate construction schedule with managing officer(s) for affected recreation areas);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

Recreational opportunities along the PCT are particularly valued for the solitude and natural setting of the trail, which characterizes the majority of its length. The transmission lines associated with the proposed Project would create a constant buzzing or crackling noise (corona noise) from the conductors. Although existing transmission lines currently span each of the three PCT crossings described above, the proposed Project would replace existing lines with larger, 500-kV lines, which would generate a higher level of corona noise, thereby intensifying the existing noise disturbance to the recreational experience. Implementation of the mitigation measures described above would reduce impacts to the recreational experience of the PCT to a less-than-significant level (Class II).

Impact R-5: The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users.

Impact R-5 would occur as a result of the proposed Project if existing OHV routes or designated OHV areas are permanently removed from use as a result of Project activities. Construction or operation and maintenance activities associated with the proposed Project could result in the long-term loss or degradation of OHV routes if such activities would require that OHV routes or trails be repeatedly and/or frequently closed due to maintenance activities, or if OHV routes are permanently closed or altered as a result of the proposed Project.

North Region

As indicated in Table 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), Impact R-5 is not expected to occur in the North Region. There are several small dirt roads adjacent to Segment 5 that are known to be used by OHV recreationists, but it is not expected that activities associated with the proposed Project would require these roads to be repeatedly and/or frequently closed for Project operation and maintenance. No OHV routes in the North Region would be permanently restricted from use as a result of the Project. The proposed route would not cross through any designated OHV Open Riding Areas.

Central Region

Within the Central Region, the proposed Project would traverse NFS lands in 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 off-highway vehicles such as motorbikes and ATVs (USDA Forest Service, 2005h). Please see Section 3.15.2.2 (Affected Environment: Alternative 2) for a full description of ROS objective designations and their relationship to available recreational resources. As shown in Table 3.15-13 (Summary of Forest Service ROS Objectives Traversed by the Project), the proposed Project (Segments 6 and 11 combined) would traverse approximately 26.75 miles of NFS lands designated as ROS objective Semi-Primitive Motorized, which accommodates extensive OHV use and OHV recreation opportunities. Also as discussed in Section 3.15.2.1 (Affected Environment: Regional Setting), OHV use on NFS lands in the ANF is restricted to OML 2 roadways (see Table 3.15-6: Forest Roads Operational Maintenance Level (OML) Guidelines for the ANF), or to designated Open Riding Areas where OHV recreation is permitted off-trail. Under special circumstances, OHV use may be permitted on an OML 3 roadway, providing that a Mixed Use Traffic Study has been completed to assess the safety risks involved with OHVs and passenger vehicles utilizing the same road (Seastrand, 2008). However, under normal circumstances, OHVs are restricted to OML 2 roads, thus avoiding hazards to OHV users that are created by the presence of larger vehicles on OML 3, 4, and 5 roads. Therefore, any long-term or

permanent upgrade of the OML for an OHV route or for a Forest Road utilized by OHV recreationists would result in a loss of recreational opportunity to OHV users.

Table 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region) indicates that Impact R-5 would potentially affect 23 OHV routes in the Central Region, as a result of direct crossings of the proposed transmission line over these OHV routes. There are no designated Open Riding Areas in the Project Study Area. The proposed Project would include clearing and grading of existing access and spur roads within the ANF, some of which would be located along existing OHV routes and could affect the suitability of such routes for continued OHV use. Furthermore, multiple OHV routes in the Central Region are situated within or immediately adjacent to the Project ROW and would be restricted from use during Project construction activities, as well as during certain operation or maintenance activities along the ROW.

It is expected that during Project construction, the transport of construction vehicles and equipment to transmission tower sites would require that access roads be upgraded to OML 3 standards, thus accommodating the large size of construction vehicles, equipment, and materials. Any roads designated as OML 1 or 2 that would need to be upgraded to OML 3 standards during the construction period would result in temporary restriction of OHV use, or temporary loss of OHV opportunities, until the affected roads are returned to OML 2 conditions. Operation and maintenance of the proposed Project would require that ground-access be available to all transmission tower sites; however, operation and maintenance would not require the heavy equipment required during Project construction and therefore, roads designated as OML 2 would be sufficient to accommodate operation and maintenance activities. Any road upgrades that are applied during the construction period would be strictly temporary; no permanent upgrades to existing OML standards would occur as a result of the proposed Project. Therefore, any loss of recreational opportunity to OHV users would be temporary in nature.

South Region

As indicated in Table 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region), Impact R-5 would not occur in the South Region due to an existing lack of OHV recreational opportunities in this area.

Mitigation Measure for Impact R-5

To minimize the effects of Impact R-5 in the Central Region, Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) is recommended.

R-5 **Avoid permanent upgrades to Forest System roads.** SCE shall avoid the permanent upgrade of Forest System roads as a result of Project construction or operation and maintenance activities unless otherwise approved by the FS. Any road upgrades that are required to accommodate construction of the Project shall be temporary in nature. Following construction of the Project, existing OML standards designated for any temporarily improved roads shall be adhered to, thereby returning improved roads to existing maintenance practices, unless otherwise authorized by the FS. As determined to be necessary through coordination between SCE and the FS and at the discretion of the FS, SCE shall develop a plan for returning improved Forest System roads to existing conditions. SCE shall implement the restrictions for road improvements and maintenance set forth in the Special Use or Road Use Authorization to be issued by the FS for the Project.

Environmental Effects of Mitigation Measure R-5

While Mitigation Measure R-5 is recommended to avoid the permanent loss of OHV routes on OML 1 or 2 designated roads, this measure may adversely affect other issue areas. The activities that would be associated with returning improved roads to existing maintenance practices would require earthmoving equipment, which would increase construction noise within the ANF. Earthmoving and other equipment that may be required for this measure would also contribute to additional air quality emissions. In addition, greater land disturbance as a result of road activities would contribute to increased soil erosion, which would potentially affect water quality.

Such potential impacts are similar to the effects of other Project activities, and would require the implementation of mitigation measures presented in Sections 3.10 (Noise), 3.3 (Air Quality), and 3.8 (Hydrology and Water Quality).

CEQA Significance Conclusion

As described above, any Project-related road improvements or access restrictions that would result in a loss of recreational opportunity for OHV users would be temporary in nature. Designated OML standards for Forest System roads would not be permanently altered; however, OHV use would be restricted on any roadways improved above OML 2 standards (OML 3, 4, or 5) until the affected roadways are returned to existing conditions. In order to ensure that existing OHV routes would not be permanently removed from OHV use due to Project construction, Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) would be required. Implementation of this mitigation measure would ensure coordination between SCE and the Forest Service in developing and implementing necessary road improvements in a way that is consistent with existing OML designations. Due to the availability of OHV opportunities throughout the ANF and the temporary nature of Impact R-5 to OHV opportunities along the Project route, the provision of compensatory recreation opportunities is not considered a necessary mitigation for this impact. Implementation of the mitigation measure listed above would reduce Impact R-5 to a less-than-significant level (Class II).

Impact R-6: The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities.

Long-term loss or degradation of recreational resources or opportunities could occur through unmanaged or unauthorized use of such resources. For example, unauthorized OHV use in a designated Wilderness Area (WA) would result in a loss of the wilderness character for which the area is protected, thereby causing degradation of the resource. Unmanaged recreation could occur if the proposed Project facilitates access to areas that are not intended or suitable for certain recreational uses, particularly through the creation or improvement of roadways in the ANF. Two types of roads are associated with construction and operation of the proposed Project: access roads and spur roads. Access roads are through-ways that serve as the main transportation route along the Project ROW, whereas spur roads are smaller roads that connect access roads directly to tower sites and are not considered part of the Forest System roads. Unmanaged recreation activities (particularly OHV-related) currently occur throughout the ANF via existing spur roads and utility corridors.

During construction and operation of the proposed Project, existing roadways would be utilized wherever possible to accommodate necessary traffic of vehicles and equipment. However, installation of new roads and improvement of existing roads would also be required in order to provide access to the proposed route during construction and operation of the proposed Project. In some areas, improvement of existing

roads and installation of new roads may provide access to areas that are not currently accessible by roads. As a result, these new and improved roads could potentially be used by recreationists to gain unauthorized access to areas that are not designated or intended for certain recreational purposes, as described above.

In addition, some recreational resources may become temporarily inaccessible or precluded from use during construction and/or operation and maintenance of the proposed Project, as described above with regards to Impact R-1 (Construction activities would restrict access to or disrupt activities within established recreational areas) and Impact R-2 (Operational and maintenance activities would restrict access to or disrupt activities within established recreational areas). This could potentially result in unmanaged recreational uses, as recreationists seek alternative or comparable recreational resources to those which are made unavailable by Project activities. Because the three regions in the Project Area are characterized by different types of recreational resources, the effects of unmanaged recreational uses and resulting loss or degradation of recreational facilities are expected to vary by region.

North Region

The North Region is largely characterized by open space and undeveloped land with few recreational resources or opportunities, as portrayed in Table 3.15-11 (North Region Recreational Resources within One-Half Mile of Alternative 2). The majority of resources in the North Region include multi-use trails maintained by the Los Angeles Department of Parks and Recreation, which are concentrated in the southern portions of this region. It is not expected that road improvements associated with construction and operation of the proposed Project in the North Region would lead to unauthorized recreational uses; degradation of recreational resources resulting from unauthorized recreation would not occur in the North Region.

Central Region

Within the Central Region, the proposed Project would be situated almost entirely on NFS lands in the ANF. Although existing roads would be utilized to the fullest extent possible during Project construction and operation, roadway improvements would be required in some areas, particularly for hillside towers. The creation of new roads and the improvement of existing roads could potentially facilitate OHV access to areas of the ANF that are not authorized for OHV use, which would contribute to resource damage and degradation. As discussed in the analysis of Impact R-5 (The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users), it is expected that Project construction activities would require that some roads in the Forest be upgraded to OML 3 standards, which would preclude the use of OHVs; such preclusion or restriction from use may encourage some OHV recreationists to utilize other roads in the areas which may not necessarily be designated for OHV use, thereby participating in unmanaged recreation.

Table 3.15-15 (Forest System Roads Relevant to Recreational Resources and Opportunities within One-Half Mile of Alternative 2 in the Central Region), which is presented in Section 3.15.2.2 (Affected Environment: Alternative 2) describes roads located within one-half mile of the proposed route in the Central Region that may be used and/or improved during construction and/or operation and maintenance activities. Identification of the specific roads and necessary improvements required for Project construction will be determined in SCE's Project Road Plan, which is included as part of final engineering. Table 3.15-15 also indicates the ROS objective designated for each roadway in the Project vicinity; these ROS designations are indicative of the types of recreational activities the Forest Service intends to encourage in the area. If unmanaged or unauthorized OHV use occurs in an area that is

incompatible with OHV recreation (for instance, ROS Primitive or ROS Semi-Primitive Non-Motorized) as a result of Project-related road improvements in the area, such unmanaged recreation would be contrary to Forest management objectives of the relevant OHV-incompatible ROS designation.

Additionally, it is possible that some OML 1 roads may need to be upgraded to OML 2 or higher to facilitate Project construction access. Such upgrades would essentially create new roads that are passable by OHVs and as a result, some OHV recreationists may choose to participate in OHV recreation on these improved roads, regardless of whether such roads are intended by the Forest to be managed for OHV use. The installation of new access or spur roads where none currently exist would have the potential to facilitate unmanaged recreational uses. As discussed, of particular concern with regards to unmanaged recreation in the Forest is the potential for OHV recreationists to use Project roads to operate OHVs in areas where such use is prohibited by Forest management goals and objectives. It is possible that in an effort to control unmanaged recreation and the associated impacts, the Forest Service may decide to close public access to some areas of the ANF, which would remove recreational opportunities in the Forest.

South Region

In comparison with the North and Central Regions, the South Region is characterized as highly developed and largely urbanized. Existing roadways currently provide access to recreational resources throughout the South Region. Open space is provided for recreational purposes in designated areas throughout the region. Due to the extensive network of roadways and access points to recreational areas already available in the South Region, it is not expected that roadways associated with the proposed Project would be used for unauthorized recreational purposes. Loss or degradation of recreational opportunities as a result of unmanaged recreation would not occur in the South Region.

To minimize unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities in the Central Region as a result of the Project, Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads), as presented above for Impact R-5, would be required.

CEQA Significance Conclusion

Improvement of existing roads and construction of new access and spur roads associated with the proposed Project could facilitate unmanaged recreational uses, particularly OHV use, within the ANF. In order to minimize the potential for unmanaged recreation to occur, implementation of Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) would be required. With implementation of this mitigation measure, Impact R-6 would be reduced to a less-than-significant level (Class II).

3.15.6.2 Cumulative Effects Analysis

A cumulative impact is one which results from the incremental impact of the proposed Project when combined with other past, present, or reasonably foreseeable future actions that occur within the geographic extent of the cumulative effects analysis.

Geographic Extent

The geographic extent of this cumulative effects analysis is the same as the extent of the Regional Setting, as described in Section 3.15.2 (Affected Environment). As such, this cumulative effects analysis is presented according to three separate geographic regions: the North Region, which includes parts of southern Kern County and northern Los Angeles County; the Central Region, which encompasses the ANF, and the South Region, which begins at the southern border of the ANF and includes lands within southern Los Angeles County and western San Bernardino County. This geographic scope is appropriate

for the issue area of wilderness and recreation because impacts of the proposed Project would not be expected to combine with similar impacts of other projects beyond this area.

Existing Cumulative Conditions

Existing cumulative conditions for wilderness and recreation are defined by past and present designation and development of recreational resources and wilderness areas.

North Region

The North Region is largely characterized by open space and agricultural areas, although rapid development and population growth has been ongoing within and surrounding the incorporated Cities of Lancaster and Palmdale. New land uses associated with this population growth have been situated in open space areas and have also extended into agricultural areas in southern Kern County and 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. There are hundreds of current development projects in the North Region, some of which are hundreds of acres in size, and many of which include designated recreational facilities such as sporting fields and playground equipment.

Central Region

Existing cumulative conditions in the Central Region are defined by efforts of the Forest Service to manage the ANF. From a wilderness and recreation perspective, past and present projects within the Forest are characterized by Forest Service activities to improve and maintain Developed Recreation resources such as campgrounds and picnic areas, manage trails and OHV networks, and prevent construction within or degradation of designated wilderness areas. Section 3.15.2.1 (Regional Setting: Central Region) provides a detailed description of recreational resources and wilderness areas in the ANF which have resulted from past and present projects and make up the existing cumulative conditions. In addition to projects across the ANF, an increase in the developmental density surrounding the ANF (in the North and South Regions) 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.

South Region

The South Region is currently largely built-up with urban development, part of which has included urban parks and trails. Over time, open space areas in the South Region have been consistently converted to other land uses, as needed to accommodate the increasing population. Designated recreation areas such as the Whittier Narrows Recreation Area and the Emerald Necklace Corridor, which are described in the Regional Setting (Section 3.15.2.1: South Region), have been established to protect recreational and wilderness opportunities in the urban setting. In light of on-going development and urban expansion, conservation groups and agencies such as the Los Angeles County Department of Park and Recreation have utilized existing utility corridors to establish public recreation opportunities such as park areas and trails. For instance, the Woodland Hills Duck Farm Project, as being developed by the Watershed Conservation Authority (WCA) in conjunction with the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC), is proposed to be situated within the existing ROW along a portion of the proposed Project route. For the purposes of this cumulative analysis, the South Region also considers part of San Bernardino County, including the CHSP to be included in the geographic extent. As such,

reasonably foreseeable cumulative projects in this southern-most portion of the Project Area would include standard trail maintenance and open space protection efforts within the CHSP.

Reasonably Foreseeable Future Projects and Changes

As discussed above, ongoing development throughout the cumulative effects area for wilderness and recreation is dominated by residential developments, clustered in and around communities located on non-NFS lands. This trend in residential development is also representative of reasonably foreseeable future projects in the cumulative effects area, as supported by the aggressive population growth forecasted throughout the Project Area. Reasonably foreseeable future projects within the Project Area are expected to be characteristic of past and ongoing projects. The types of cumulative projects that are expected to occur in each of the three Regions are described below.

North Region

As previously discussed, the North Region is currently undergoing rapid population growth and development, particularly in and surrounding Lancaster and Palmdale. The Cumulative Scenario presents data regarding population growth in Kern and Los Angeles County; according to this information, the population in Kern County is expected to rise by 113 percent between the years 2000 and 2050. During the same time period, the population in Los Angeles County is expected to rise by varying degrees, depending on the city, with the Cities of Lancaster and Palmdale experiencing growth of 117.5 percent and 186.5 percent, respectively. As such, development and urbanization in the North Region is expected to continue and increase substantially to accommodate the increasing population. Furthermore, it is expected that presently open space areas in the North Region, which are currently used by recreationists for OHV use, hiking, and general outdoor enjoyment, will be utilized for the construction of residential developments and other city infrastructure. With regards to recreation, it is also reasonably foreseeable that additional facilities and resources such as sporting fields and park areas will be established to meet the needs of the growing population. However, as discussed above, urban development in this region is commonly sited on former open space or agricultural areas and therefore, as such development continues, less open space would be available for recreational purposes such as hiking and OHV use. It is assumed that the Los Angeles County Riding and Hiking Trails network, which is described in Section 3.15.2.1 (Regional Setting) would continue to be managed and protected by the LA County Department of Parks and Recreation.

Central Region

As with the future non-NFS projects, the past and ongoing NFS projects are representative of future NFS projects. It is expected that most of these projects are focused on repairs, re-establishment, or rehabilitation of existing facilities. As presented in the Cumulative Scenario, some of the Forest Service projects which are planned or underway in the ANF include the following: Big Tujunga Dam Operation and Maintenance Plan, Hi-Hill Outdoor School Permit Re-issuance, Millard and Big Tujunga Canyon Recreation Tracts, Santa Anita Canyon Special Use Cabins, Drinkwater Flat and Rowher Flat OHV Site Improvements, Littlerock Reservoir Sediment Removal Project, Old Highway 99 Re-pavement Project, PCT Bridge Construction at Cooper Canyon, Teresita Pines Organization Camp Construction, and Uppershake Campground Improvements Project, as well as a variety of “fuels reduction” activities, which include fire prevention measures throughout the Forest. These projects indicate a persistence of past and present Forest Service activities to preserve natural resources within the Forest while providing recreational opportunities for the public. Reasonably foreseeable changes to recreational resources in the

Forest may include improvements to and expansion of existing resources as well as establishment of additional resources or facilities. It is expected that existing wilderness areas in the Forest will continue to be protected from development and expanded if possible (for instance, through the conversion of an Inventoried Roadless Area under consideration for wilderness designation to a designated Wilderness Area).

South Region

As described above, the South Region is characterized by a predominately built-out urban setting. It is reasonably foreseeable that this setting will persist in the future and may continue as population growth continues. As presented in the Cumulative Scenario, expected population growth in the South Region ranges from about 5 percent or less (City of Industry, La Canada Flintridge, San Marino) to more than 90 percent (City of Ontario), between the years 2000 and 2030. Considering that the area is already highly urbanized, the lower growth projections could be an indication that those areas cannot accommodate further growth, while the higher projections indicate areas that are not yet fully built-out. As urban build-out continues in the South Region, it is reasonably foreseeable that remaining open space areas would either be occupied by development-related infrastructure, or specifically protected by conservation groups and resource agencies such as the Puente Hills Landfill Native Habitat Authority. In addition, it is reasonably foreseeable that the existing undeveloped land within utility corridors (under the transmission lines) will be increasingly utilized for recreational opportunities, such as the River and Mountains Conservancy’s development of the Duck Farm Project, as described in Section 3.15.2 (Affected Environment).

Cumulative Impact Analysis

Impacts of the proposed Project would be cumulatively considerable if they would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. Table 3.15-32, below, identifies which impacts of the proposed Project would be cumulatively considerable and of those, what the cumulative significance of each impact would be. Impacts that are not found to be cumulatively considerable would not have an incremental effect on the cumulative scenario.

Impact	Cumulatively Considerable?	Cumulative Significance
R-1: Construction activities would restrict access to or disrupt activities within established recreational areas.	Yes	Class I
R-2: Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas.	Yes	Class III
R-3: Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136).	Yes	Class I
R-4: The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT).	Yes	Class I
R-5: The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users.	Yes	Class III
R-6: The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities.	Yes	Class I

Each of the six wilderness and recreation impacts identified in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2) would be cumulatively considerable, in that each impact would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. As such, each of the six wilderness and recreation impacts discussed in Section 3.15.6.1 would have an incremental effect on the cumulative scenario. The potential for cumulatively considerable wilderness and recreation impacts of the proposed Project to combine with similar impacts of other projects within the geographic scope of the cumulative analysis are described below.

- **Construction activities would restrict access to or disrupt activities within established recreational areas (Impact R-1).** Construction activities associated with the proposed Project would result in temporary access restrictions and/or disruption of existing activities associated with established recreational areas. If construction activities for other projects in the Project Study Area result in similar impacts to established recreational resources or opportunities and such impacts would occur at the same time as they would for those associated with the proposed Project's construction activities, the resulting impacts would be cumulatively considerable to recreational resources. Due to the rapid growth that is current and ongoing in the North Region, in addition to the history of Forest maintenance activities and other projects in the Central Region that are expected to continue into the future, it is reasonably foreseeable that Impact R-1 would be cumulatively considerable. Due to the likely potential for this impact to affect the same recreational resource(s) at the same time, Impact R-1 would be cumulatively significant and unavoidable (Class I).
- **Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas (Impact R-2).** Operation and maintenance of the proposed Project would have the potential to temporarily restrict access to or disrupt activities within some recreational areas and Developed Recreation resources as a result of site-specific activities needed to operate and maintain the transmission line. As described in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2), recreational resources and opportunities located within the Project ROW would be particularly susceptible to Impact R-2. As described in Section 3.15.6.1 (Direct and Indirect Effects Analysis), the proposed Project would not result in permanent loss or degradation of recreational resources in the Project Study Area. If operation and maintenance activities associated with other projects in the geographic scope of this cumulative analysis would also result in temporary access restriction or disruption of existing activities within established recreational areas, and such effects of the operation and maintenance of other projects occur at the same time as they would for the proposed Project, the resulting impacts would be cumulatively considerable to recreational resources in the Project Area. However, it is highly unlikely that operation and maintenance activities for multiple projects would result in similar impacts to the same recreational resources at the same time. Furthermore, mitigation measures that would be implemented for the proposed Project would ensure that Project activities would be coordinated with recreation officers, thereby allowing for the planning of operation and maintenance activities so that similar impacts of the proposed Project and other cumulative projects would not affect the same recreational resources at the same time. Impact R-2 would be cumulatively considerable but less than significant (Class III).
- **Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136) (Impact R-3).** As described in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2), the proposed Project would have the potential to cause or contribute to the degradation of one of the primary characteristics of a designated Wilderness Area in the ANF, which is the characteristic of "solitude and unconfined recreation" in the San Gabriel WA. From a cumulative perspective, existing development has occurred across NFS lands in the Central Region in the past (utility corridors, communication sites, powerhouses, reservoirs, and mining sites) and it is reasonably foreseeable that similar future projects would occur in the ANF, and that at least one such project would have the potential to cause or contribute to the degradation of a primary characteristic of the San Gabriel WA, including one of the following: 1) Natural and undisturbed landscape; 2) Solitude and unconfined recreation; 3) 5,000 contiguous acres; 4) Features of natural value. Because designated WAs are considered to be particularly valuable and unique recreational resources, any combination of two similar impacts to the same WA would be a significant impact. Because it is reasonably foreseeable that such a

combination of impacts could occur as a result of future projects, Impact R-3 would be cumulatively significant and unavoidable (Class I).

- **The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT) (Impact R-4).** As described in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2), the proposed Project route would cross over the PCT in three locations: once in the North Region and twice in the Central Region. If other projects such as those listed in the Cumulative Scenario introduce new infrastructure along the PCT or introduce construction impacts similar to the proposed Project along the PCT and at the same time as those of the proposed Project, it would be possible for such impacts to combine with impacts of the proposed Project and result in significant cumulative impacts. It is unlikely that the construction of other projects would occur at the same time as the proposed Project and near the same locations where the proposed Project would cross the PCT. However, as described in Section 3.15.6.1, long-term loss or degradation of the PCT could occur through effects to the unique recreational experience available to hikers along the PCT, as well as physical loss of trail access. Such effects to the recreational experience of the PCT could include the following: installation of infrastructure which would contrast substantially with natural aesthetics currently existing along the PCT; introduction of noise levels that would be substantially greater or have substantially different characteristics than that which currently exists along the PCT; any other Project-related activity that would substantially contrast with the existing backcountry experience of the PCT. As such, any past or reasonably foreseeable project that could affect the recreational experience for PCT users and could combine with this impact of the proposed Project would be considered cumulatively significant. Given the fact that urbanization is rapidly expanding throughout the Project Area, as described in Section 3.15.6.1 and demonstrated through the existing Cumulative Scenario, it is reasonable to conclude that projects related to such urban expansion could affect the PCT and potentially lead to the long-term loss or degradation of the trail. Although mitigation measures required for the proposed Project would help to reduce the proposed Project's incremental contribution to the cumulative significance of Impact R-4, this impact would still have the potential to combine with other, similar impacts of projects in the cumulative scenario. Because the PCT is considered to be particularly valuable and unique recreational resource, any combination of similar impacts that would affect the PCT in the Project Study Area would result in a significant cumulative impact. Impact R-4 would be cumulatively significant and unavoidable (Class I).
- **The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users (Impact R-5).** As discussed in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2), this impact is not expected to occur in the North or South Regions and therefore it would not be cumulatively considerable for those areas. Although the proposed Project would contribute to the temporary loss of recreational opportunities for OHV users in the Central Region, no other proposed projects identified in the Cumulative Scenario would be expected to contribute to the loss of OHV routes within the ANF. Impact R-5 would be cumulatively less than significant with no mitigation required (Class III).
- **The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities (Impact R-6).** As described in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2), roadways that are improved or installed to facilitate Project construction or operation and maintenance activities could potentially be used by recreationists to gain unauthorized access to areas that are not designated or intended for certain recreational purposes, such as OHV use in a designated Wilderness Area. From a cumulative perspective, past projects throughout the Project Area but particularly in the Central Region have included the installation of roadways that facilitate unmanaged recreational uses. In addition, in light of aggressively expanding residential developments in the North Region, new roadways are expected to be installed throughout the region and it is reasonably assumed that such roads could be used for unauthorized recreational purposes in the future. Impact R-6 would be cumulatively significant and unavoidable (Class I).

In summary, the proposed Project would contribute to four wilderness and recreation impacts that would be cumulatively significant and unavoidable (Class I) and two wilderness and recreation impacts that would be less than significant with no mitigation required (Class III).

Mitigation to Reduce the Project's Contribution to Significant Cumulative Effects

Mitigation measures introduced for the proposed Project in Section 3.15.6.1 (Direct and Indirect Effects Analysis) would help to reduce the proposed Project's incremental contribution to cumulative impacts. However, no additional mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level for wilderness and recreation.

3.15.7 Alternative 3: West Lancaster Alternative

The following section describes wilderness and recreation impacts of Alternative 3 (West Lancaster Alternative), as determined by the significance criteria listed in Section 3.15.4.1. Mitigation measures are introduced where necessary in order to reduce significant impacts to less-than-significant levels. This alternative would deviate from the proposed route along Segment 4, at approximately S4 MP 14.9, where the new 500-kV transmission line would turn south down 115th Street West for approximately 2.9 miles and turn east for approximately 0.5 mile, rejoining the proposed route at S4 MP 17.9. This reroute would increase the overall distance of Segment 4 by approximately 0.4 mile, but it would not have the potential to avoid any recreational resources that would be affected by the proposed Project and likewise, it would not introduce any new recreational resources to Project-related impacts.

3.15.7.1 Direct and Indirect Effects Analysis

The significance criteria used to identify impacts to wilderness and recreation resources are introduced in Section 3.15.4.1 (Criteria for Determining Impact Significance). Impacts associated with this alternative are presented below under the applicable significance criterion.

Directly or indirectly disrupt or preclude activities in established federal, State, or local recreation areas or wilderness areas (Criterion REC1)

Impacts associated with Criterion REC1 for Alternative 3 would be the same as impacts associated with this criterion for the proposed Project. Although this alternative introduces a reroute of part of the proposed transmission line in the North Region, the reroute would not cross through or be placed within one-half mile of any new recreational and wilderness resources. Therefore, the wilderness and recreation impacts of Alternative 3 would be the same as the proposed Project and as such, Tables 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), and 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region) reflect the resources that could potentially be affected by impacts of Alternative 3. These impacts and their associated mitigation measures that fall under Criterion REC1 are summarized in the following paragraphs. Please see Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2) for a detailed description of these impacts, as they are the same as the proposed Project.

Impact R-1 (Construction activities would restrict access to or disrupt activities within established recreational areas) would be the same under Alternative 3 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, Impact R-1 would occur in recreational areas which would experience a "direct crossing" by the proposed Project because these areas would require temporary closure during construction activities and therefore, such areas would be temporarily restricted from use. In addition, recreational resources or opportunities may also be restricted from use if access roads or trails to such areas are blocked or restricted during construction activities. For instance, recreational hunting permitted in Zone D-11, which includes the entire Central Region, would be affected

by Impact R-1 as a result of construction noise, traffic, and road closures, with road closures that would potentially restrict hunters from accessing certain areas of the ANF introducing the most noticeable effect. In addition, the use of Forest Road 2N25.1 (West Fork Bike Path) for construction access would introduce Impact R-1 to recreational biking and fishing opportunities in the area, particularly for persons with disabilities who use the platforms and ramps along the West Fork Bike Path for access to the river. Glenn Camp, which is located along the West Fork Bike Path approximately 3.75 miles east of Segment 6 MP 19.5, would also be affected by Impact R-1 due to increased traffic and noise near the camp. Similarly, the Pasadena Bait Club Cabin would also be subject to elevated noise and traffic conditions along Forest Road 2N25.1 (West Fork Bike Path) during the construction period. Impact R-1 for Alternative 3 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer(s) for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-1 of Alternative 3 would be less than significant (Class II).

Impact R-2 (Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas) would be the same under Alternative 3 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, Impact R-2 would occur if operation and maintenance activities result in recreational resources or opportunities being made unavailable, particularly as a result of road and/or trail closures that are applied to provide access for vehicles and/or equipment to Project infrastructure. Impact R-2 would also occur if operation and maintenance activities disrupt activities within existing recreational resources or areas. Impact R-2 for Alternative 3 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes); and
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)).

As described for Impact R-1, Mitigation Measure R-1c is similar to Applicant-Proposed Measures (APMs) REC-1 (Temporary Closures) and REC-2 (Closure Notices) and would reinforce these APMs by requiring specific procedures such as maintaining public notices and submitting coordination documentation to the CPUC and the Forest Service. The implementation of these mitigation measures would reduce Impact R-2 for Alternative 3 to a less-than-significant level (Class II).

No further impacts would be introduced by Alternative 3 under Criterion REC1. As mentioned, please see Section 3.15.6.1 for a detailed description of the impacts and mitigation measures listed above, including specific recreational or wilderness resources that could potentially be affected.

Substantially contribute to the long-term loss or degradation of the factors that contribute to the value of federal, State, local, or private recreational facilities or wilderness areas (Criterion REC2)

Impacts associated with Criterion REC2 for Alternative 3 would be the same as impacts associated with this criterion for the proposed Project. Although this alternative introduces a reroute of part of the proposed transmission line in the North Region, the reroute would not cross through or be placed within one-half mile of any new recreational or wilderness resources. Therefore, impacts of Alternative 3 that could potentially apply to recreational resources in the Project Study Area are the same as the proposed Project and as such, Tables 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), and 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region) reflect the resources that could potentially be affected by impacts of Alternative 3 under Criterion REC2.

Impact R-3 (Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136)) would be exactly the same for Alternative 3 as it would for the proposed Project. Although Alternative 3 includes a reroute of the proposed Project transmission line, no changes would occur in the vicinity of the San Gabriel WA and no other WAs would be situated within one-half mile of the proposed route for Alternative 3. Construction, operation, and maintenance of Alternative 3 would cause or contribute to degradation of the “solitude and unconfined recreation” characteristic of the San Gabriel WA. However, as described in Section 3.15.6.1, Impact R-3 would affect sparse recreationists in the remote southwestern portion of the WA. Impact R-3 for Alternative 3 would be less than significant with no mitigation required (Class III).

Impact R-4 (The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT)) would be exactly the same for Alternative 3 as it would for the proposed Project. Accordingly, Alternative 3 would traverse the PCT in the following three locations: Segment 4 MP 2.7 (North Region), Segment 11 MP 7.6 (Central Region), and Segment 6 MP 7.3 (Central Region). As described in Section 3.15.6.1, this impact addresses the potential loss or degradation to physical aspects of the PCT as well as the potential loss or degradation of the pristine backcountry experience that recreationists using the PCT expect to have. Impact R-4 for Alternative 3 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-4 of Alternative 3 would be less than significant (Class II).

Impact R-5 (The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas or would result in a loss of recreational opportunity for OHV users) would be the same under Alternative 3 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, this impact could occur if Project activities would require that OHV roads or trails be repeatedly and frequently closed due to maintenance activities, or permanently closed or altered due to operational activities. As with the proposed Project, no Open Riding Areas would be situated in the Project Study Area for Alternative 3. Implementation of Mitigation Measure R-5 (Avoid permanent

upgrades to Forest System roads) would reduce Impact R-5 of Alternative 3 to a less-than-significant level (Class II).

Impact R-6 (The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities) would be the same under Alternative 3 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, Impact R-6 would occur if Project activities result in unauthorized or unmanaged recreational activities. For instance, improvement of existing roads and installation of new roads could provide access to areas that were not previously accessible by roads. As a result, these new and improved roads could potentially be used by recreationists to gain unauthorized access to areas that are not designated or intended for certain recreational purposes, such as OHV use in restricted Forest (ANF) areas. In addition, some recreational resources may become temporarily inaccessible during construction and/or maintenance of the proposed transmission line, which could potentially result in unmanaged recreational uses, as recreationists seek alternative or comparable recreational resources to those which are made unavailable. Implementation of Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) would reduce Impact R-6 of Alternative 3 to a less-than-significant level (Class II).

3.15.7.2 Cumulative Effects Analysis

This section addresses potential cumulative effects that would occur as a result of implementation of Alternative 3 (West Lancaster Alternative). This alternative consists of a brief reroute of the proposed transmission line just north of Antelope Substation, which would add approximately 0.4 mile to the length of the route. The remainder of this alternative route (south of Antelope Substation) would be identical to that of the proposed Project and would, therefore, result in identical impacts as the proposed Project. The rerouted portion of the Alternative 3 route generally parallels the proposed Project route to the west. As a result, this alternative traverses the same or similar land uses as the portion of the proposed Project route it is proposed to replace, would require the same types of construction activities to build, and would result in the same operational capacity as the proposed Project. Based on the substantial similarity of Alternative 3 to the proposed Project, this alternative's contribution to cumulative impacts would be identical to that of the proposed Project.

Geographic Extent

Alternative 3 only differs from the proposed Project for a very small portion of the proposed route in the City of Lancaster, near Antelope Substation. This area is still encompassed by the geographic extent of the cumulative analysis defined for Alternative 2 in Section 3.15.2.2. Therefore, the geographic extent of the cumulative analysis for Alternative 3 is exactly the same as that for Alternative 2 and would include all of the North, Central, and South Regions.

Existing Cumulative Conditions

The existing cumulative conditions for Alternative 3 are exactly the same as for Alternative 2, as described in Section 3.15.6.2.

Reasonably Foreseeable Future Projects and Changes

Reasonably foreseeable future projects and changes to the cumulative scenario for Alternative 3 would be exactly the same as Alternative 2, described in Section 3.15.6.2.

Cumulative Impact Analysis

Impacts associated with Alternative 3 would be cumulatively considerable if they would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. The minor reroute of the proposed Project transmission line associated with Alternative 3 would not affect the proposed Project's contribution to cumulative impacts and therefore, cumulative impacts of Alternative 3 would be exactly the same as cumulative impacts for Alternative 2, as summarized in Table 3.15-32 (Cumulative Impacts for Wilderness and Recreation – Alternative 2) and described in detail in Section 3.15.6.2.

As with the proposed Project, each of the six wilderness and recreation impacts identified in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2) would be cumulatively considerable, in that each impact would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. Each of the six wilderness and recreation impacts under Alternative 3 (which are discussed in full detail in Section 3.15.6.1) would have an incremental effect on the cumulative scenario.

The following wilderness and recreation impacts of Alternative 3 would be cumulatively considerable but less than significant (Class III):

- **Impact R-2:** Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas; and
- **Impact R-5:** The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users.

Additionally, and as with the proposed Project, the following wilderness and recreation impacts of Alternative 3 would be cumulatively considerable and would combine with similar impacts of other projects to result in impacts that are expected to be significant and unavoidable (Class I):

- **Impact R-1:** Construction activities would restrict access to or disrupt activities within established recreational areas;
- **Impact R-3:** Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136);
- **Impact R-4:** The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT); and
- **Impact R-6:** The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities.

As the cumulative wilderness and recreation impacts of Alternative 3 would be the same as those of the proposed Project, please see Section 3.15.6.2 for a full description of these effects.

Mitigation to Reduce the Project's Contribution to Significant Cumulative Effects

Mitigation measures introduced for Alternative 3 in Section 3.15.7.1 (Direct and Indirect Effects Analysis) would help to reduce this alternative's incremental contribution to cumulative impacts. However, no additional mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level for recreational and wilderness resources.

3.15.8 Alternative 4: Chino Hills Route Alternatives

The following section describes the wilderness and recreation impacts of Alternative 4 (Chino Hills Route Alternatives), as determined by the significance criteria listed in Section 3.15.4.1 (Criteria for

Determining Impact Significance). Mitigation measures are introduced where necessary in order to reduce Project impacts to less-than-significant levels.

3.15.8.1 Direct and Indirect Effects Analysis

The significance criteria used to identify the wilderness and recreation impacts of Alternative 4 are introduced in Section 3.15.4.1 (Criteria for Determining Impact Significance). As described in Section 3.15.2.4 (Affected Environment: Alternative 4), this alternative would follow the same route as the proposed Project through the North and Central Regions, diverging from the proposed Project route along Segment 8A in the South Region, at S8A MP 19.2. Therefore, any impacts of the proposed Project that would occur between S8A MP 19.2 and 35.2 (16 miles) through Chino Hills, Chino, and Ontario would not occur under Alternative 4. In addition, impacts associated with Segments 8B and 8C of the proposed Project also would not occur under Alternative 4. Where the proposed route for Alternative 4 diverges from the proposed Project route at S8A MP 19.2, it would turn to the southeast, crossing through part of Orange County, San Bernardino County, and the CHSP. Therefore, Alternative 4 would introduce the potential to affect resources in these areas which would not be affected under the proposed Project.

This alternative includes four separate routing options: Route A, Route B, Route C, and Route D. For the purposes of this impact analysis, the routing options for Alternative 4 are discussed in comparison to each other throughout the following section. As described, the alignment of Alternative 4 would be the same as the proposed Project for all Project components north of S8A MP 19.2. As such, Tables 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), and 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region) reflect the resources that would be affected by impacts of Alternative 4 for all portions of the proposed route located north of S8A MP 19.2.

All wilderness and recreation impacts that would occur under the proposed Project would also occur under each of the Alternative 4 routing options. However, due to differences between the proposed Project route and each of the proposed Alternative 4 routing options, different recreational and/or wilderness resources would be avoided and/or affected under each routing option. Therefore, this section summarizes all impacts of Alternative 4, which are described in detail for the proposed Project in Section 3.15.6.1, and specifies which recreational resources and opportunities would be avoided and/or affected under each routing option. Table 3.15-33 (Resources that would be Avoided by the Alternative 4 Routing Options), below, lists the recreational resources and opportunities that would be introduced to Project impacts along the proposed Project route but would be avoided under each of the routing options for Alternative 4.

Project Component	Recreational Resource	Proximity of Resource to Alternative 2 (proposed Project) Alignment	Potentially Applicable Impacts
S8A MP 22.3 – 22.4	Western Hills Country Club	Eucalyptus Avenue runs parallel to ROW, 0.04 – 0.13 mile to the northeast	N/A
	Coral Ridge Park	Direct crossing; from this park, a bike-pedestrian pathway continues to the northeast, within the ROW	R-1, R-2
S8A MP 23.6 – 23.8	Crossroads Park	Direct crossing	R-1, R-2
S8A MP 23.8 – 24.5	Pedestrian and bike path	Pathway is located within the ROW	R-1, R-2
S8A MP 23.9	Oak Ridge Park	0.49 mile to the southeast	N/A
S8A MP 24.1	Morningside Park	0.38 mile to the southeast	N/A

Project Component	Recreational Resource	Proximity of Resource to Alternative 2 (proposed Project) Alignment	Potentially Applicable Impacts
S8A MP 24.5	Morningfield Park	0.05 mile to the south	N/A
S8A MP 25.4	Glenmeade Park	0.38 mile to the south	N/A
S8A MP 27.7 – 28.6	Ruben S. Ayala Park	Park runs along the south side of Edison Avenue and includes a pedestrian and bike path within the ROW along the northern boundary of the park.	R-1, R-2
S8A MP 29.3	Cypress Trails Park	0.28 mile to the north	N/A
S8A MP 35.0	Creekside Golf Course	0.47 mile to the north	N/A
Segment 8B MP 0.0 – 6.8			
<i>Same as S8A MP 28.3 – 35.2 (See above)</i>			
Segment 8C MP 0.0 – 6.4			
<i>Same as S8A MP 28.3 – 35.2 (See above)</i>			

In comparison with Table 3.15-33, which represents recreational resources that would experience wilderness and recreation impacts under the proposed Project but would be avoided (i.e. would not experience impacts) under Alternative 4, Tables 3.15-34 through 3.15-37 list recreational resources that would be introduced to potential Project impacts under each of the Alternative 4 routing options (but would not be affected under the proposed Project). As with the preceding Project tables, mileposts (MPs) are provided in Tables 3.15-34 through 3.15-37 to indicate the approximate location along the proposed route at which specific recreational resources would be in proximity. For the purposes of this Alternative 4 analysis, the MPs provided for each routing option are estimated as continuations of the Segment 8A MPs, beginning at S8A MP 19.2 of the proposed Project and continuing to the end of each routing option. MPs along each of the Alternative 4 routing options are indicated by their respective route designations of A, B, C, and D.

Table 3.15-34 (Impacts Applicable to Recreational Resources along Alternative 4, Route A), shows resources that could be affected by the Route A option.

Project Component	Recreational Resource	Proximity to Route A Alignment	Potentially Applicable Impact/s
S8A-A MP 19.2	Firestone Scout Reservation	0.19 mile to the southeast; Tonner Canyon is 0.95 mile to the southwest	N/A
S8A-A MP 23.2	North Ridge Trail (Fire Road)	Direct crossing	R-1, R-2
	Sycamore Trail (Fire Road)	0.25 mile to the southwest	N/A
S8A-A MP 23.9	McDermont Trail (Fire Road)	Direct crossing	R-1, R-2
S8A-A MP 24.1	Trail	Direct crossing	R-1, R-2
S8A-A MP 24.4	Trail (Fire Road)	Direct crossing	R-1, R-2
	Four Corners Rest Area	0.15 mile to the south	R-1
S8A-A MP 24.5	Raptor Ridge Trail	Direct crossing	R-1, R-2
S8A-A MP 24.5 – 25.5	South Ridge Trail	0.3 – 0.5 mile to the south	N/A
S8A-A MP 24.6 and 24.8	Hills For Everyone Trail (via Telegraph Canyon Trail)	Direct crossings	R-1, R-2
S8A-A MP 24.75	Telegraph Canyon Trail	0.05 mile to the southeast	R-1, R-2
S8A-A MP 25.0	Raptor Ridge Trail (Fire Road)	Direct Crossing	R-1, R-2
S8A-A MP 25.3	Fire Road Trail	Direct Crossing	R-1, R-2

Source: CHSPIA, 2007

Table 3.15-35 (Impacts Applicable to Recreational Resources along Alternative 4, Route B), shows resources that could be affected by the Route B option.

Project Component	Recreational Resource	Proximity to Route B Alignment	Potentially Applicable Impact/s
S8A-B MP 19.2	Firestone Scout Reservation	0.19 mile to the southeast; Tonner Canyon is 0.95 mile to the southwest	N/A
S8A-B MP 23.2	North Ridge Trail (Fire Road)	Direct crossing	R-1, R-2
	Sycamore Trail (Fire Road)	0.25 mile to the southwest	N/A
S8A-B MP 23.9	McDermont Trail (Fire Road)	Direct crossing	R-1, R-2
S8A-B MP 24.1	Trail	Direct crossing	R-1, R-2
S8A-B MP 24.4	Trail (Fire Road)	Direct crossing	R-1, R-2
	Four Corners Rest Area	0.15 mile to the south	R-1
S8A-B MP 24.5	Raptor Ridge Trail	Direct crossing	R-1, R-2
S8A-B MP 24.5 – 25.5	South Ridge Trail	0.3 – 0.5 mile to the south	N/A
S8A-B MP 24.6 and 24.8	Hills For Everyone Trail (via Telegraph Canyon Trail)	Direct crossings	R-1, R-2
S8A-B MP 24.75	Telegraph Canyon Trail	0.05 mile to the southeast	R-1
S8A-B MP 25.0	Raptor Ridge Trail (Fire Road)	Direct Crossing	R-1, R-2
S8A-B MP 25.3	Fire Road Trail	Direct Crossing	R-1, R-2
S8A-B MP 26.2	Upper Aliso Canyon Trail (Fire Road)	Direct Crossing	R-1, R-2
S8A-B MP 26.8	Bane Canyon Road	Direct crossing	R-1, R-2
S8A-B MP 27.3	East Fence Line Trail	Direct crossing	R-1, R-2

Source: CHSPIA, 2007; * Affected Environment for S8A MP 19.2 – 25.5 of Route B is identical to Route A.

Table 3.15-36 (Impacts Applicable to Recreational Resources along Alternative 4, Route C), shows resources that could be affected by construction of the transmission line proposed under the Route C option.

Project Component	Recreational Resource	Proximity to Route C Alignment	Potentially Applicable Impacts
S8A-C MP 19.2	Firestone Scout Reservation	0.19 mile to the southeast; Tonner Canyon is 0.95 mile to the southwest	N/A
S8A-C MP 23.2 – 24.0	North Ridge Trail (Fire Road)	Adjacent to the south (trail is within CHSP)	R-1, R-2
S8A-C MP 24.1	McDermont Trail	0.2 mile to the south (trail is within CHSP)	N/A
S8A-C MP 24.9 – 25.9	Raptor Ridge Hiking Trail and Fire Road Trail	0.3 mile to the south	N/A
S8I-C MP 25.9	Aliso Canyon Trail	Direct Crossing	R-1, R-2

Source: CHSPIA, 2007

As described in Section 3.15.2.4 (Alternative 4: Chino Hills Route Alternatives), the Route C option includes removal of existing transmission lines within the CHSP, in addition to construction of the transmission line reflected above in Table 3.15-36. The transmission lines that would be removed under Route C currently traverse multi-use trails within the CHSP, which would subsequently be affected during removal activities. Recreational resources that would be directly crossed during these removal activities include the following seven trails: North Ridge Trail, McDermont Trail, Raptor Ridge Hiking Trail, Raptor Ridge Fire Road Trail, Hills for Everyone Trail, Telegraph Canyon Trail, and South Ridge Trail.

Impact R-1 (Construction activities would restrict access to or disrupt activities within established recreational areas), which is described in full detail in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2), would apply to each of the seven multi-use trails listed above. Although the North Ridge Trail is also listed in Table 3.15-36 as being affected by the installation of new transmission lines for Route C of Alternative 4, Impact R-1 would occur for each trail crossing, due to the site-specific nature of this impact (which is described in full detail in Section 3.15.6.1). Transmission line removal

activities would only take place during the Project construction process and therefore, the seven trails that would be affected by transmission line removal would not experience Project impacts related to operation.

Table 3.15-37 (Impacts Applicable to Recreational Resources along Alternative 4, Route D), shows resources that could be affected by the Route D option.

Project Component	Recreational Resource	Proximity to Route D Alignment	Potentially Applicable Impact/s
S8A-D MP 19.2	Firestone Scout Reservation	0.19 mile to the southeast; Tonner Canyon is 0.95 mile to the southwest	N/A
S8A-D MP 23.2 – 24.0	North Ridge Trail (Fire Road); CHSP	Adjacent to the south (trail is within CHSP)	R-1, R-2
S8A-D MP 24.1	McDermont Trail	0.2 mile to the south (trail is within CHSP)	N/A
S8A-D MP 24.7	Raptor Ridge Hiking Trail and Fire Road Trail	0.2 mile to the southeast from new switching station (trail is within CHSP)	N/A
	Hills For Everyone Trail	0.4 mile to the south (trail is within CHSP)	N/A
S8A-D MP 27.0 – 27.3	Hiking Trail	0.1 – 0.2 mile to the south	N/A
S8A-D MP 27.1	Fire Road Trail	Direct crossing	R-1, R-2
S8A-D MP 27.3	Bane Canyon Park Entrance	0.1 mile to the north	N/A
S8A-D MP 27.4	Bane Canyon Road	Direct crossing	R-1, R-2
	Band Canyon Trail (Fire Road)	Direct crossing	R-1, R-2
S8A-D MP 28.2	East Fence Line Trail	Direct crossing	R-1, R-2

Source: CHSPIA, 2007

* Affected Environment for S8A MP 19.2 – 24.7 of Route D is identical to Route C.

All wilderness and recreation impacts that would occur under the routing options for Alternative 4 (including but not limited to the impacts listed in Tables 3.15-34 through 3.15-37) are presented in the discussion below according to corresponding significance criteria.

Directly or indirectly disrupt or preclude activities in established federal, State, or local recreation areas or wilderness areas (Criterion REC1)

As described in the introduction for this analysis of Alternative 4, impacts associated with Criterion REC1 would be the same for Alternative 4 as for the proposed Project. However, the four different routing options included under Alternative 4 would avoid some recreational resources along the proposed Project alignment and would introduce other resources associated with each of the four routing options. These resources and the associated impacts and mitigation measures that fall under Criterion REC1 are summarized below.

Impact R-1 (Construction activities would restrict access to or disrupt activities within established recreational areas) would be the same under Alternative 4 as it would for the proposed Project (please see Section 3.15.6.1), with the exception of the four routing options which are described below. As described in Section 3.15.6.1, Impact R-1 would occur in recreational areas which would experience a “direct crossing” by the proposed Project because these areas would require temporary closure during construction activities and therefore, such areas would be temporarily restricted from use. In addition, recreational resources or opportunities may also be restricted from use if access roads or trails to such areas are blocked or restricted during construction activities. As with the proposed Project, Impact R-1 of Alternative 4 would affect recreational hunters in Zone D-11; the four routing options under Alternative 4 are not located within Zone D-11, but no other recreational hunting areas or seasons would be affected. Hunting is not permitted in the Chino Hills State Park.

Access Roads. As with the proposed Project and other alternatives (with the exception of Alternative 6), construction of Alternative 4 would include the use of Forest Road 2N25.1 (West Fork Bike Path) for construction access. Use of this road would introduce Impact R-1 to recreational biking and fishing opportunities in the area, particularly for persons with disabilities who use the platforms and ramps along the West Fork Bike Path for access to the river. Glenn Camp, which is located along the West Fork Bike Path approximately 3.75 miles east of Segment 6 MP 19.5, would also be affected by Impact R-1 due to increased traffic and noise near the camp. Similarly, the Pasadena Bait Club Cabin would also be subject to elevated noise and traffic conditions along Forest Road 2N25.1 (West Fork Bike Path) during the construction period.

In addition, construction, operation, and maintenance of Alternative 4 (Routes A – D) would require installation and/or improvement of access road(s) located within and/or adjacent to the CHSP, in order to provide access to the switching station included under this alternative, as described in detail in Section 2 (Description of Alternatives). These access roads are described below, with regards to how they would affect wilderness and recreational resources or opportunities by causing or contributing to the occurrence of Impact R-1. Impact R-1 for Alternative 4 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

Route A. The following resources that would have the potential to be affected by Impact R-1 under the proposed Project would not be affected under the Route A option: Coral Ridge Park, Crossroads Park, one unnamed pedestrian and bike path in the City of Chino Hills (path connects Crossroads Park with Morningfield Park), Morningfield Park, and Ruben S. Ayala Park. As shown in Table 3.15-34, Route A would also introduce the potential for Impact R-1 to affect the following resources within the CHSP that would not be affected by the proposed Project: North Ridge Trail/Fire Road, McDermott Trail/Fire Road, two unnamed trails/Fire Roads, Raptor Ridge Trail, Hills For Everyone Trail, Telegraph Canyon Trail, and Fire Road Trail. In addition, the construction of Route A would require use of Bane Canyon Road and Telegraph Canyon Trail for access to the switching station, which would additionally introduce Impact R-1 to these resources in the CHSP. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-1 of Alternative 4, Route A, would be less than significant (Class II).

Route B. Route B would avoid the same recreational resources associated with the proposed Project as would Route A. However, due to its different alignment through the CHSP, Route B would introduce the potential for Impact R-1 to affect different resources than Route A, which would include the following (as presented in Table 3.15-35): North Ridge Trail/Fire Road, McDermott Trail/Fire Road, two unnamed trails/Fire Roads, Raptor Ridge Trail, Hills For Everyone Trail, Telegraph Canyon Trail, Fire Road Trail, Upper Aliso Canyon Trail/Fire Road, Bane Ridge Hiking Trail, Fire Road Trail, Bane Canyon Road, and East Fence Line Trail. In addition, the construction of Route B would require use of a short road segment from Butterfield Ranch Road to access the switching station for this route. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-1 of Alternative 4, Route B, would be less than significant (Class II).

Route C. Route C would also avoid the same recreational resources associated with the proposed Project as would Route A. Route C would introduce the potential for Impact R-1 to affect seven recreational trails within the CHSP, one of which (the North Ridge Trail/Fire Road) runs along the northern border of the park and would be adjacent to the south of a portion of the Route C alignment. As discussed above, construction and/or improvement of access roads would be required for implementation of the Alternative 4 routing options. Under Route C of Alternative 4, three routing options are proposed for access to the switching yard for this alternative. The first option would provide access through the Aerojet property to the north of the switching station; the second option would utilize Bane Canyon Road, Telegraph Canyon Trail, and a new road through the adjacent Aerojet property; and the third option would provide access via Bane Road and South Ridge Trail. Use of roads and trails in the CHSP would additionally introduce Impact R-1 to recreational users and resources within the CHSP. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-1 of Alternative 4, Route C, would be less than significant (Class II).

Route D. Route D would avoid the same recreational resources associated with the proposed Project as would Route A. However, due to its different alignment, Route D would introduce the potential for Impact R-1 to affect different resources than Route A, which would include the following (as presented in Table 3.15-37): North Ridge Trail/Fire Road, Fire Road Trail, Bane Canyon Road, Bane Canyon Trail/Fire Road, and East Fence Line Trail. Access roads that would be required for Route D are the same as would be required for Route B, as described above, and they would therefore introduce the same potential for Impact R-1 to affect recreational resources and opportunities in the CHSP. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-1 of Alternative 4, Route D, would be less than significant (Class II).

Impact R-2 (Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas) would be the same under Alternative 4 as it would for the proposed Project (please see Section 3.15.6.1), with the exception of the four routing options which are described below. As described in Section 3.15.6.1, Impact R-2 would occur if operation and maintenance activities result in recreational resources or opportunities being made unavailable, particularly as a result of road and/or trail closures that are applied to provide access for vehicles and/or equipment to Project infrastructure. Impact R-2 would also occur if operation and maintenance activities disrupt activities within existing recreational resources or areas. Impact R-2 for Alternative 4 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes); and
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)).

As described for Impact R-1, Mitigation Measure R-1c is similar to Applicant-Proposed Measures (APMs) REC-1 (Temporary Closures) and REC-2 (Closure Notices) and would reinforce these APMs by requiring specific procedures such as maintaining public notices and submitting coordination documentation to the CPUC and the Forest Service. The implementation of these mitigation measures would reduce Impact R-2 for Alternative 4 to a less-than-significant level (Class II).

Route A. The following resources that would have the potential to be affected by Impact R-2 under the proposed Project would not be affected under the Route A option: Coral Ridge Park, Crossroads Park, one unnamed pedestrian and bike path in the City of Chino Hills, Morningfield Park, and Ruben S. Ayala Park. However, as shown in Table 3.15-34, Route A would introduce the potential for Impact R-2 to affect the following resources within the CHSP that would not be affected by the proposed Project: North Ridge Trail/Fire Road, McDermott Trail/Fire Road, two unnamed trails/Fire Roads, Raptor Ridge Trail, Hills For Everyone Trail, Telegraph Canyon Trail, and Fire Road Trail. The switching station access roads described above under Impact R-1 would also introduce the potential for Impact R-2 to occur as a result of noise and visual effects associated with use of the access roads by operation and maintenance vehicles, as such use would contribute to the degradation of the backcountry experience for recreationists within the CHSP. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-2 of Alternative 4, Route A, would be less than significant (Class II).

Route B. Route B would avoid the same recreational resources associated with the proposed Project as would Route A. However, due to its different alignment through the CHSP, Route B would introduce the potential for Impact R-2 to affect different resources than Route A, which would include the following (as presented in Table 3.15-35): North Ridge Trail/Fire Road, McDermott Trail/Fire Road, two unnamed trails/Fire Roads, Raptor Ridge Trail, Hills For Everyone Trail, Telegraph Canyon Trail, Fire Road Trail, Upper Aliso Canyon Trail/Fire Road, Bane Ridge Hiking Trail, Fire Road Trail, Bane Canyon Road, and East Fence Line Trail. Use of switching station access roads by operation and maintenance vehicles within and adjacent to the CHSP described above for Route A would have the same potential to introduce Impact R-2 to recreationists within the CHSP under Route B. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-2 of Alternative 4, Route B, would be less than significant (Class II).

Route C. Route C would also avoid the same recreational resources associated with the proposed Project as would Route A. Route C would also introduce the potential for Impact R-2 to affect two recreational trails within the CHSP, as shown in Table 3.15-36 (Impacts Applicable to Recreational Resources Along Alternative 4, Route C): the North Ridge Trail/Fire Road, which runs along the northern border of the park and would be adjacent to the south of the Route C alignment, and the Aliso Canyon Trail, which would be traversed by the Route C alignment shortly before its terminus. Use of the switching station access roads described under Route C for Impact R-1 would have a similar potential to introduce Impact R-2 under Route C, as noise and visual effects associated with use of the access roads by operation and maintenance vehicles would contribute to the degradation of the backcountry experience for recreationists within the CHSP. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-2 of Alternative 4, Route C, would be less than significant (Class II).

Route D. Route D would avoid the same recreational resources associated with the proposed Project as would Route A. However, due to its different alignment, Route D would introduce the potential for Impact R-2 to affect different resources than Route A, which would include the following (as presented in Table 3.15-37): North Ridge Trail/Fire Road, Fire Road Trail, Bane Canyon Road, Bane Canyon Trail/Fire Road, and East Fence Line Trail. Use of switching station access roads by operation and maintenance vehicles within and adjacent to the CHSP described above for Route A would have the same potential to introduce Impact R-2 to recreationists within the CHSP under

Route C. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-2 of Alternative 4, Route D, would be less than significant (Class II).

No further impacts would be introduced by Alternative 4 under Criterion REC1. As mentioned, please see Section 3.15.6.1 for a detailed description of the impacts and mitigation measures listed above, including specific recreational or wilderness resources that could potentially be affected.

Substantially contribute to the long-term loss or degradation of the factors that contribute to the value of federal, State, local, or private recreational facilities or wilderness areas (Criterion REC2)

Wilderness and Recreation impacts associated with Criterion REC2 for Alternative 4 would be the same as impacts associated with this criterion for the proposed Project. However, as previously described, each of the four routing options included under Alternative 4 would avoid some recreational resources along the proposed Project alignment and would introduce other resources associated with each of the four routing options. These resources and the associated impacts and mitigation measures that fall under Criterion REC2 are summarized below.

Impact R-3 (Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136)) would be exactly the same for Alternative 4, including each of the four routing options included under Alternative 4, as it would for the proposed Project. Although Alternative 4 includes four different routing options that diverge from the proposed Project route in the South Region, no changes to the transmission line route would occur in the vicinity of the San Gabriel WA and no other WAs would be situated within one-half mile of the proposed routing options for Alternative 4. Construction, operation, and maintenance of Alternative 4 (including each of the four routing options, as described below) would cause or contribute to degradation of the “solitude and unconfined recreation” characteristic of the San Gabriel WA.

Route A. This impact would be exactly the same for Alternative 4, Route A, as it would for the proposed Project (please see Section 3.15.6.1). However, as described in Section 3.15.6.1, Impact R-3 would affect sparse recreationists in the remote southwestern portion of the WA. Impact R-3 for Route A of Alternative 4 would be less than significant with no mitigation required (Class III).

Route B. The Route B option would be exactly the same as Route A with regards to Impact R-3. Impact R-3 for Route B of Alternative 4 would be less than significant with no mitigation required (Class III).

Route C. The Route C option would be exactly the same as Route A with regards to Impact R-4. Impact R-3 for Route C of Alternative 4 would be less than significant with no mitigation required (Class III).

Route D. The Route D option would be exactly the same as Route A with regards to Impact R-4. Impact R-3 for Route D of Alternative 4 would be less than significant with no mitigation required (Class III).

Impact R-4 (The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT)) would be exactly the same for Alternative 4 as it would for the proposed Project. None of the four routing options under Alternative 4 would be situated near the PCT. Under all four routing options, Alternative 4 would traverse the PCT in the following three locations: Segment 4 MP 2.7 (North

Region), Segment 11 MP 7.6 (Central Region), and Segment 6 MP 7.3 (Central Region). The location and nature of each of these three crossings of the PCT would be exactly the same under Alternative 4 (including all four routing options) as they would under the proposed Project. As described in Section 3.15.6.1, this impact addresses the potential loss or degradation to physical aspects of the PCT as well as the potential loss or degradation of the pristine backcountry experience that recreationists using the PCT expect to have. Implementation of the following mitigation measures is recommended for Impact R-4:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

Route A. This impact would be exactly the same for Alternative 4, Route A, as it would for the proposed Project (please see Section 3.15.6.1). With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-4 of Alternative 4, Route A, would be less than significant (Class II).

Route B. The Route B option would be exactly the same as Route A with regards to Impact R-4. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-4 of Alternative 4, Route B, would be less than significant (Class II).

Route C. The Route C option would be exactly the same as Route A with regards to Impact R-4. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-4 of Alternative 4, Route C, would be less than significant (Class II).

Route D. The Route D option would be exactly the same as Route A with regards to Impact R-4. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-4 of Alternative 4, Route D, would be less than significant (Class II).

Impact R-5 (The Project would contribute to degradation of designated Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users) would be the same under Alternative 4 as it would for the proposed Project (please see Section 3.15.6.1). None of the four routing options introduced under Alternative 4 would avoid or introduce an OHV route or Open Riding Area in a way that would differ from this impact under the proposed Project. As described in Section 3.15.6.1, this impact could occur if Project activities would require that OHV roads or trails be repeatedly and frequently closed due to maintenance activities, or permanently closed or altered due to operational activities. Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) would be required for Impact R-5 of Alternative 4 (inclusive of all four routing options).

Route A. This impact would be exactly the same for Alternative 4, Route A, as it would for the proposed Project (please see Section 3.15.6.1). With implementation of the mitigation measures listed above, Impact R-5 of Alternative 4, Route A, would be less than significant (Class II).

Route B. The Route B option would be exactly the same as Route A with regards to Impact R-5. With implementation of the mitigation measures listed above, Impact R-5 of Alternative 4, Route B, would be less than significant (Class II).

Route C. The Route C option would be exactly the same as Route A with regards to Impact R-5. With implementation of the mitigation measures listed above, Impact R-5 of Alternative 4, Route C, would be less than significant (Class II).

Route D. The Route D option would be exactly the same as Route A with regards to Impact R-5. With implementation of the mitigation measures listed above, Impact R-5 of Alternative 4, Route D, would be less than significant (Class II).

Impact R-6 (The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities) would be the same under Alternative 4 as it would for the proposed Project (please see Section 3.15.6.1), with the exception of the four routing options which are described below. As described in Section 3.15.6.1, Impact R-6 would occur if Project activities result in unauthorized or unmanaged recreational uses. For instance, improvement of existing roads and installation of new roads could provide access to areas that were not previously accessible by roads. As a result, these new and improved roads could potentially be used by recreationists to gain unauthorized access to areas that are not designated or intended for certain recreational purposes, such as OHV use in restricted Forest (ANF) or Park (CHSP) areas. In addition, some recreational resources may become temporarily inaccessible or precluded from use during construction and/or maintenance of the proposed transmission line, which could potentially result in unmanaged recreational uses, as recreationists seek alternative or comparable recreational resources to those which are made unavailable. Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) would be required for Impact R-6 under Alternative 4.

Route A. This impact would be the same for Alternative 4, Route A, as it would for the proposed Project (please see Section 3.15.6.1), with the exception that it would have the potential to affect the CHSP in addition to the ANF (as discussed in Section 3.15.6.1). It is reasonably assumed that some roadway improvements within the CHSP and along the northern border of the CHSP would be required in order to accommodate large vehicles and equipment that would be required during construction of Route A. Within the CHSP, the use of all vehicles, including Off-Highway Vehicles (OHVs) is restricted to the main roadways and is not permitted in backcountry areas. In addition, camping within the CHSP is restricted to developed sites only; backcountry camping and trail camping are not permitted (CA State Parks, 2008). As described above, any roadway improvements would have the potential to increase access within the park. Recreationists who are interested in OHV use or backcountry camping could potentially see roadway improvements as an opportunity to access areas of the park that would otherwise be difficult to access and to participate in unauthorized recreational activities using the improved roadways as primary access. The potential occurrence of this impact within the CHSP would be the same as in the ANF, which is described in Section 3.15.6.1. With implementation of the mitigation measure listed above and described in detail in Section 3.15.6.1, Impact R-6 of Alternative 4, Route A, would be less than significant (Class II).

Route B. The Route B option would be exactly the same as Route A with regards to Impact R-6. With implementation of the mitigation measure listed above and described in detail in Section 3.15.6.1, Impact R-6 of Alternative 4, Route B, would be less than significant (Class II).

Route C. The Route C option would be exactly the same as Route A with regards to Impact R-6. With implementation of the mitigation measure listed above and described in detail in Section 3.15.6.1, Impact R-6 of Alternative 4, Route C, would be less than significant (Class II).

Route D. The Route D option would be exactly the same as Route A with regards to Impact R-6. With implementation of the mitigation measure listed above and described in detail in Section 3.15.6.1, Impact R-6 of Alternative 4, Route D, would be less than significant (Class II).

3.15.8.2 Cumulative Effects Analysis

This section addresses potential cumulative effects that would occur as a result of implementation of Alternative 4 (Chino Hills Route Alternatives). This alternative consists of four different routing options which would diverge from the proposed Project route in the City of Chino Hills. The route for Alternative 4 would be exactly the same as that of the proposed Project for all segments except Segment 8A, where the Alternative 4 routing options (Routes A through D) would diverge from the proposed Project alignment at S8A MP 19.2. Furthermore, Alternative 4 would require the same types of construction activities to build, and would result in the same operational capacity as the proposed Project. Based on the substantial similarity of Alternative 4 to the proposed Project, this alternative's contribution to cumulative impacts would be similar or identical to that of the proposed Project. However, when compared to the proposed Project, each alternative's contribution to certain cumulative impacts may be incrementally increased or decreased as a result of the rerouted portion of the alternative. With regards to Alternative 4, any incremental increase or decrease in the Project's contribution to the cumulative scenario would result from the location of the alternative alignments associated with Routes A, B, C, and D.

Geographic Extent

The geographic extent of the cumulative effects analysis for Alternative 4 is the same as the extent of the regional setting for Alternative 4, as presented in Section 3.15.2.4. As such, this cumulative effects analysis is presented according to three separate geographic regions: the North Region, which includes parts of southern Kern County and northern Los Angeles County; the Central Region, which encompasses the ANF, and the South Region, which begins at the southern border of the ANF and includes lands within southern Los Angeles County, western San Bernardino County, and Chino Hills State Park.

Existing Cumulative Conditions

The existing cumulative conditions for Alternative 4 are exactly the same as for Alternative 2, as described in Section 3.15.6.2.

Reasonably Foreseeable Future Projects and Changes

Reasonably foreseeable future projects and changes to the cumulative scenario for Alternative 4 would be exactly the same as Alternative 2, described in Section 3.15.6.2.

Cumulative Impact Analysis

Impacts associated with Alternative 4 would be cumulatively considerable if they would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. The proposed reroute options of Alternative 4 would have the potential to incrementally increase or decrease the proposed Project's contribution to cumulative impacts because they would have the potential to affect recreational resources that would not be affected by the proposed Project, and they would likewise avoid effects to some recreational resources that would be impacted by the proposed Project. The analysis of the Alternative 4 routing options provided in Section 3.15.8.1 indicates that although there would be some location-specific differences between the proposed Project and Alternative 4, such location-specific differences are limited to a portion of the South Region and across the entirety of the proposed routes (including the proposed Project). Additionally, the nature of impacts that would occur are the same between the proposed Project and Alternative 4. As such, Alternative 4's contribution to cumulative impacts would be the same as the proposed Project's contribution, as summarized below. Please see

Section 3.15.6.2 (Cumulative Impact Analysis: Alternative 2) for a detailed discussion of these cumulative Project impacts.

The following wilderness and recreation impacts of Alternative 4 (inclusive of all four routing options) would be cumulatively considerable but less than significant (Class III):

- **Impact R-2:** Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas; and
- **Impact R-5:** The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users.

Additionally, and as consistent with the proposed Project, the following wilderness and recreation impacts of Alternative 4 (inclusive of all four routing options) would be cumulatively considerable and would combine with similar impacts of other projects to result in impacts that are expected to be significant and unavoidable (Class I):

- **Impact R-1:** Construction activities would restrict access to or disrupt activities within established recreational areas;
- **Impact R-3:** Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136);
- **Impact R-4:** The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT); and
- **Impact R-6:** The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities.

As the cumulative wilderness and recreation impacts of Alternative 4 would be the same as those of the proposed Project, please see Section 3.15.6.2 for a full description of these effects.

Mitigation to Reduce the Project's Contribution to Significant Cumulative Effects

Mitigation measures introduced for Alternative 4 in Section 3.15.8.1 (Direct and Indirect Effects Analysis: Alternative 4) would help to reduce this alternative's incremental contribution to cumulative impacts. However, no additional mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level for recreational and wilderness resources.

3.15.9 Alternative 5: Partial Underground Alternative

The following section describes the wilderness and recreation impacts of Alternative 5 (Partial Underground Alternative), as determined by the significance criteria listed in Section 3.15.4.1 (Criteria for Determining Impact Significance). Mitigation measures are introduced where necessary in order to reduce significant impacts to less-than-significant levels.

This alternative would follow the same route as the proposed Project through the North and Central Regions. In the South Region, Alternative 5 would place 3.5 miles of Segment 8A underground beneath the same corridor as the proposed Project, from S8A MP 21.9 to MP 25.4. Under this alternative, the existing 220-kV T/L along Segment 8A would be left in place from MP 21.9 to MP 25.4.

3.15.9.1 Direct and Indirect Effects Analysis

The significance criteria used to identify impacts to wilderness and recreation resources are introduced in Section 3.15.4.1 (Criteria for Determining Impact Significance). All wilderness and recreation impacts that would occur under the proposed Project would also occur under Alternative 5, although a 3.5-mile

segment of this Alternative would be installed underground. Table 3.15-38 (Wilderness and Recreation Impacts Applicable to Resources along the Underground Portion of Alternative 5), below, lists the recreational resources situated along the portion of Alternative 5 that would be installed underground, as well as the wilderness and recreation impacts that would be applicable to each identified resource.

Project Component	Recreational Resource	Proximity of Resource to Project Component	Potentially Applicable Impacts
S8A MP 22.4 – 22.4	Western Hills Country Club	Eucalyptus Avenue runs parallel to ROW, 0.04 – 0.13 mile to the northeast	N/A
	Coral Ridge Park	Direct crossing; from this park, a bike-pedestrian pathway continues to the northeast, within the ROW	R-1, R-2
S8A MP 23.6 – 23.8	Crossroads Park	Direct crossing	R-1, R-2
S8A MP 23.8 – 24.5	Pedestrian and bike path	Pathway is located within the ROW	R-1, R-2
S8A MP 23.9	Oak Ridge Park	0.49 mile to the southeast	N/A
S8A MP 24.1	Morningside Park	0.38 mile to the southeast	N/A
S8A MP 24.5	Morningfield Park	0.05 mile to the south	N/A
S8A MP 25.4	Glenmeade Park	0.38 mile to the south	N/A

As mentioned above, the route for Alternative 5 would follow the same route as the proposed Project and as such, all recreational resources and applicable impacts are listed in the proposed Project tables, as follows: 3.15-26 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), 3.15-28 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), and 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the South Region).

Although this alternative would place a portion of the transmission line underground in the South Region, no new recreational or wilderness resources would be introduced as a result of the underground segment, and no resources identified as being affected under the proposed Project would be avoided (as described in Section 3.15.6.1, Direct and Indirect Effects Analysis: Alternative 2). Additionally, features of the underground segment, including access shafts and aboveground infrastructure, would not introduce any new impacts to recreational resources included under Alternative 5. Under Alternative 5, the transmission line would transition to underground at approximately S8A MP 21.9, and would transition back to overhead at approximately S8A MP 25.4. Table 3.15-38, above, indicates that the Alternative 5 alignment would not traverse or run adjacent to any recreational resource at either terminus; the nearest resource to an underground/overhead transition station is Glenmeade Park, located approximately 0.38 mile to the south of the eastern transition station at S8A MP 25.4. Therefore, facilities and infrastructure associated with transitioning the line between its overhead and underground alignments would not affect existing recreational resources identified within one-half mile of Alternative 5.

Wilderness and recreation impacts associated with Alternative 5 are presented below under the applicable significance criteria, and described in full detail in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2).

Directly or indirectly disrupt or preclude activities within established federal, State, or local recreation areas or wilderness areas (Criterion REC1)

Impacts associated with Criterion REC1 for Alternative 5 would be the same as impacts associated with this criterion for the proposed Project (please see Section 3.15.6.1 for a detailed description).

Impact R-1 (Construction activities would restrict access to or disrupt activities within established recreational areas) would be the same under Alternative 5 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, Impact R-1 would occur in recreational areas which would experience a “direct crossing” by the proposed Project because these areas would require temporary closure during construction activities and therefore, such areas would be temporarily restricted from use. As with the proposed Project, recreational hunting permitted in Zone D-11 would be affected by Impact R-1 as a result of construction noise, traffic, and particularly road closures that would potentially restrict hunters from accessing certain areas of the ANF. The underground portion of Alternative 5 would not affect hunting seasons or activities outside of Zone D-11. In addition, the use of Forest Road 2N25.1 (West Fork Bike Path) for construction access would introduce Impact R-1 to recreational biking and fishing opportunities in the area, particularly for persons with disabilities who use the platforms and ramps along the West Fork Bike Path for access to the river. Glenn Camp, which is located along the West Fork Bike Path approximately 3.75 miles east of Segment 6 MP 19.5, would also be affected by Impact R-1 due to increased traffic and noise near the camp. Similarly, the Pasadena Bait Club Cabin would also be subject to elevated noise and traffic conditions along Forest Road 2N25.1 (West Fork Bike Path) during the construction period. For recreational resources located along the underground portion of Alternative 5, as listed in Table 3.15-38 (Wilderness and Recreation Impacts Applicable to Resources along the Underground Portion of Alternative 5), the same impacts introduced under the proposed Project would have the potential to occur for Alternative 5. Impact R-1 for Alternative 5 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-1 of Alternative 5 would be less than significant (Class II).

Impact R-2 (Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas) would be the same under Alternative 5 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, Impact R-2 would occur if operation and maintenance activities result in recreational resources or opportunities being made unavailable, particularly as a result of road and/or trail closures that are applied to provide access for vehicles and/or equipment to Project infrastructure. Impact R-2 would also occur if operation and maintenance activities disrupt activities within existing recreational resources or areas. For the portion of Alternative 5 that would be situated underground, maintenance activities would occur in the underground shaft, with access provided via the access shafts located at either end of the underground segment. Impact R-2 for Alternative 5 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes); and
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)).

As described for Impact R-1, Mitigation Measure R-1c is similar to Applicant-Proposed Measures (APMs) REC-1 (Temporary Closures) and REC-2 (Closure Notices) and would reinforce these APMs by requiring specific procedures such as maintaining public notices and submitting coordination documentation to the CPUC and the Forest Service. The implementation of these mitigation measures would reduce Impact R-2 for Alternative 5 to a less-than-significant level (Class II).

No further impacts would be introduced by Alternative 5 under Criterion REC1. As mentioned, please see Section 3.15.6.1 for a detailed description of the impacts and mitigation measures listed above, including specific recreational or wilderness resources that could potentially be affected.

Substantially contribute to the long-term loss or degradation of the factors that contribute to the value of federal, State, local, or private recreational facilities or wilderness areas (Criterion REC2)

Impacts associated with Criterion REC2 for Alternative 5 would be the same as impacts associated with this criterion for the proposed Project. As described above, although this alternative would place a portion of the transmission line underground, no new resources would be affected and no resources identified under the proposed Project would be removed from an identified impact. Therefore, impacts of Alternative 5 that would apply to recreational resources under Alternative 5 are the same as the proposed Project and as such, Tables 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), and 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region) reflect the resources that could potentially be affected by impacts of this alternative.

Impact R-3 (Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136)) would be exactly the same for Alternative 5 as it would for the proposed Project; no changes to the transmission line alignment or infrastructure would occur in the vicinity of the San Gabriel WA and no other WAs would be situated within one-half mile of the proposed route for Alternative 5. Construction, operation, and maintenance of Alternative 5 would cause or contribute to degradation of the “solitude and unconfined recreation” characteristic of the San Gabriel WA. However, as described in Section 3.15.6.1, Impact R-3 would affect sparse recreationists in the remote southwestern portion of the WA. Impact R-3 for Alternative 5 would be less than significant with no mitigation required (Class III).

Impact R-4 (The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT)) would be exactly the same for Alternative 5 as it would for the proposed Project. Accordingly, Alternative 5 would traverse the PCT in the following three locations: Segment 4 MP 2.7 (North Region), Segment 11 MP 7.6 (Central Region), and Segment 6 MP 7.3 (Central Region). As described in Section 3.15.6.1, this impact addresses the potential loss or degradation to physical aspects of the PCT as well as the potential loss or degradation of the pristine backcountry experience that recreationists using the PCT expect to have. Impact R-4 for Alternative 5 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-4 of Alternative 5 would be less than significant (Class II).

Impact R-5 (The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas or would result in a loss of recreational opportunity for OHV users) would be the same under Alternative 5 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, this impact could occur if Project activities would require that OHV roads or trails be repeatedly and frequently closed due to maintenance activities, or permanently closed or altered due to operational activities. As with the proposed Project, no Open Riding Areas would be situated in the Project Study Area for Alternative 5. Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) would be required for Impact R-5 of Alternative 5. With implementation of this mitigation measure, Impact R-5 of Alternative 5 would be less than significant (Class II).

Impact R-6 (The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities) would be the same under Alternative 5 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, Impact R-6 would occur if Project activities result in unauthorized or unmanaged recreational activities. For instance, improvement of existing roads and installation of new roads could provide access to areas that were not previously accessible by roads. As a result, these new and improved roads could potentially be used by recreationists to gain unauthorized access to areas that are not designated or intended for certain recreational purposes, such as OHV use in restricted Forest (ANF) areas. In addition, some recreational resources may become temporarily inaccessible during construction and/or maintenance of the proposed transmission line, which could potentially result in unmanaged recreational uses, as recreationists seek alternative or comparable recreational resources to those which are made unavailable. Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) would be required for Impact R-6 under Alternative 5. With implementation of this mitigation measure, Impact R-6 of Alternative 5 would be less than significant (Class II).

3.15.9.2 Cumulative Effects Analysis

This section addresses potential cumulative effects that would occur as a result of implementation of Alternative 5 (Partial Underground Alternative). Under this alternative, 3.5 miles of the proposed transmission line would be installed underground. All other portions of this alternative would be identical to the proposed Project and would result in identical wilderness and recreation impacts as the proposed Project; therefore, the contribution of Alternative 5 to cumulative impacts would be identical to that of the proposed Project.

Geographic Extent

Although a portion of the transmission line for Alternative 5 would be installed underground, the Alternative 5 alignment would be exactly the same as the proposed Project alignment. Therefore, the geographic extent of the cumulative analysis for Alternative 5 is exactly the same as that for Alternative 2 and would include all of the North, Central, and South Regions.

Existing Cumulative Conditions

The existing cumulative conditions for Alternative 5 are exactly the same as for the proposed Project (please see Section 3.15.6.2, Alternative 2: Cumulative Effects Analysis).

Reasonably Foreseeable Future Projects and Changes

Reasonably foreseeable future projects and changes to the cumulative scenario for Alternative 5 would be exactly the same as the proposed Project (please see Section 3.15.6.2).

Cumulative Impact Analysis

Impacts associated with Alternative 5 would be cumulatively considerable if they would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. The underground portion of Alternative 5 would not affect the proposed Project's contribution to cumulative wilderness and recreation impacts and therefore, cumulative impacts of Alternative 5 would be exactly the same as cumulative impacts for the proposed Project, as summarized in Table 3.15-32 (Cumulative Impacts for Wilderness and Recreation – Alternative 2) and described in detail in Section 3.15.6.2.

As with the proposed Project, each of the six wilderness and recreation impacts identified in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2) would be cumulatively considerable, in that each impact would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects.

The following wilderness and recreation impacts of Alternative 5 would be cumulatively considerable but less than significant (Class III):

- **Impact R-2:** Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas; and
- **Impact R-5:** The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users.

Additionally, and as with the proposed Project, the following wilderness and recreation impacts of Alternative 5 would be cumulatively considerable and would combine with similar impacts of other projects to result in impacts that are expected to be significant and unavoidable (Class I):

- **Impact R-1:** Construction activities would restrict access to or disrupt activities within established recreational areas;
- **Impact R-3:** Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136);
- **Impact R-4:** The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT); and
- **Impact R-6:** The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities.

As the cumulative wilderness and recreation impacts of Alternative 5 would be the same as those of the proposed Project, please see Section 3.15.6.2 for a full description of these effects.

Mitigation to Reduce the Project's Contribution to Significant Cumulative Effects

Mitigation measures introduced for Alternative 5 in Section 3.15.9.1 (Direct and Indirect Effects Analysis) would help to reduce this alternative's incremental contribution to cumulative impacts. However, no additional mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level for recreational and wilderness resources.

3.15.10 Alternative 6: Maximum Helicopter Construction in the ANF Alternative

The following section describes wilderness and recreation impacts of Alternative 6 (Maximum Helicopter Construction in the ANF), as determined by the significance criteria listed in Section 3.15.4.1. Mitigation measures are introduced where necessary in order to reduce significant impacts to less-than-significant levels. This alternative would include the use of helicopters to construct transmission towers in the ANF (Central Region). The proposed route for Alternative 6 (Maximum Helicopter Construction in the ANF Alternative) would not diverge from that of the proposed Project (Alternative 2).

3.15.10.1 Direct and Indirect Effects Analysis

The significance criteria used to identify impacts to wilderness and recreation resources are introduced in Section 3.15.4.1 (Criteria for Determining Impact Significance). Tables 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region) and 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region) identify all recreational resources that would experience impacts associated with the construction, operation, and maintenance of Alternative 6 in the North and South Regions. However, because different helicopter staging areas would be utilized during construction of Alternative 6 in comparison with the proposed Project, the recreational resources/opportunities that would be affected during construction of Alternative 6 would also be different. Therefore, the following Table 3.15-39 (Alternative 6 Wilderness and Recreation Impacts Applicable to Resources in the Central Region) identifies the recreational resources that would experience impacts associated with the construction, operation, and maintenance of Alternative 6, including as a result of helicopter activities.

Table 3.15-39. Alternative 6 Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region			
Project Component	Recreational Resource	Proximity to Alternative 2 Alignment	Potentially Applicable Impacts
Segment 11 Mile Post (MP) 0.0 – 24.5			
S11 MP 2.6 – 8.0	Forest Road 4N24 (OHV)	Adjacent to and/or within ROW with multiple direct crossings	R-1, R-2, R-5
S11 MP 7.8	Pacific Crest National Scenic Trail	Alt. 6 helicopter staging area #4 is within 0.1 mile to the south (this staging area is ~1.7 miles west of S11 MP 7.8).	R-1, R-4
S11 MP 3.8	Bear Trap Canyon OHV road	Direct crossing; Alt. 6 helicopter staging area #2 is within 0.1 mile to the east.	R-1, R-5
S11 MP 7.6	Pacific Crest National Scenic Trail (PCT)	Direct crossing by the T/L	R-1, R-2, R-4
S11 MP 7.9 – 11.0 and MP 11.5 – 13.0	Forest Road 3N27 (OHV)	Direct crossing at MP 8.0; Adjacent to and/or within ROW with multiple direct crossings	R-1, R-2, R-5
S11 MP 13.25	Fall Creek Campground	Alt. 6 helicopter staging area #10 is within 0.25 mile to the northeast	R-1
	Shoening Springs Picnic Area	Alt. 6 helicopter staging area #10 is within 0.5 mile to the west-northwest	R-1
S11 MP 15.0	Clear Creek School Camp	0.5 mile to the east	N/A
S11 MP 16.7	Forest Road 2N75 (OHV) road	Direct crossing	R-1, R-5
S11 MP 16.8 – 18.9	Gabrielino NRT	Parallel to ROW, 0.25 mile to the east	R-1
S11 MP 17.0	Oakwilde Trail Camp	0.25 mile to the east	N/A
	Ken Burton Trail (Forest Trail 12W19)	Direct crossing	R-1
S11 MP 17.9	Angeles Crest Fire Station	0.2 mile to the east	N/A

Table 3.15-39. Alternative 6 Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region

Project Component	Recreational Resource	Proximity to Alternative 2 Alignment	Potentially Applicable Impacts
S11 MP 18.1	Gould Canyon Trail	0.38 mile to the west	N/A
S11 MP 18.4	Cross Town Trail	0.19 mile to the east	N/A
S11 MP 18.3	Paul Little Picnic Areas	0.4 mile to the east	N/A
S11 MP 18.6	Niño Picnic Area	0.2 mile to the east; within 0.2 mile of SCE helicopter staging area #5	R-1 (SCE #5)
S11 MP 19.0	La Cañada Flintridge Country Club	0.4 mile to the south	N/A
S11 MP 19.3	Gabrielino NRT	Direct crossing	R-1, R-2
	Gould Mesa Trail Camp	0.2 mile to the north	N/A
S11 MP 20.6 – 20.8, MP 21.2	Altadena Crest Trail (proposed)	Multiple direct crossings	R-1
S11 MP 21.0	Trail 12W18 (Sunset Ridge Trail) / 2N65 Chaney Trail – Los Angeles Count road	Direct crossing (MP 21.0) and adjacent to the north (MP 21.0 – 21.2)	R-1
	Millard Trail Camp	0.2 mile to the north	N/A
S11 MP 21.5	Camp Chiquita	0.3 mile to the south	N/A
S11 MP 22.5	Forest Trail 12W14A / Sam Merrill Trail	Direct crossing	R-1
	Echo Mountain Picnic Area	0.25 mile to the north	N/A
S11 MP 22.75	OHV roads (unnamed)	Direct crossing (MP 22.75) and adjacent to the north of ROW (MP 22.75 – 23.4)	R-1, R-5
S11 MP 23.0	Old Railroad Grade portion of Sam Merrill Trail	0.5 mile to the north	N/A
Segment 6 Mile Post (MP) 0.0 – 26.9			
S6 MP 1.5 – 2.75	Several OHV roads	Multiple direct crossings; adjacent to ROW	R-1, R-5
S6 MP 5.5 – 7.0	Hiking trails (unnamed)	Within 0.5 mile to the west; Direct crossings (MP 5.9 and 6.25)	N/A
S6 MP 6.0 – 7.3	Forest Road 4N41 (OHV)	0.1 mile to the west	R-1
S6 MP 7.3	Mill Creek Summit Picnic Area	Direct crossing by ROW	R-1, R-2
	Pacific Crest National Scenic Trail (PCT)	Direct crossing at Mill Creek Summit; PCT crosses through the Picnic Area and across Angeles Forest Highway	R-1, R-2, R-4
S6 MP 7.3 – 8.0	Forest Road 4N18 (OHV)	Direct crossing	R-1, R-5
S6 MP 8.5 – 11.0	Forest Road 4N18.1 (OHV)	Multiple direct crossings; adjacent to and/or within the ROW; Alt. 6 helicopter staging area #5 is within 0.1 mile to the west at S6 MP 9.75	R-1, R-2, R-5
S6 MP 10.5 – 11.0	Forest Road 3N23 (OHV)	Direct crossing (MP 10.8)	R-1, R-5
S6 MP 11.2 – 12.2	Forest Road 4N18.2 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 13.3	Alder Creek Trail (Forest Trail 11W05)	Direct crossing	R-1
S6 MP 13.7 – 15.0	Forest Road 3N20 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 16.75	Shortcut Saddle Trailhead / Silver Moccasin NRT / Rincon Shortcut OHV	0.25 mile to the east	N/A
S6 MP 17.0, 17.5, and 19.5	Forest Road 2N23 (OHV)	Direct crossing; SCE helicopter staging area #7 is adjacent to the west at MP 19.5	R-1, R-5
S6 MP 17.2	Silver Moccasin National Scenic Trail (Trail 11W06)	Direct crossing	R-1, R-2
S6 MP 18.8 – 19.8	Forest Road 2N23 (OHV)	Adjacent to the west until MP 19.5 (direct crossing), then adjacent to the right	R-1

Table 3.15-39. Alternative 6 Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region

Project Component	Recreational Resource	Proximity to Alternative 2 Alignment	Potentially Applicable Impacts
S6 MP 19.5	Trail 11W16 and misc. trails	Portions of the trail are within 0.25 – 0.5 mile to the southwest; Alt. 6 helicopter staging area #9 (same as SCE #7) are within 0.25 – 0.5 mile.	N/A
S6 MP 19.8 – 23.2	Rincon Red Box Road (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 20.3 – 21.0	Forest Road 2N25.2 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 21.0 – 23.2	Forest Road 2N24.1 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 22.2	Forest Road 2N31 (OHV)	Direct crossing at connection with FR 2N24.1 (OHV) / Rincon Red Box Road (OHV)	R-1, R-5
	Spring Camp	0.13 mile to the south (within the Los Angeles River Ranger District)	N/A
S6 MP 23.5	Truck Trail OHV route / Forest Road 2N24.1 (OHV)	Direct crossing	R-1, R-5
S6 MP 23.5 – 24.3	Forest Road 2N30.1 (OHV)	Adjacent to and within ROW; multiple direct crossings	R-1, R-2, R-5
S6 MP 24.7 – 25.0	Silver Fish OHV Road / Forest Road 1N29 (OHV)	Direct crossing	R-1, R-5
	Silver Fish Trail	Direct crossing at Silver Fish OHV Road / Forest Road 1N29 (OHV)	R-1
	Van Tassel OHV Road / Forest Road 1N36 (OHV)	Direct crossing	R-1, R-2, R-5
	Sawpit OHV Road / Forest Road 2N30.2 (OHV)	Direct crossing	R-1, R-2, R-5
S6 MP 25.5 – 26.7	Van Tassel Truck Trail (OHV) / Forest Road 1N36 (OHV)	Direct crossings (NP 25.5 and MP 26.7); adjacent to the ROW within 0.25 – 0.5 mile to the west (MP 25.5 – 26.7); SCE helicopter staging area #8 is adjacent at MP 26.0; Alt. 6 helicopter staging area #11 (same as SCE #8) is adjacent at S6 MP 26	R-1, R-5
	OHV road	Within 0.1 mile of the ROW to the west; Direct crossing at MP 26.3	R-1, R-5

As noted above in Table 3.15-39, the vast majority of recreational resources/opportunities that would be affected by impacts under Alternative 6 are the same as the proposed Project. Two resources that would be affected under Alternative 6 but would not be affected by the proposed Project include Fall Creek Campground and Shoening Springs Picnic Area, both of which are located within one-half mile of helicopter staging area #10. In addition, because construction of Alternative 6 would avoid the use of Forest Road 2N25.1 for construction traffic, impacts that would occur under the proposed Project to recreational resources along this road would not occur under Alternative 6. Impacts associated with this alternative are discussed below under the applicable significance criterion.

Directly or indirectly disrupt or preclude activities in established federal, State, or local recreation areas or wilderness areas (Criterion REC1)

As with the proposed Project, Impact R-1 (Construction activities would restrict access to or disrupt activities within established recreational areas) would affect all recreational resources and areas that experience a “direct crossing” by the proposed Project. These areas would require temporary closure during construction activities and therefore, such areas would be temporarily restricted from use. Tables

3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), and 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region) identify all recreational resources that would experience a direct crossing and therefore be subject to Impact R-1.

As with the proposed Project, recreational resources or opportunities may also be restricted from use if access roads or trails to such areas are blocked or restricted during construction activities. Although helicopter construction is expected to avoid the need to construct or improve some roads in the Forest, ground access would still be required to all pulling and stringing locations along the Project route, as well as to each of the ten identified helicopter staging areas. As with the proposed Project, Forest Road 2N25.1 (West Fork Bike Path) would be used for construction access, thus temporarily introducing Impact R-1 for recreational biking and fishing, particularly for persons with disabilities (please see description of these resources in Section 3.15.2.1 (Affected Environment: Regional Setting)). Glenn Camp, which is located along the West Fork Bike Path approximately 3.75 miles east of Segment 6 MP 19.5, would also be affected by Impact R-1 due to increased traffic and noise near the camp. Similarly, the Pasadena Bait Club Cabin would also be subject to elevated noise and traffic conditions along Forest Road 2N25.1 (West Fork Bike Path) during the construction period. In addition, recreational hunting permitted in Zone D-11 would also be affected by Impact R-1 as a result of construction noise, traffic, and particularly road closures that would potentially restrict hunters from accessing certain areas of the ANF. With regards to the Project resulting in access restrictions that restrict hunters' movement through the Forest, there is not expected to be a notable difference Alternative 6 and the proposed Project. However, in contrast with the proposed Project, the noise, dust, and visual impacts associated with helicopter use during construction may temporarily alter wildlife movement in the Forest, which would also have the potential to affect active hunting season(s) in Zone D-11. Recreational hunting would experience more of an impact from helicopter construction activities under Alternative 6 than from ground-based construction under Alternative 2.

Helicopter construction included under Alternative 6 would affect a broader range of recreational areas (Developed Recreation) and public recreationists (Dispersed Recreation) because, in addition to requiring use of the same roadways that would be used under Alternative 2 for access to pulling and stringing sites, Alternative 6 would also include helicopter traffic between staging areas and transmission tower sites, thereby introducing disturbance to recreational areas and resources that would not be affected by road use alone. Such disturbance would result from factors that are inherent to the use of helicopters, including visual prominence, increased emissions (compared with ground construction), and operational noise. Four of the ten identified helicopter staging areas (including Sites 3, 4, 7, and 10) are located more than one-half mile away from the transmission line route and helicopter flight paths associated with use of these sites would traverse up to 2.5 miles of Forest System lands that are managed for Developed and/or Dispersed Recreation. Specific flight paths are not known at this time and will be determined based upon a variety of factors, including final engineering and weather conditions during the construction period. It is expected that recreational activities within established recreation areas located between the helicopter staging areas and transmission tower sites (which may be located up to 2.5 miles from a staging area) would be disrupted during helicopter use, particularly as related to the enjoyment of wilderness, solitude, and a natural outdoor environment (Dispersed Recreation).

Impact R-1 for Alternative 6 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

The mitigation measures listed above would help to reduce the disruption of activities in established recreation areas to the maximum extent possible. As discussed, Impact R-1 of Alternative 6 would affect a broader range of recreation areas (Developed Recreation) and public recreationists (Dispersed Recreation) as a result of flight patterns that extend up to 2.5 miles between helicopter staging areas and transmission tower sites. However, as with the proposed Project, the duration of Impact R-1 would be temporary in nature and would not extend beyond the construction period. Therefore, with implementation of the mitigation measures listed above, Impact R-1 of Alternative 6 would be less than significant (Class II).

Impact R-2 (Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas) would be the same under Alternative 6 as it would for the proposed Project (please see Section 3.15.6.1). Although Alternative 6 includes the use of helicopters during the construction period, operation and maintenance activities required under Alternative 6 would be the same as required under the proposed Project. As described in Section 3.15.6.1, Impact R-2 would occur if operation and maintenance activities result in recreational resources or opportunities being made unavailable, particularly as a result of road and/or trail closures that are applied to provide access for vehicles and/or equipment to Project infrastructure. Impact R-2 would also occur if operation and maintenance activities disrupt activities within existing recreational resources or areas. Impact R-2 for Alternative 6 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes); and
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)).

Mitigation Measure R-1c is similar to Applicant-Proposed Measures (APMs) REC-1 (Temporary Closures) and REC-2 (Closure Notices) and would reinforce these APMs by requiring specific procedures such as maintaining public notices and submitting coordination documentation to the CPUC and the Forest Service. The implementation of these mitigation measures would reduce Impact R-2 for Alternative 6 to a less-than-significant level (Class II).

No further impacts would be introduced by Alternative 6 under Criterion REC1. As mentioned, please see Section 3.15.6.1 for a detailed description of the impacts and mitigation measures listed above, including specific recreational or wilderness resources that could potentially be affected.

Substantially contribute to the long-term loss or degradation of the factors that contribute to the value of federal, State, local, or private recreational facilities or wilderness areas (Criterion REC2)

Impact R-3 (Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136)) would occur under Alternative 6 as a result of the close proximity of Project construction, operation, and maintenance

activities to the San Gabriel WA, where the alignment of Segment 6 would be adjacent to the WA for approximately 0.8 mile, from MP 18.0 to MP 18.8. As previously described and in accordance with the federal Wilderness Act (please see Section 3.15.2.1 for a detailed discussion), the San Gabriel WA is designated by Congress for having the following four primary characteristics: (1) a natural and undisturbed landscape; (2) extensive opportunities for solitude and unconfined recreation; (3) at least 5,000 contiguous acres; and (4) feature(s) of scientific, educational, scenic, and/or historic value. The use of helicopters during construction of Alternative 6 would particularly contribute to the degradation of the San Gabriel WA's characteristic of solitude and unconfined recreation. Helicopter construction activities would also occur under the proposed Project, but helicopter use would be more extensive under Alternative 6, which includes 143 helicopter-constructed transmission towers, in comparison with the proposed Project's 33 helicopter-constructed transmission towers. Therefore, it is expected that the use of helicopters during construction of Alternative 6 would have a more substantial contribution to the degradation of solitude and unconfined recreation in the San Gabriel WA.

As previously described, the southwestern portion of the San Gabriel WA (the area that would be affected by Impact R-3) is characterized by extremely rugged terrain and is not highly used by public recreationists. However, for the recreationists that do visit this portion of the WA, the experience of solitude and unconfined recreation is of a higher quality than in other portions of the WA that are more highly used by the public. All helicopter activities would be conducted in coordination with the USDA Forest Service and all other applicable agencies/parties, including but not limited to the following: the Federal Aviation Administration (FAA), the National Oceanic and Atmospheric Administration (NOAA), military authorities, and local pilots. This coordination would help to avoid degradation of solitude and unconfined recreation resulting from helicopter construction. In addition, all helicopter activities would occur in compliance with the ANF's Wilderness Management Manual. As stated in this Wilderness Manual, flights are "discouraged" over wilderness within 2,000 feet of the ground surface, except in emergencies. (USDA Forest Service, 2007f)

Because helicopter activities included under Alternative 6 are more extensive than those under Alternative 2, the potential to affect WAs is more substantial for Alternative 6 and implementation of Mitigation Measure L-2b (Aircraft flight path and safety provisions and consultations), as described in Section 3.9 (Land Use), would be required in order to ensure that all appropriate agencies are consulted with prior to the onset of helicopter operations. Although visitation to the southwestern portion of the San Gabriel WA is low due to limited access and rugged terrain, Impact R-3 would substantially reduce the experience of solitude and unconfined recreation that would otherwise be experienced by public recreationists in the southwestern portion of San Gabriel WA as a direct result of the use of helicopters during the construction period. However, the significance of Impact R-3 under Alternative 6 is directly related to the use of helicopters during the construction period, which would be temporary. Therefore, with implementation of Mitigation Measure L-2b (as described in Section 3.9), this impact would be reduced to a less-than-significant level (Class II).

Impact R-4 (The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT)) would occur under Alternative 6 if construction or operation and maintenance activities result in the loss or degradation of physical aspects of the PCT, or if such activities result in the loss or degradation of the pristine backcountry experience that recreationists using the PCT expect to have. As described in Section 3.15.6 for the proposed Project, and similar to Impact R-1 under Alternative 6, aesthetics and noise both contribute to the pristine backcountry experience of the PCT; visual and noise aspects of Alternative 6 are only discussed here in terms of their contributions to wilderness and

recreation, not in terms of specific visual and noise impacts that would be introduced by Alternative 6 (please see Sections 3.10 and 3.14 for identification and discussion of specific Project-related impacts to Noise and Visual Resources, respectively). The discussion provided above for Impact R-1 of Alternative 6 describes that certain factors associated with helicopter use, such as aesthetics, emissions, and noise, would result in a more substantial effect on recreational resources and public recreationists than would ground-based construction. Similarly, helicopter construction in the vicinity of the PCT would have a larger contribution to the degradation of the pristine backcountry experience than would ground-based construction activities. Because the Alternative 6 alignment would be the same as the proposed Project alignment, Alternative 6 would traverse the PCT in the following three locations: Segment 4 MP 2.7 (North Region), Segment 11 MP 7.6 (Central Region), and Segment 6 MP 7.3 (Central Region). Impact R-4 would occur at each of these three crossings.

For the North Region crossing (S4 MP 2.7), Impact R-4 would be exactly the same under Alternative 6 as under the proposed Project. In the Central Region, locations where the Alternative 6 transmission line traverses the PCT (S11 MP 7.6 and S6 MP 7.3) are the same as the proposed Project, but Alternative 6 would result in a more substantial effect from Impact R-4 as a result of the use of helicopters during the construction period. Under Alternative 6, SCE's helicopter staging area #1 would not be utilized; however, the Alternative 6 helicopter staging area #4, which is located approximately 1.7 miles west of S11 MP 7.8, is also approximately 0.1 mile south of the PCT and would therefore introduce helicopter-related disturbances, particularly through noise, to recreationists along this portion of the PCT. This noise-related disturbance would be temporary and would not extend beyond the construction period. Impact R-4 for Alternative 6 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

Although helicopter construction activities would result in more substantial degradation of the pristine backcountry experience associated with the PCT, this impact would be temporary in nature and would not extend beyond the duration of the construction period. With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-4 of Alternative 6 would be less than significant (Class II).

Impact R-5 (The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas or would result in a loss of recreational opportunity for OHV users) would occur if existing OHV routes or designated OHV areas are permanently removed from use as a result of Project activities. Construction or operation and maintenance activities associated with Alternative 6 could result in the long-term loss or degradation of OHV routes if such activities would require that OHV routes or trails be repeatedly and/or frequently closed due to maintenance activities, or if OHV routes are permanently closed or altered as a result of the Project. As previously discussed, the use of helicopters for construction of Alternative 6 would avoid the need to upgrade or construct certain roadways. However, Alternative 6 would require ground access to the same pulling and stringing sites as the proposed Project and therefore, Alternative 6 would still require road upgrades in the Central Region, where helicopter construction would occur. It is expected that Alternative 6 would avoid the need to construct or upgrade certain spur roads in the Central Region; however, spur roads connect access roads directly to transmission towers and do not provide opportunities for OHV recreationists. Therefore, Impact R-5 under Alternative 6 would be exactly the same as under the proposed Project. With implementation of Mitigation Measure R-5 (Avoid

permanent upgrades to Forest System roads), Impact R-5 of Alternative 6 would be less than significant (Class II).

Impact R-6 (The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities) would be slightly less substantial under Alternative 6 than under the proposed Project (please see Section 3.15.6.1) because fewer spur roads would need to be installed and/or improved within the ANF. As described in Section 3.15.6.1, Impact R-6 would occur if Project activities result in unauthorized or unmanaged recreational activities, particularly through the improvement of existing roads and installation of new roads that could provide access to areas that were not previously accessible by roads. As a result, these new and improved roads could potentially be used by recreationists to gain unauthorized access to areas that are not designated or intended for certain recreational purposes, such as OHV use in restricted Forest (ANF) areas. In addition, some recreational resources may become temporarily inaccessible during construction and/or maintenance and operation of the transmission line, which could potentially result in unmanaged recreational uses, as recreationists seek alternative or comparable recreational resources to those which are made unavailable. As previously discussed, the use of helicopters for construction of Alternative 6 would avoid the need to install or improve spur roads to transmission towers that would be constructed by helicopter. Although ground access to the same pulling and stringing sites as the proposed Project would still be required, Alternative 6 would require fewer spur road installations, as more towers would be constructed via helicopter. However, considering the large size of the Project Area and the road improvements that would occur throughout the Project Area, Alternative 6 would still require mitigation for Impact R-6. Therefore, with implementation of Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads), Impact R-6 of Alternative 6 would be less than significant (Class II).

3.15.10.2 Cumulative Effects Analysis

Impacts associated with Alternative 6 would be cumulatively considerable if they would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. The use of helicopters during construction of Alternative 6 would result in disturbance of recreational areas and resources that would not occur with ground-based construction; however, such impacts would be temporary in nature and would not affect the contribution of Alternative 6 to cumulative wilderness and recreation impacts. Therefore, cumulative impacts of Alternative 6 would be exactly the same as cumulative impacts for the proposed Project, as summarized in Table 3.15-32 (Cumulative Impacts for Wilderness and Recreation – Alternative 2) and described in detail in Section 3.15.6.2.

Each of the six wilderness and recreation impacts identified in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2) would be cumulatively considerable, in that each impact would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects.

The following wilderness and recreation impacts of Alternative 6 would be cumulatively considerable but less than significant (Class III):

- **Impact R-2:** Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas; and
- **Impact R-5:** The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users.

Additionally, and as with the proposed Project, the following wilderness and recreation impacts of Alternative 6 would be cumulatively considerable and would combine with similar impacts of other projects to result in impacts that are expected to be significant and unavoidable (Class I):

- **Impact R-1:** Construction activities would restrict access to or disrupt activities within established recreational areas;
- **Impact R-3:** Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136);
- **Impact R-4:** The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT); and
- **Impact R-6:** The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities.

As the cumulative wilderness and recreation impacts of Alternative 6 would be the same as those of the proposed Project, please see Section 3.15.6.2 for a full description of these effects.

Mitigation to Reduce the Project's Contribution to Significant Cumulative Effects

Mitigation measures introduced for Alternative 6 in Section 3.15.10.1 (Direct and Indirect Effects Analysis) would help to reduce this alternative's incremental contribution to cumulative impacts. However, no additional mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level for recreational and wilderness resources.

3.15.11 Alternative 7: 66-kV Subtransmission Alternative

This section describes the wilderness and recreation impacts of Alternative 7 (66-kV Subtransmission Alternative), as determined by the significance criteria listed in Section 3.15.4.1 (Criteria for Determining Impact Significance). Mitigation measures are introduced where necessary in order to reduce significant impacts to less-than-significant levels.

The 500-kV transmission line associated with Alternative 7 would follow the same route as the proposed Project through the North, Central, and South Regions. However, in comparison with the proposed Project, the 66-kV subtransmission line associated with Alternative 7 would be re-routed and/or re-configured along several portions of the Project in the South Region. Along Segment 7, the 66-kV subtransmission line would be installed underground from MP 8.9 – 9.9, and from MP 11.4 – 12.03 it would be installed underground as well as re-routed around the north portion of Whittier Narrows. Along Segment 8A, the 66-kV subtransmission line would be re-routed around the southern portion of Whittier Narrows in existing city streets and installed above-ground. As described in Section 3.15.2.7, the Affected Environment for wilderness and recreation is the same for Alternative 7 as it is for the proposed Project. Re-routing and/or re-configuration activities proposed for the subtransmission line under Alternative 7 does not introduce any new wilderness or recreation resources to the Affected Environment that were not included in the Affected Environment for the proposed Project.

3.15.11.1 Direct and Indirect Effects Analysis

The significance criteria used to identify impacts to wilderness and recreation resources are introduced in Section 3.15.4.1 (Criteria for Determining Impact Significance). All wilderness and recreation impacts that would occur under the proposed Project would also occur under Alternative 7, with the exception that Project impacts would be minimized along the portion of Segment 7 where the River Commons at the Duck Farm Project is located within the Project ROW from MP 8.9 – 10.5, as described below.

Because the 500-kV transmission line route for Alternative 7 would follow the exact same route as the proposed Project, the vast majority of wilderness and recreation impacts associated with Alternative 7 would be exactly the same as the proposed Project. As such, all recreational resources and applicable

impacts are listed in the proposed Project tables, as follows: 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), and 3.15-31 (Wilderness and Recreation Impacts Applicable to Resources in the South Region).

Although Alternative 7 would re-route and/or re-configure some portions of the 66-kV subtransmission line in the South Region, no new recreational or wilderness resources would be introduced as a result of the re-routed and/or re-configured subtransmission line. However, wilderness and recreation impacts associated with the River Commons at the Duck Farm Project, which is identified as being affected under the proposed Project, would be minimized under Alternative 7. With the exception of the Duck Farm Project, wilderness and recreation impacts that would occur under Alternative 7 would be exactly the same as for the proposed Project (as described in Section 3.15.6.1, Direct and Indirect Effects Analysis: Alternative 2). Additionally, features of the underground segment, including access shafts and aboveground infrastructure, would not introduce any new impacts to recreational resources included under Alternative 7. Therefore, facilities and infrastructure associated with transitioning the line between its overhead and underground alignments would not affect existing recreational resources identified within one-half mile of Alternative 7.

Wilderness and recreation impacts associated with Alternative 7 are discussed below under the applicable significance criteria, and described in full detail in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2).

Directly or indirectly disrupt or preclude activities within established federal, State, or local recreation areas or wilderness areas (Criterion REC1)

Impact R-1 (Construction activities would restrict access to or disrupt activities within established recreational areas) would be the same under Alternative 7 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, Impact R-1 would occur in recreational areas which would experience a “direct crossing” by the proposed Project because these areas would require temporary closure during construction activities and therefore, such areas would be temporarily restricted from use. For the Duck Farm Project, which is located within the Project ROW along Segment 7 from approximately MP 8.9 – 10.5, Impact R-1 would be the same under Alternative 7 as it would under the proposed Project. The specific construction activities involved with installing the 66-kV subtransmission line underground would be different than required to re-locate the aboveground poles, as under the proposed Project. However, construction activities under both alternatives would restrict access to the Duck Farm Project area and would preclude the area from use during the construction period. Therefore, Impact R-1 would be the same under Alternative 7 as under the proposed Project. Impact R-1 for Alternative 7 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-1 of Alternative 7 would be less than significant (Class II).

Impact R-2 (Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas) would be the same under Alternative 7 as it would under the proposed Project (please see Section 3.15.6.1) for all wilderness and recreation resources identified within the Affected Environment except for the Duck Farm Project along Segment 7. As described in Section 3.15.6.1, Impact R-2 would occur if operation and maintenance activities result in recreational resources or opportunities being made unavailable, particularly as a result of road and/or trail closures that are applied to provide access for vehicles and/or equipment to Project infrastructure. Impact R-2 would also occur if operation and maintenance activities disrupt activities within existing recreational resources or areas. For Alternative 7, all resources included in the Affected Environment for the proposed Project would be affected by Impact R-2 in the exact same way as the proposed Project, with the exception of the Woodland Duck Farm Project. Under Alternative 7, the planned Duck Farm Project would not experience the same long-term effects as under the proposed Project because the 66-kV subtransmission line would be installed underground through the portion of the ROW that would be occupied by the planned Duck Farm Project. It is possible that operation and maintenance activities under Alternative 7 could be more disruptive than would overhead subtransmission infrastructure, if the underground infrastructure needs to be removed in the future, thus necessitating excavation of the area. However, assuming that future removal would not be necessary, operation and maintenance of the underground subtransmission line would be less disruptive to the Duck Farm Project than if the subtransmission infrastructure were overhead. Impact R-2 for Alternative 7 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer/s for affected recreation areas);
- R-1b (Identify and provide noticing of alternative recreation areas);
- R-1c (Notification of temporary closure of OHV routes); and
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)).

As described for Impact R-1, Mitigation Measure R-1c is similar to Applicant-Proposed Measures (APMs) REC-1 (Temporary Closures) and REC-2 (Closure Notices) and would reinforce these APMs by requiring specific procedures such as maintaining public notices and submitting coordination documentation to the CPUC and the Forest Service. The implementation of these mitigation measures would reduce Impact R-2 for Alternative 7 to a less-than-significant level (Class II).

No further impacts would be introduced by Alternative 7 under Criterion REC1. As mentioned, please see Section 3.15.6.1 for a detailed description of the impacts and mitigation measures listed above, including specific recreational or wilderness resources that could potentially be affected.

Substantially contribute to the long-term loss or degradation of the factors that contribute to the value of federal, State, local, or private recreational facilities or wilderness areas (Criterion REC2)

Impacts associated with Criterion REC2 for Alternative 7 would be the same as impacts associated with this criterion for the proposed Project. As described above, although this alternative would re-route and/or re-configure several portions of the proposed 66-kV subtransmission line in the South Region, no new resources would be affected. Impacts of Alternative 7 that would apply to recreational resources under Criterion REC2 would be the same as the proposed Project and as such, Tables 3.15-29 (Wilderness and Recreation Impacts Applicable to Resources in the North Region), 3.15-30 (Wilderness and Recreation Impacts Applicable to Developed Resources in the Central Region), and 3.15-31 (Wilderness and

Recreation Impacts Applicable to Resources in the South Region) reflect the resources that could potentially be affected by impacts of this alternative.

Impact R-3 (Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136)) would be exactly the same for Alternative 7 as it would for the proposed Project; no changes to the transmission line alignment or infrastructure would occur in the vicinity of the San Gabriel WA and no other WAs would be situated within one-half mile of the proposed route for Alternative 7. Construction, operation, and maintenance of Alternative 7 would cause or contribute to degradation of the “solitude and unconfined recreation” characteristic of the San Gabriel WA. Impact R-3 for Alternative 7 would be less than significant with no mitigation required (Class III).

Impact R-4 (The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT)) would be exactly the same for Alternative 7 as it would for the proposed Project. Accordingly, Alternative 7 would traverse the PCT in the following three locations: Segment 4 MP 2.7 (North Region), Segment 11 MP 7.6 (Central Region), and Segment 6 MP 7.3 (Central Region). As described in Section 3.15.6.1, this impact addresses the potential loss or degradation to physical aspects of the PCT as well as the potential loss or degradation of the pristine backcountry experience that recreationists using the PCT expect to have. Impact R-4 for Alternative 7 would require implementation of the following mitigation measures, which are fully described in Section 3.15.6.1:

- R-1a (Coordinate construction schedule with managing officer(s) for affected recreation areas);
- R-1d (Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail (PCT)); and
- R-1e (SCE shall assist in the completion of backlogged maintenance activities in the ANF).

With implementation of the mitigation measures listed above and described in detail in Section 3.15.6.1, Impact R-4 of Alternative 7 would be less than significant (Class II).

Impact R-5 (The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas or would result in a loss of recreational opportunity for OHV users) would be the same under Alternative 7 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, this impact could occur if Project activities would require that OHV roads or trails be repeatedly and frequently closed due to maintenance activities, or permanently closed or altered due to operational activities. As with the proposed Project, no Open Riding Areas are situated in the Project Study Area for Alternative 7. With implementation of Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) Impact R-5 of Alternative 7 would be less than significant (Class II).

Impact R-6 (The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities) would be the same under Alternative 7 as it would for the proposed Project (please see Section 3.15.6.1). As described in Section 3.15.6.1, Impact R-6 would occur if Project activities result in unauthorized or unmanaged recreational activities. For instance, improvement of existing roads and installation of new roads could provide access to areas that were not previously accessible by roads. As a result, these new and improved roads could potentially be used by recreationists to gain unauthorized access to areas that are not designated or intended for certain recreational purposes, such as OHV use in restricted Forest (ANF) areas. In addition, some recreational resources may become temporarily inaccessible during construction and/or maintenance of the proposed transmission line, which could potentially result in unmanaged recreational uses, as recreationists seek alternative or comparable recreational resources to those which are made unavailable. With

implementation of Mitigation Measure R-5 (Avoid permanent upgrades to Forest System roads) Impact R-6 of Alternative 7 would be less than significant (Class II).

3.15.11.2 Cumulative Effects Analysis

This section addresses potential cumulative effects that would occur as a result of implementation of Alternative 7 (66-kV Subtransmission Alternative). Under this alternative, several portions of the 66-kV subtransmission line in the South Region would be re-aligned and/or re-configured. All other portions of this alternative would be identical to the proposed Project and would result in identical wilderness and recreation impacts as the proposed Project. The contribution of Alternative 7 to cumulative impacts would be identical to that of the proposed Project.

Geographic Extent

The only aspect of Alternative 7 that would differ from the proposed Project is the 66-kV subtransmission line and therefore, the geographic extent of cumulative analysis for Alternative 7 would be exactly the same as the proposed Project and includes all of the North, Central, and South Regions.

Existing Cumulative Conditions

The existing cumulative conditions for Alternative 7 are exactly the same as for the proposed Project (please see Section 3.15.6.2, Alternative 2: Cumulative Effects Analysis).

Reasonably Foreseeable Future Projects and Changes

Reasonably foreseeable future projects and changes to the cumulative scenario for Alternative 7 would be exactly the same as the proposed Project (please see Section 3.15.6.2).

Cumulative Impact Analysis

Impacts associated with Alternative 7 would be cumulatively considerable if they would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. The re-aligned and/or re-configured portions of the Alternative 7 66-kV subtransmission line in the South Region would not affect the Project's contribution to cumulative wilderness and recreation impacts and therefore, cumulative impacts of Alternative 7 would be exactly the same as cumulative impacts for the proposed Project, as summarized in Table 3.15-32 (Cumulative Impacts for Wilderness and Recreation – Alternative 2) and described in detail in Section 3.15.6.2.

As with the proposed Project, each of the six wilderness and recreation impacts identified in Section 3.15.6.1 (Direct and Indirect Effects Analysis: Alternative 2) would be cumulatively considerable, in that each impact would have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. The following wilderness and recreation impacts of Alternative 7 would be cumulatively considerable but less than significant (Class III):

- **Impact R-2:** Operation and maintenance activities would restrict access to or disrupt activities within established recreational areas; and
- **Impact R-5:** The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users.

Additionally, and as with the proposed Project, the following wilderness and recreation impacts of Alternative 7 would be cumulatively considerable and would combine with similar impacts of other projects to result in impacts that are expected to be significant and unavoidable (Class I):

- **Impact R-1:** Construction activities would restrict access to or disrupt activities within established recreational areas;
- **Impact R-3:** Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act, Public Law 88-577 (16 U.S.C. 1131-1136);
- **Impact R-4:** The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail (PCT); and
- **Impact R-6:** The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities.

As the cumulative wilderness and recreation impacts of Alternative 7 would be the same as those of the proposed Project, please see Section 3.15.6.2 for a full description of these effects.

Mitigation to Reduce the Project's Contribution to Significant Cumulative Effects

Mitigation measures introduced for Alternative 7 in Section 3.15.11.1 (Direct and Indirect Effects Analysis) would help to reduce this alternative's incremental contribution to cumulative impacts. However, no additional mitigation measures have been identified that would reduce cumulative impacts to a less-than-significant level for recreational and wilderness resources.

3.15.12 Impact Significance Summary

Table 3.15-40 (on the following page) summarizes the direct and indirect environmental impacts of the proposed Project (Alternative 2) and the other alternatives on wilderness and recreation. The direct and indirect effects of the Project and alternatives have been fully described in Sections 3.15.6 through 3.15.11 above. Alternative 1 (No Project/No Action) impacts are fully described in Section 3.15.5; however, since no potential future project information is available an impact significance level for Alternative 1 is not included in the table below.

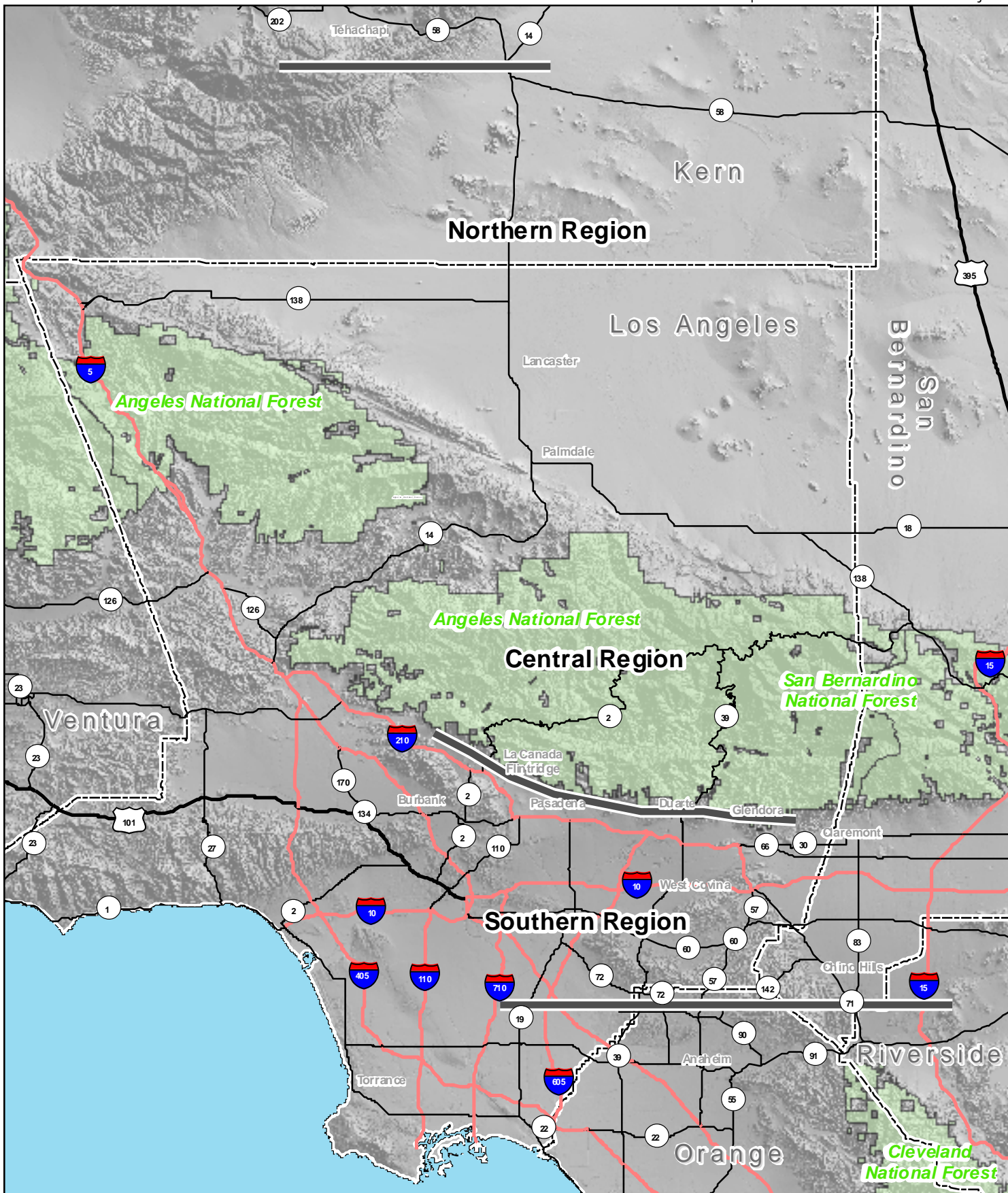
Table 3.15-40. Summary of Impacts and Mitigation Measures – Wilderness and Recreation

Impact	Impact Significance								Mitigation Measures
	Alt. 1+	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	NFS Lands*	
R-1: Construction activities would restrict access to or disrupt activities within established recreational areas.	N/A	Class II	Class II	Class II	Class II	Class II	Class II	Yes	R-1a: Coordinate construction schedule with managing officer/s for affected recreation areas. R-1b: Identify and provide noticing of alternative recreation areas. R-1c: Notification of temporary closure of OHV routes. R-1d: Notification of temporary closure and reroute of the Pacific Crest National Scenic Trail. R-1e: SCE shall assist in the completion of backlogged maintenance activities in the ANF.
R-2: Operational and maintenance activities would restrict access to or disrupt activities within established recreational areas.	N/A	Class II	Class II	Class II	Class II	Class II	Class II	Yes	R-1a (see Impact R-1) R-1b (see Impact R-1) R-1c (see Impact R-1) R-1d (see Impact R-1)
R-3: Project activities (construction or operation and maintenance) would cause or contribute to the degradation of one or more of the four primary characteristics of a designated Wilderness Area, as defined by the Wilderness Act.	N/A	Class III	Class III	Class III	Class III	Class II	Class III	Yes	L-2b: Aircraft flight path and safety provisions and consultation. (See Section 3.9. Land Use)
R-4: The Project would cause or contribute to degradation of the Pacific Crest National Scenic Trail.	N/A	Class II	Class II	Class II	Class II	Class II	Class II	Yes	R-1a (see Impact R-1) R-1d (see Impact R-1) R-1e (see Impact R-1)
R-5: The Project would contribute to degradation of Off-Highway Vehicle (OHV) trails or Open Riding Areas, or would result in a loss of recreational opportunity for OHV users.	N/A	Class II	Class II	Class II	Class II	Class II	Class II	Yes	R-5: Avoid permanent upgrades to Forest System roads.
R-6: The Project would facilitate unmanaged recreational uses that would contribute to the long-term loss or degradation of recreational opportunities.	N/A	Class II	Class II	Class II	Class II	Class II	Class II	Yes	R-5 (see Impact R-5).

N/A = Not Available

* Indicates whether this impact is applicable to the portion of the Project on National Forest System lands.

+ Potential projects would likely traverse the same geographic regions as either the proposed Project or Alternatives 3 through 7, and subsequently introduce similar types of impacts.



SCE, 2007,
USDA Forest Service, 2007

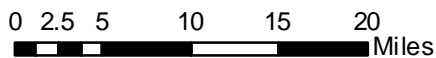
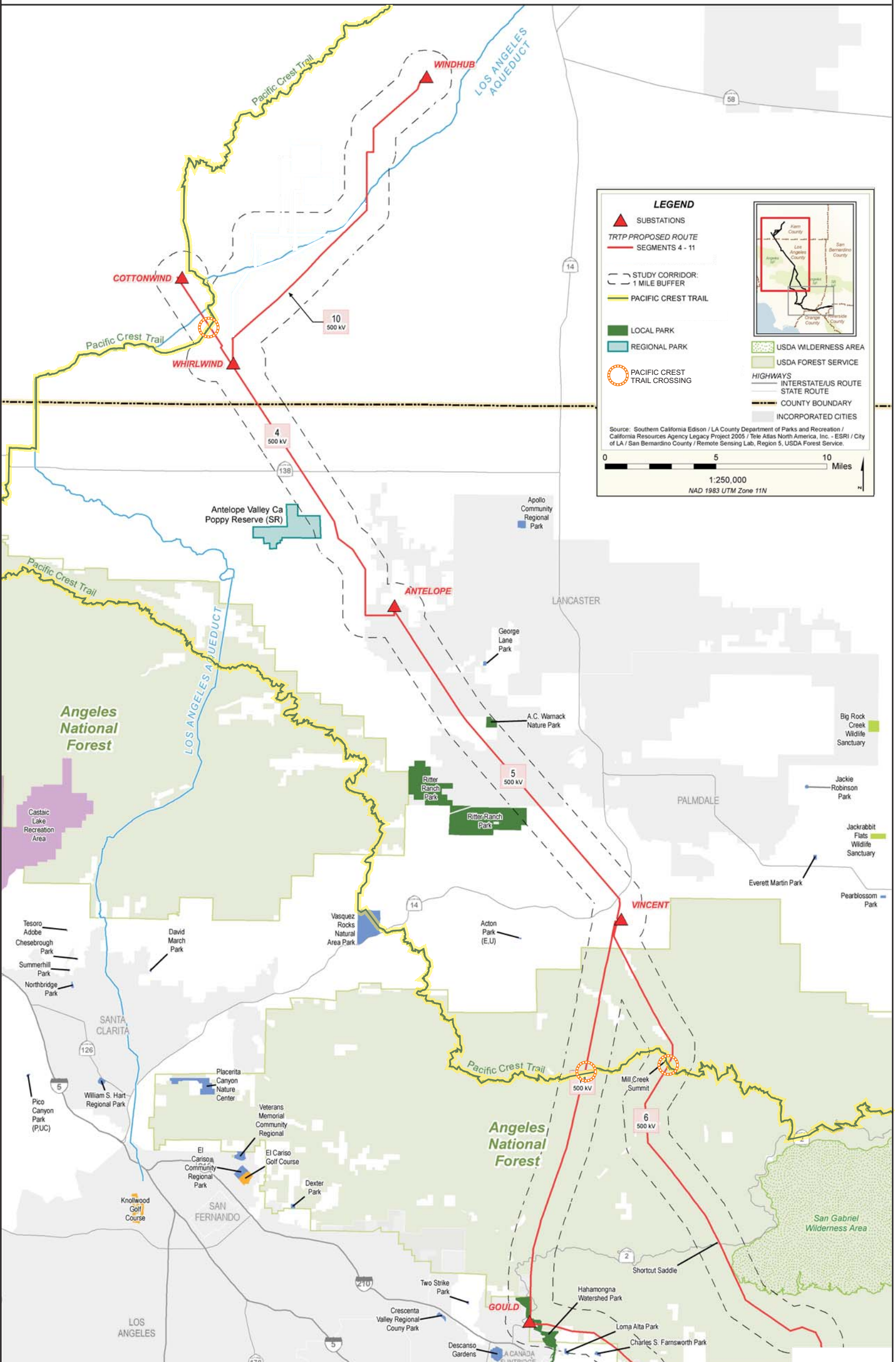


Figure 3.15-1

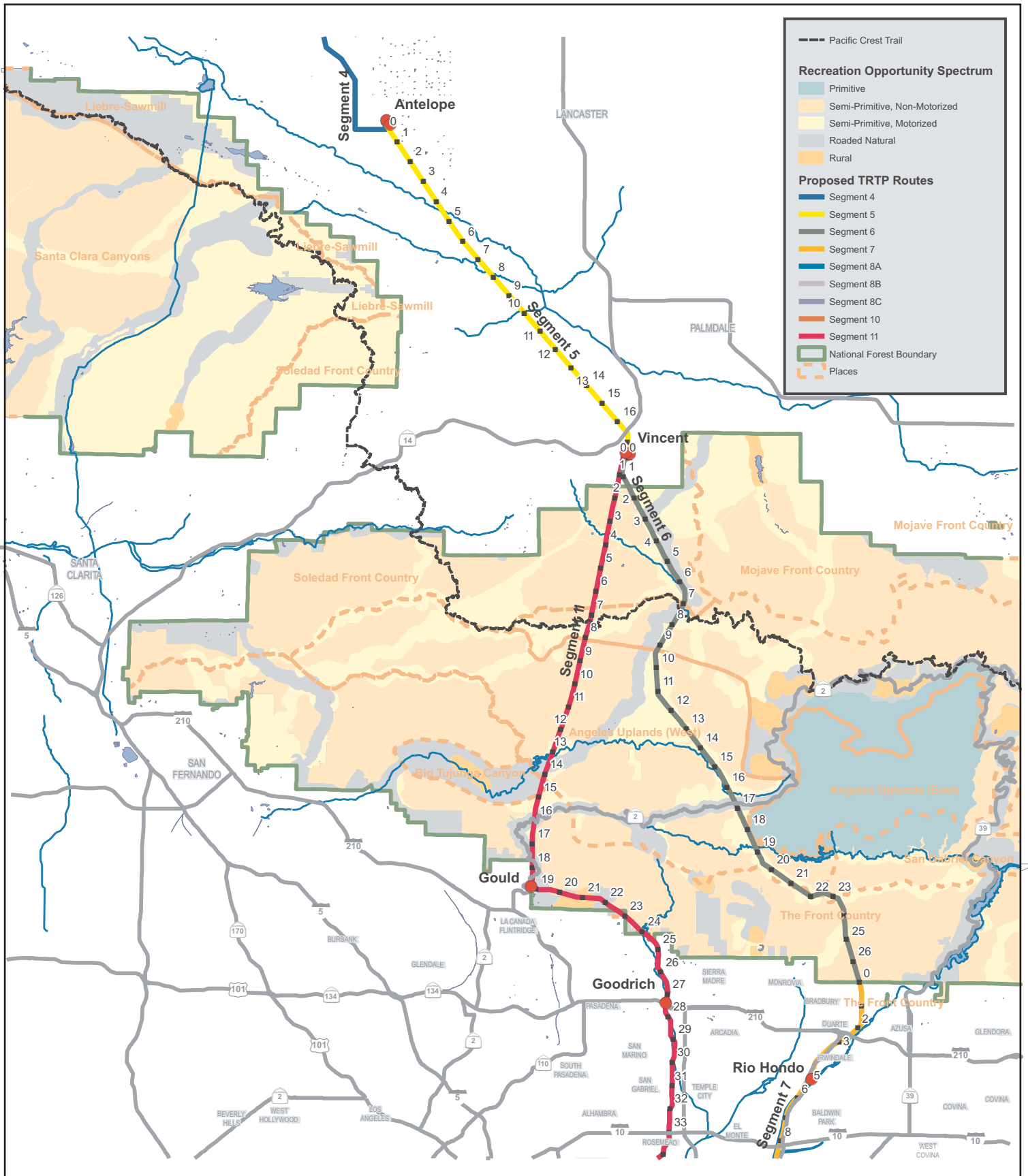
**Wilderness and Recreation
Study Area**



Source: SCE, 2007.

Figure 3.15-2
Pacific Crest National Scenic Trail Crossings
in the North and Central Regions

3.15 WILDERNESS AND RECREATION
Tehachapi Renewable Transmission Project



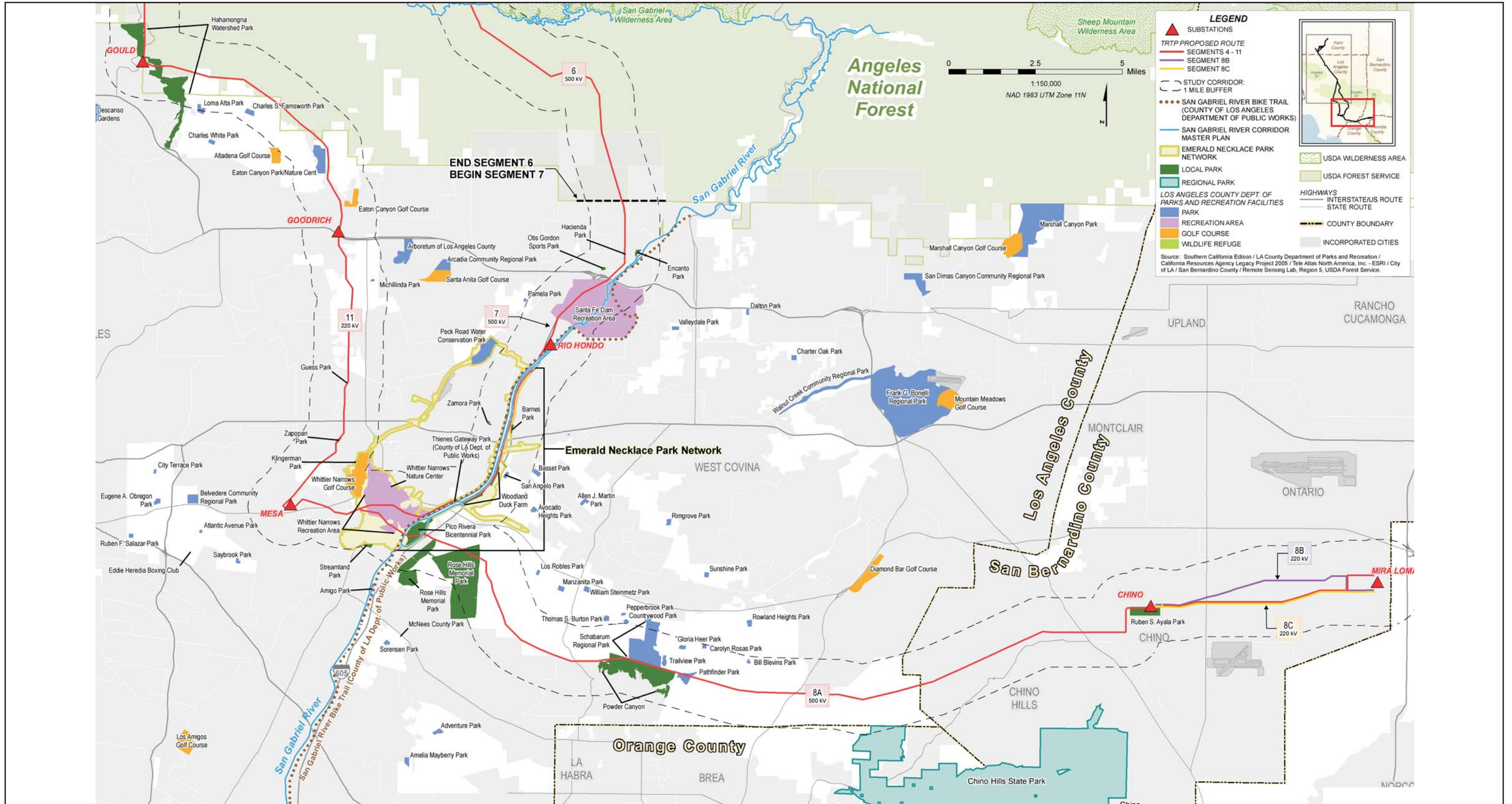
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0 1.25 2.5 5 7.5 10 Miles

Figure 3.15-3

Recreation Opportunity Spectrum Objectives for NFS Lands in the Central Region



Source: SCE, 2007.

Figure 3.15-4
Recreational Resources
in the South Region