

4.10 LAND USE AND PLANNING**4.10.1 Introduction**

This section describes the existing land uses in the project area for Segment 1 of the proposed Antelope Transmission Project, including Alternative 1. Land use in the project area was evaluated by reviewing Los Angeles County and local general plans, the forest land management plan for the Angeles National Forest, and by obtaining information from city, regional, county, state, and federal agencies. This section also summarizes relevant information from these plans. Figures 4.10-1, 4.10-2, and 4.10-3 show existing general plan and forest management plan land use classifications for Segment 1, including the proposed and Alternative 1 500 kV T/L routes and the existing SCE Antelope and Pardee substations within the regional setting of the proposed project.

4.10.2 Regulatory Issues

The CPUC has primary jurisdiction over the Antelope Transmission Project because it authorizes the construction, operation, and maintenance of public utility facilities in the State of California. Although such projects are exempt from local land use and zoning regulations and permitting, General Order (GO) No. 131-D, Section III C requires “the utility to communicate with, and obtain the input of, local authorities regarding land use matters and obtain any non-discretionary local permits”. Segment 1 (proposed and Alternative 1 500 kV T/L routes) traverse lands within the jurisdiction of the USFS, unincorporated areas of Los Angeles County, and lands within the cities of Santa Clarita and Lancaster. This assessment considers local and state land use plans as well as the USFS Angeles National Forest Draft Management Plan (USFS, 2004b) and the approved USFS Angeles National Forest Land and Resources Management Plan (USFS, 1987).

Alternative 1 also traverses land administered by the U.S. Department of Interior (USDI), Bureau of Land Management.

Pursuant to GO 131-D Section XIV B., local agencies were consulted regarding land use matters. SCE met with the local agencies to review the Antelope Transmission Project. Applicable input obtained from these local agencies is included in Appendix C.

4.10.3 Segment 1**4.10.3.1 Proposed Antelope – Pardee 500 kV T/L**

As shown on Figures 3-1 and 3-2, the T/L route for Segment 1 begins at the Antelope Substation site located within the City of Lancaster at mile 0.0 and traverses city land to mile 2.5. From mile 2.5 to 5.7, the route traverses Los Angeles County unincorporated lands. Between mile 5.7 and mile 18.6, the route is within the Angeles National Forest except for an area of non-forest land adjacent to Bouquet Reservoir (mile 9.2 to 9.6). The route between mile 18.6 and 25.6 extends through portions of the City of Santa Clarita and unincorporated Los Angeles County until it reaches the existing Pardee Substation site at mile 25.6.

4.10.3.2 Antelope – Pardee Alternative 1 (Alternative 1)

The T/L route for Alternative 1 begins at the Antelope Substation site located within the City of Lancaster at mile 0.0 and traverses city land to mile 1.8. The route traverses County lands between mile 1.8 to 6.8 at the boundary of the Angeles National Forest. Between mile 6.8 and 21.2, the route is primarily within the Angeles National Forest except for where it intercepts non-forest lands at mile 8.9 to 9.4 (near the community of Green Valley) and mile 10.3 to 10.6. Alternative 1 also traverses USDI, Bureau of Land Management land between mile 8.4 and 8.8. The route is within unincorporated Los Angeles County from mile 21.2 to mile 22.8, where it terminates at the Pardee Substation.

4.10.4 USFS Management Plan

The 1987 USFS Angeles National Forest Land and Resource Management Plan (1987 Plan) was approved and implemented in 1987 to direct the management of public lands within the Angeles National Forest. The goal of the 1987 Plan is to provide a management program reflecting a mix of activities, which allows use, and protection of the forest and its resources. The USFS is currently updating the 1987 Plan and has circulated a Draft Land and Resource Management Plan, Angeles National Forest Strategy (USFS, 2004a) for public review and comment, as well as an associated Draft Environmental Impact Statement. This new management document is scheduled to be finalized in the Summer of 2005; however, in the interim, pursuant to direction from the USFS, the 1987 Plan is still the officially recognized Plan (Borden, 2004). Accordingly, relevant information from the 1987 Plan was reviewed for the assessment presented in this PEA.

4.10.4.1 USFS 1987 Angeles National Forest, Land and Resource Management Plan

Both proposed Segment 1 and Alternative 1 are routed within an existing designated Utility Corridor Management Area, as depicted on maps in the 1987 Plan. These utility corridors are depicted on Figure 4.10-2 of this PEA. Other managed land use designations presented in the 1987 Plan that occur within all, or portions of, this Management Area include Rural Recreation Opportunity, Forest Age Class Diversity, Wildlife Emphasis, Recreation Emphasis, as well as the Visual Quality Objectives classifications Retention, Partial Retention, and Modification.

The following text quotations from the 1987 Plan are considered relevant to the proposed project:

- “No new utility corridors will be developed. Existing utility corridors may be expanded as stated in the Forestwide Standards and Guidelines and the Utilities Corridor Management Area Prescription.” (Page 2-2). Note: The Forestwide Standards and Guidelines Utilities Corridors section is included on page 2-40 in the 1987 Final Environmental Impact Statement, Angeles National Forest Land and Resources Management Plan.
- “The Forest Service met with the major utility companies in 1981 to determine future needs. No new corridors were proposed at this meeting. However, the utility companies wish to retain the flexibility to make changes within the existing corridors. When existing corridors are fully utilized, future lines may be considered for locations adjacent to and as near as possible to existing corridors, considering topography, safety, reliability, environmental impacts, and technical feasibility.” (Page 3-16).
- “The Forest will continue authorization of rights-of-way for oil and natural gas pipelines, electric T/Ls and aqueducts. These rights-of-way will be located within existing corridors.” (Page 4-11).
- “Management Prescription #8. This prescription emphasizes management of existing and potential utility corridors across National Forest land. Powerline right-of-way corridors will generally be considered the width of existing corridors.” (Page 4-138).

4.10.4.2 USFS Draft Land Management Plan, Angeles National Forest Strategy

The USFS Draft Land Management Plan, Angeles National Forest Strategy (2004 Strategy) (USFS, 2004a) does not specifically address or designate any substantive land use or management changes to the existing designated Utility Corridor Management Area as described in the 1987 Plan. However, the 2004 Strategy does provide further guidance regarding utility corridor land use suitability with other public and habitat uses. Table 2.1-3

in the 2004 Strategy identifies the Segment 1 route occurring within the Developed Area Intermix and the Back Country Motorized land use zones. The Alternative 1 route occurs within the Urban and Rural Interface and the Developed Area Intermix land use zones. The two routes do not overlap land use zones that are designated as “not suitable” for utility corridors that include Back Country Non-motorized, Critical Biological, Wilderness, and Experimental Forest. This USFS land use information is summarized in Figure 4.10-1.

4.10.5 General Plans

The Segment 1 and Alternative 1 T/L routes occur within planning areas subject to the jurisdiction of Los Angeles County, and the cities of Lancaster City and Santa Clarita. The SCE Antelope Substation is within the jurisdiction of the City of Lancaster and the SCE Pardee Substation is within the jurisdiction of the City of Santa Clarita. Los Angeles County has emphasized the development of relatively detailed land use plans for the majority of unincorporated communities. Similarly, the cities of Santa Clarita and Lancaster incorporate two levels of planning into their long-term development strategy. These include the General Plan that provides broad policies and objectives to guide development within the cities and Specific Plans that provide detailed policies and site development standards for planning areas. Those general and specific plan elements pertaining to the Antelope Transmission Project (Segment 1) area are described in the following sections.

It is important for the purpose of project planning to recognize that there is a high level of land development activity occurring currently, and being planned, within the Santa Clarita area. This area is generally located from mile 18.6 to 24.9 for Segment 1, and from mile 21.2 to 22.8 for Alternative 1. This area includes a mix of Los Angeles County and City of Santa Clarita land jurisdictions. The County and City of Santa Clarita are engaged in a joint venture to develop a master planning document called the Santa Clarita Valleywide General Plan, One Valley, One Vision. The Santa Clarita Valley General Plan, Technical Report, February 2004, is currently available for public review. The website address is www.santa-clarita.com/vgp/process/asp. This document and its associated data base represent some of the best currently available information regarding the existing land uses along the routes. Accordingly, the discussions in the following sections, and the supporting figures (refer to Figures 4.10-1, 4.10-2, and 4.10-3) and tables (Table 4.10-1), summarize this information.

4.10.5.1 City of Lancaster General Plan

The Segment 1 route within the City of Lancaster city limits extends from the Antelope Substation site located at mile 0.0 to mile 2.5 where the route transitions to unincorporated Los Angeles County jurisdiction. The Alternative 1 route extends from mile 0.0 to 1.8 within the City of Lancaster. The Lancaster General Plan (City of Lancaster, 1997b), adopted

TABLE 4.10-1
ANTELOPE TRANSMISSION PROJECT
SEGMENT 1 LAND USE DESIGNATIONS IN LOS ANGELES COUNTY

Route ID	Mile Markers ¹	Land Use Designation ²	Notation
Proposed Route (500 kV)	0.0-2.5	NU	City of Lancaster
	2.5-5.7	N1	L.A. County
	5.7-9.2	O-NF	National Forest
	9.2-9.6	W	Bouquet Reservoir
	9.6-18.6	O-NF	National Forest
	18.6-21.5	HM	L.A. County
	21.5-22.3	MFR	City of Santa Clarita
	22.3-24.9	HM	L.A. County
	24.9-25.6	I	City of Santa Clarita
Alternative 1(500 kV)	0.0-1.8	NU	City of Lancaster
	1.8-5.3	N1	L.A. County
	5.3-6.8	N2	L.A. County
	6.8-8.4	O-NF	National Forest
	8.4-8.85	N2	USDI, Bureau of Land Management
	8.85-9.4	N2	"Private Land – Community of Green Valley"
	9.4-10.3	O-NF	National Forest
	10.3-10.6	N1	"Private Land"
	10.6-21.2	O-NF	National Forest
	21.2-22.8	HM	L.A. County
	22.8	--	Intercept with proposed route at milepost 20.5; see proposed route data for subsequent route zoning designation to Pardee Substation

¹ Refer to Figure 3-2 for mile marker locations.

² **Legend:**

City of Lancaster

NU – Non Urban Residential (0.4 – 2.0 dwelling units/acre)

Los Angeles County

N1 – Non Urban 1 (0.5 dwelling units/acre)

N2 – Non Urban 2 (1.0 dwelling units/acre)

O-NF – National Forest

HM – Hillside Management

W – Water Body

City of Santa Clarita

MFR – Multi-Family Residential

I - Industrial

October 28, 1997, depicts Non-Urban Residential land use and Residential (1unit/2.5 acres) zoning designations at the substation site and along both routes.

4.10.5.2 Los Angeles County General Plan

Portions of Segment 1 occur within the planning/development jurisdiction of Los Angeles County. Mile 2.5 to 5.7, mile 9.2 to 9.6, mile 18.6 to 21.5, and mile 22.3 to 24.9 of Segment 1 are located within unincorporated areas of the County. The Alternative 1 route traverses County lands between mile 1.8 to 6.8, mile 8.9 to 9.4, mile 10.3 to 10.6, and mile 21.2 to 22.8. The land use designations for these areas are summarized in Table 4.10-1. Los Angeles County establishes relevant land use policy for property by means of their General Plan, and Land Use Element (LUE) (County of Los Angeles, 1979b), adopted in 1979 with elements updated from 1987 to 1993. The General Plan provides general land use policies for unincorporated areas in the County. The LUE serves as a key tool for improving inter-jurisdictional coordination and provides a basis for specific land use planning within unincorporated areas. Development plans within Los Angeles County are subject to approval by a discretionary land use permitting process.

4.10.5.3 City of Santa Clarita and Santa Clarita Valleywide General Plans

4.10.5.3.1 City of Santa Clarita 1991 General Plan. The Land Use Element of the City of Santa Clarita General Plan (City of Santa Clarita, 1991b) (adopted in 1991) details the development of lands for commercial, industrial, and housing uses. The 1991 General Plan plays a central role in correlating all land use issues into a set of development policies, serving as a guide for future development that indicate the location and extent of existing and planned land uses. Land use objectives of the 1991 General Plan include the following:

- “Establishment of a balance of development consistent with the long-range goals, objectives, and values of the City and surrounding planning areas.”
- “The identification of proposed areas for the intensity, density, and nature of new development.”
- “The identification of opportunities for new development and redevelopment in the City and planning area.”
- “The attainment of a balance between land use, circulation, and infrastructure.”

Exhibit L-2, as presented in the City of Santa Clarita Land Use Element, depicts land use designations along the proposed Segment 1 route, where it traverses City lands from mile 21.5 to 25.6, as Multi-family Residential and Industrial.

The City of Santa Clarita Zoning Ordinance serves as the primary implementation tool for the Land Use Element and the goals and policies of the City General Plan. For the most part, the zoning map is consistent with the land use map contained within the General Plan. The proposed route for Segment 1 of the Antelope Transmission Project (and Alternative 1) is zoned Residential Suburban, Specific Plan (Residential), and Business Park.

4.10.5.3.2 Santa Clarita Valleywide General Plan, One Valley, One Vision. Baseline information for this General Plan, currently being developed, is available in the Santa Clarita Valley General Plan Technical Report dated February 2004. As depicted on Figure 2.1-3 of that report, the portion of the proposed Segment 1 traverses City lands from mile 21.5 to 25.6 and includes land use designations: Residential Suburban, Specific Plan, and Business Park. It is noted that these designations generally correspond to the designations described in the previous section regarding the 1991 General Plan.

Figure 2.1-5 in the 2004 Santa Clarita Valley General Plan Technical Report provides City Zoning and Specific Plan information and depicts the following corresponding designations to those specified previously for Figure 2.1-3: Residential = Residential Suburban; Specific Plan = Specific Plan; and Industrial = Business Park.

In addition, Figure 2.1-2 in the aforementioned Technical Report depicts the Santa Clarita Valleywide General Plan designations for the unincorporated areas in Los Angeles County described in Section 4.10.5.2, above. The designations include: Urban 1, Urban 2, Urban 3, Commercial, Industry, Water Body, Floodway/Floodplain, and Hillside Management.

4.10.6 Regulatory Approvals

In addition to the need for SCE to obtain a Certificate of Public Convenience and Necessity (CPCN) from the CPUC, it is anticipated that SCE will need to obtain the following land use related approvals prior to implementation of Segment 1 of the proposed Antelope Transmission Project:

- Special Use Permit from the USFS
- R-O-W Grant from the USDI, BLM (applicable to Alternative 1 only)