

5.13 POPULATION AND HOUSING**5.13.1 Significance Criteria**

The significance criteria listed below were derived from Appendix G of the CEQA Guidelines. Impacts to population and housing in the project area would be considered potentially significant if the project would:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), (refer to Section 8.0 [Growth-Inducing Impacts] of the PEA)
- Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

5.13.2 Construction Impacts**5.13.2.1 Introduction**

It is currently estimated that construction activities could occur along the T/L routes (Segments 2 and 3) and substation sites for up to approximately 18 months if Segments 2 and 3 were constructed simultaneously. During construction, SCE's own construction work force and contractors would perform construction.

It is expected that local laborers would be employed and that there would be little or no increase in demand for housing by the project. However, if a non-local labor force was employed, a temporary need for accommodations would arise. This would result in a less than significant impact due to the numerous hotel/motel accommodations serving the project area (within Lancaster, Palmdale, Rosamond, Mojave, and Tehachapi).

5.13.2.2 T/Ls

Construction of the Segment 2 T/L would mainly take place alongside an existing T/L corridor between Antelope and Vincent, including existing access, with the exception of the approximately 7-mile-long curve to the west in the T/L corridor near Palmdale on the Ritter Ranch development. Some spur roads would likely need to be constructed, but there would not be any displacement of existing housing or people. Any necessary staging areas would be located in areas with appropriately zoned property that is suitable for the purpose, and would not displace any existing housing or people. The proposed 500 kV T/L Segment 2 route

avoids the majority of the Ritter Ranch, Anaverde, and Palmdale 1000 residential development areas in western Palmdale (refer to Figures 3-1 and 3-2). Since the proposed 500 kV T/L would be constructed mainly along an existing utility corridor and away from existing and planned residential areas, no displacement of homes or people would be expected to occur.

This impacts analysis applies equally to Alternatives AV1 and AV2 associated with Segment 2, as Alternative AV1 is parallel and in close proximity to the proposed 500 kV T/L route, and Alternative AV2 follows the existing utility corridor. Therefore, neither alternative displaces any existing or proposed housing units. However, the portion of the proposed Segment 2 route that corresponds to Alternative AV1 would require the removal of three existing homes which would constitute an adverse impact to these few homeowners. But would not constitute an adverse impact under the CEQA criteria of whether the project would displace substantial numbers of existing housing, necessitating the construction of the replacement housing elsewhere. Removing three homes in the Antelope Valley would not constitute displacing a substantial number of existing homes. Furthermore, SCE would compensate the displaced homeowners at fair market value for the purchase of their properties, including relocation assistance.

Based on discussions between SCE and Ritter Ranch representatives, the proposed T/L route would result in fewer impacts to planned homes on both the Ritter Ranch and Anaverde development areas. The proposed Segment 2 T/L route does intersect the Ritter Ranch Specific Plan area between MP 7.6 and 13.9, and the Anaverde Specific Plan area between MP 13.9 and 15.0, however, the majority of the development areas would be avoided. The proposed Segment 2 T/L route also traverses the extreme southwest corner of the proposed Palmdale 1000 development (refer to Figures 3-1 and 3-2).

Construction of the proposed 500 and 220 kV T/Ls along Segment 3 would require new R-O-W acquisition for the entire 35.2 miles of T/Ls and some new access and spur roads would need to be built to access the new tower locations proposed. The T/L route skirts the west side of a planned community north of Antelope (proposed Del Sur Ranch), and would not displace any planned housing units. No other proposed developments along the T/L route are anticipated in the near future, and no housing units or people would be displaced, as the route mainly follows existing major roads.

The proposed 220 kV T/L that would be built between new Substation One and new Substation Two on new R-O-W would not displace any existing housing or people.

This impacts analysis applies equally to all of the alternatives associated with Segment 3 (A, B, and C), as the alternative routes are in close proximity to the proposed 500 kV and 220 kV routes, and do not displace any existing or proposed housing units. The Alternative B route

(Segment 3) is adjacent to the east boundary of the proposed Copa de Oro/Kern Ross Estate, but does not traverse this proposed development; therefore it avoids any potential impacts to planned housing units. The Alternative C 220 kV T/L route passes near 3 homes in the vicinity of the T/L crossing of Cameron Canyon Road and would be expected to result in adverse, but less than significant impacts on these homes.

5.13.2.3 Substation Facilities

The modifications to be implemented to the Antelope and Vincent substations (for Segment 2) would not displace any surrounding homes or people. The construction efforts for the substations would occur within or directly adjacent to existing SCE property, and no impacts on existing or planned housing would occur.

The new Substation One (near Cal Cement) and Substation Two (near Monolith) proposed sites, and adjacent alternative sites, are located in areas that do not contain any housing. Therefore, no population or housing related impacts are anticipated.

5.13.3 Operation Impacts

Because the project would not displace people or existing housing and would not create population growth, impacts would be less than significant.

5.13.4 Mitigation Measures

5.13.4.1 Segment 2

Since no potentially significant impacts have been identified, no mitigation measures are proposed.

5.13.4.2 Segment 3

Since no potentially significant impacts have been identified, no mitigation measures are proposed.