

4.13 POPULATION AND HOUSING

4.13.1 Introduction

This section describes the existing and forecasted conditions of population and housing in the project area for the proposed Segment 2 500 kV T/L route (including route Alternatives AV1 and AV2) and 220 kV T/L route, and the proposed Segment 3 500 kV and 220 kV T/L routes (including route Alternatives A, B, and C, and Substations One and Two) (refer to Figure 3-1). Modification and expansion of the Antelope Substation is addressed in the separate CPCN Application/PEA for Segment 1 of the proposed Antelope Transmission Project. The proposed Segment 2 500 kV T/L route begins at the Antelope 220 kV substation, located toward the west end of the City of Lancaster, and proceeds southeast through the City of Palmdale and approximately 1 mile east of the small community of Acton, before terminating at the existing SCE Vincent 500 kV Substation. The proposed Segment 2 parallels an existing T/L corridor over the majority of its length, except for the curve to the west near the City of Palmdale where the T/L corridor curves from its linear course for approximately 7 miles, to minimize or avoid impacts to the Ritter Ranch Development.

Segment 3 also begins at the Antelope Substation and proceeds north through northern Los Angeles County into Kern County. Segment 3 reaches proposed Substation One west of the community of Mojave, and extends northwest to proposed Substation Two, southeast of the City of Tehachapi (refer to Figure 3-1). Alternatives A and B (for Segment 3) mainly parallel the proposed Segment 3 corridor, to the east and west, respectively. Both Segments 2 and 3 would require the acquisition of new R-O-W.

Population and housing conditions were evaluated by reviewing the Los Angeles and Kern County General Plans, as well as the General Plans for the Cities of Palmdale, Lancaster, and Tehachapi. Data were also obtained from statistical reports from the State of California Department of Finance, the U.S. Department of Housing and Urban Development, the State of California Employment Development Department (EDD), and the Southern California Association of Governments (SCAG).

4.13.2 Population – Segment 2

The 21.5 miles of proposed 500 kV and 220 kV T/L between the Antelope and Vincent substations begins at the west end of the City of Lancaster and ends north of the Angeles National Forest boundary and a little over 1 mile east of the community of Acton. The majority of Segment 2 is located in sparsely populated unincorporated portions of Los Angeles County.

The population of Los Angeles County was recorded to be 9,519,338 by the 2000 Census. This was a 7.4 percent increase in population from the 1990 Census. In 2005, the population

is estimated to be 10,226,506, which is a 1.2 percent increase from 2004 (California Department of Finance, 2004a, 2004b). Los Angeles County is expected to experience the largest share of both regional population and household growth in all of southern California. The County population is expected to increase to 12.2 million by 2030. The number of households in the county is expected to increase by 980,000 from 2000 to 2030. However, although Los Angeles County is projected to continue to be the most populous county in southern California, its percentage of the total population will continue to move downward, to 54 percent in 2025 (compared to 83 percent in 1950 and 58 percent in 2000).

Ethnically, the majority of the population throughout Los Angeles County is White or of Hispanic or Latino origin. In Lancaster, however, the Hispanic population is approximately 24 percent. Lancaster has consistently displayed high population growth over the past decade. The U.S. Census Bureau reports Lancaster as the third fastest-growing city in Los Angeles County between 1990 and 2000. The City of Palmdale, (which the Segment 2 corridor traverses, but most of the population is located to the east), is currently the fastest growing city in Los Angeles County, with a growth rate of 69.29 percent from 1990 to 2000. The state Department of Finance estimates Lancaster's population at 129,200 people in 2004 (a 2.6 percent increase from 2003) and Palmdale's population at 131,300 people in 2004 (a 3.3 percent increase from 2003).

City	2000 Census	1990 Census	Increase	Percent
Palmdale	116,670	68,917	47,753	69.29%
Lancaster	118,718	97,291	21,427	22.02%

Source: U.S. Census Bureau, 2000.

SCAG projects the populations of Lancaster and Palmdale to reach 168,032 and 176,506, respectively, in 2010.

Demographic information for Acton is based on estimates due to Acton's unincorporated status. The estimated current population is approximately 9,175 people, 86.43 percent of which are white, and 24.54 percent of which are Hispanic (Community of Acton website, 2004). The 2000 U.S. Census reported Acton's population at 2,390.

Alternative AV1 is a short 2.1-mile-long segment, located parallel to and east of the proposed Segment 2 route, beginning at MP 5.7 and ending at MP 7.7. Alternative AV1 would avoid three existing homes that would need to be removed if the corresponding portion of the proposed T/L route were implemented instead. Alternative AV2 is 3.1 miles long, departing from the proposed T/L route at MP 8.1 and traversing the Ritter Ranch and Anaverde specific plan areas to a juncture with the proposed T/L route at MP 14.8. These specific plan areas are included in the Palmdale General Plan area. The Ritter Ranch Community Concept Plan (1991) specifies Residential land use designations within planning areas along the proposed

T/L route. The City Ranch (Anaverde) Specific Plan (Azeka De Almeida Planning, 1992c) identifies the proposed T/L route as Natural Open Space and the Alternative AV2 route within the existing utility corridor easement as Open Space and Natural Open Space.

4.13.3 Population – Segment 3

Segment 3 extends north from the City of Lancaster through northern Los Angeles County into Kern County. Current and projected population estimates for Lancaster are presented above in Section 4.13.2. The proposed Segment 3 T/L route and associated alternatives lead through unincorporated areas of Rosamond, Mojave, and Tehachapi. All of these cities are located in Kern County.

The population of Kern County was recorded to be 661,645 by the 2000 Census. This was a 7.4 percent increase in population from the 1990 Census. In 2005, the estimated population for the County is 753,070 people, which is a 2.8 percent increase from 2004, and the County is projected to have a population of 808,808 by 2010 and 950,112 by 2020 (California Department of Finance, 2004a, 2004b). The majority of the population throughout the County is White (61.6 %) or of Hispanic or Latino origin (32.4 %).

As the proposed Segment 3 T/L route proceeds north into Kern County, the first city near its corridor (approximately 1 mile west) is Rosamond (10 miles north of Lancaster). Rosamond has experienced rapid residential growth over the past 20 years. The U.S. Census Bureau reported the population of Rosamond at 14,349 people in 2000. Projections based on the number of houses in the planning stage could have Rosamond's population doubling over the next 5 years (www.jpbroker.com). At this rate, the population may reach approximately 29,000 by 2010.

The boundaries of Mojave are 1-2 miles to the east of the northern portion of the proposed Segment 3 T/L route. The community of Mojave is unincorporated, and had a population of approximately 4,000 people in 2000 (U.S. Census Bureau 2000a, 2000b). The northern end of Segment 3, including proposed Substation Two (220 kV), is located east of the City of Tehachapi (refer to Figure 3-1). Tehachapi had an estimated population of 11,700 in 2004 and 11,907 in 2005 (California Department of Finance 2004a, 2004b). Both of these Kern County communities anticipate substantial population growth over the next decade, as the Los Angeles basin reaches maximum capacity. However, growth in Mojave and Tehachapi is not anticipated to be as substantial as that in the Antelope Valley portion of Los Angeles County (which includes the cities of Lancaster and Palmdale). SCAG estimates that the Antelope Valley portion of Los Angeles County will grow from approximately 300,000 people (currently) to 1.2 million by the year 2020; an average growth rate of 6.8 percent compounded annually.

Segment 3 500 kV T/L route Alternatives A and B roughly parallel the proposed 500 kV T/L approximately 0.5 to 1 mile to the east and west, respectively (refer to Figure 3-1). These alternatives do not traverse or approach any additional cities or communities that have not already been discussed previously in this section for the proposed 500 kV T/L route along Segment 3. Therefore, the population information presented in the previous subsections above also applies to Alternatives A and B. Alternative C is located approximately 2 miles west of the proposed 220 kV T/L route between proposed Substations One and Two, and does not traverse or approach any additional cities or communities that have not already been discussed in this section.

4.13.4 Housing – Segment 2

Even prior to the 1990s, housing production was lagging behind population growth in Los Angeles County. This last decade only increased the gap. Consequently, the shortage of housing has led to escalating housing prices and fewer housing opportunities for low and moderate-income households. Due to the high demand for housing in the County, the number of households in the unincorporated area is projected to increase by 12 percent between 1997 and 2005. More specific to this project, the north county area, where the proposed 500 kV T/L route is located, is predicted to experience a 49 percent growth in households (Los Angeles County General Plan, Housing Element 2001).

As of the year 2000, Los Angeles County had approximately 3,300,181 housing units, 47.9 percent of which were owner-occupied. The median value of owner-occupied housing units was approximately \$209,300 in 2000 (U.S. Census Bureau 2000a, 2000b). Segment 2 is entirely within the County of Los Angeles, and extends through the cities of Lancaster and Palmdale.

Lancaster had approximately 41,682 housing units in 2000, 23,394 of which were owner-occupied, and about 3,500 were vacant. The median house value was approximately \$103,700 (U.S. Census Bureau, 2000a, 2000b). SCAG predicts the housing units in Lancaster to reach 51,418 housing units by 2010, an approximate 10,000-unit increase. Palmdale had approximately 37,096 housing units in 2000, 24,346 of which were owner-occupied, and about 2,811 were vacant. The median house value was approximately \$116,400 (U.S. Census Bureau, 2000a, 2000b). SCAG predicts the housing units in Palmdale to reach 48,628 units by 2010, an approximate 11,500-unit increase. Household projections for Palmdale and Lancaster are summarized below.

City	Households in 2000	2005 Projection	2010 Projection
Palmdale	37,096	39,553	48,628
Lancaster	41,682	42,673	51,418

Source: U.S. Census Bureau 2000 and SCAG 2004b.

It is the public policy of California to ensure that local governments provide adequate sites to accommodate the construction of housing to meet the needs for all income groups. The Los Angeles County review process for granting entitlements for new residential development is designed not only to ensure that a full range of adequate public services and facilities, including water and sewage, are available for each new project, but also to ensure that hazards are avoided or mitigated and vital natural resources are preserved or protected.

The Segment 2 T/L route Alternatives AV1 and AV2 do not traverse or approach any populated areas that have not been discussed previously in this section. Therefore, the housing data presented previously in this section apply to Alternatives AV1 and AV2 as well.

4.13.5 Housing – Segment 3

Segment 3 extends north from the Antelope Substation in Lancaster through northern Los Angeles County into Kern County. Current and projected housing estimates for Los Angeles County and Lancaster were presented previously in Section 4.13.4. The proposed Segment 3 T/L routes and associated alternatives lead through or near the unincorporated areas of Rosamond and Mojave, and the City of Tehachapi. All of these communities are located in Kern County.

Kern County had 231,564 total housing units in 2000, 208,652 of which were occupied, and 22,912 were vacant (U.S. Census Bureau, 2000a, 2000b). Kern County has some of the lowest cost housing in California, with the median price of a home at only 44 percent of the California state average (Kern County Housing Profile, Census 2000 data). The home ownership rate is higher in Kern County, 62 percent, relative to 57 percent across the State, due to the fact the median household income in Kern County is 75 percent of the California average, making home prices affordable to a much broader segment of the population than elsewhere in the State. The inexpensive and relatively young housing stock is one of the drivers of the County's high population growth rates.

The community of Rosamond reported a total of 5,597 housing units in the year 2000, 4,988 of which were occupied (3,440 were owner-occupied) and 609 units were vacant (U.S. Census Bureau, 2000b). The median single-family home value was \$89,000. The community of Mojave reported a total of 1,806 housing units in the year 2000, 1,408 of which were occupied (729 were owner-occupied) and 398 units were vacant (U.S. Census Bureau, 2000a, 2000b). The median single-family home value was \$56,500. The City of Tehachapi reported a total of 2,914 units in the year 2000, 2,533 of which were occupied (1,387 were owner-occupied), and 381 units were vacant (U.S. Census Bureau, 2000a, 2000b). The median value for owner-occupied housing was \$90,000.

The City of Tehachapi has demonstrated a growth rate of housing units that is higher than Rosamond and Mojave, and slightly higher than Kern County, overall. Between the years 1990 and 2000, a total of 484 housing units were added within the City (an increase of 16.6 percent), while Kern County as a whole experienced a 14 percent increase.

As discussed in Section 4.13.3, Segment 3 T/L route Alternatives A and B generally parallel the proposed Segment 3, 500 kV T/L route. These route alternatives do not traverse or approach any populated areas that have not been discussed previously in this section. Therefore, the housing data presented in the previous sections apply to Alternatives A and B as well. Alternative C (220 kV) is located approximately up to 2 miles east of the proposed 220 kV T/L route from proposed Substation One to Substation Two, and does not traverse or approach any urban areas. Alternative C is located southeast of the City of Tehachapi as shown on Figure 3-1.