

5.15 RECREATION**5.15.1 Significance Criteria**

The significance criteria listed below for Recreation were derived from Appendix G of the CEQA Guidelines. Impacts to Recreation would be considered potentially significant if the project would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated
- Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment

5.15.2 Segment 1 – Antelope to Pardee**5.15.2.1 Lancaster and Northern Unincorporated Areas**

Construction activities along the proposed T/L route (including modifications to the existing substations on each end) would not impinge on or otherwise affect any City parks, County parks and facilities, or state preserves in this area. Therefore, no adverse effects to recreational uses in this project area are expected to occur.

The only recreational facility or planned facility in this area of the Segment 1 project (including Alternative 1) that might be affected by project construction would be a trail or trails along the California Aqueduct. In general terms, any trails crossed by the construction operations would be subject to temporary disturbance or closure for safety reasons during construction. Any such crossings or disturbance would require approvals by Los Angeles County (or other responsible agency) and would be subject to conditions that would require appropriate planning, noticing, safety warning and control, and restoration, if necessary.

5.15.2.2 Angeles National Forest

The general policy of the USFS is to maintain utility use within existing corridors with no or minimal expansion. The exact language from the current plan is as follows (USFS, 1987a):

“These (utility) rights-of-way are located within seven existing corridors and occupy approximately 16,440 acres [within the entire Angeles National Forest]. The USFS 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 location adjacent to and as near as possible to existing corridors, considering topography, safety, reliability, environmental impacts, and technical feasibility.”

The project as proposed is consistent with this policy as much as possible. It would locate the new 500 kV T/L within the current R-O-W of the existing 66 kV line, and add a minimal additional width to the R-O-W to accommodate the larger improvements. This would lead to a slight increase in the acreage devoted to Utility Corridor use, but would otherwise have little or no effect on recreational opportunities within this portion of the Angeles National Forest.

During construction operations, some roads or access trails would be affected by construction traffic, and may be subject to temporary closure or delay. These types of activities would be coordinated with the USFS, who would have the review and approval authority over the Special Use Permit to allow the work. Depending on the specific details of each construction operation, the USFS may impose conditions to restore roads and trails to their original condition or perhaps to restore some access trails to a natural condition and prohibit their use if a specific area has biological or other values that should be preserved. SCE’s Spur Road Restoration Plan is presented in Appendix J.

5.15.2.3 City of Santa Clarita

There are no City parks or recreation facilities that would be affected by the project. Local construction activities may temporarily involve some City streets and lead to short-term traffic disruptions. Any such work would require a permit from the City and would involve appropriate planning, design, traffic management, and steps to minimize the effects.

5.15.3 Alternative 1

The previous recreation discussions for the proposed 500 kV T/L route in Lancaster and unincorporated Los Angeles County, the Angeles National Forest, and the City of Santa Clarita are also applicable to Alternative 1.

5.15.4 Mitigation Measures

Neither construction nor operation of the proposed 500 kV T/L route (or Alternative 1) would be expected to result in significant effects on recreation and no supplemental mitigation measures (beyond the possible measures to be stipulated by the USFS in the Special Use Permit) are needed.