

## 5.7 Land Use

This AFC section describes existing and planned land uses within the PHPP site and on surrounding properties within one mile of the plant site and within 0.25-mile on both sides of the Project's linear features; the Project site (plant site and linears), plus surrounding areas is referred to in the following discussion as the "Project area" (see Figure 5.7-1). The City of Palmdale has land use jurisdiction over the entire plant site and most of the linear facilities routes, except for portions of the transmission line route and reclaimed water pipeline that are in unincorporated areas of Los Angeles County.

### 5.7.1 LORS Compliance

This section addresses potentially applicable laws, ordinances, regulations, and standards (LORS) related to land use. Table 5.7-1 summarizes the applicable Federal, State, and local LORS and additional discussion is provided following the table. The Project will comply with the applicable Federal, State, and local LORS.

**Table 5.7-1 LORS Applicable to Land Use**

LORS	Applicability	Where Discussed in AFC
<b>Federal:</b>		
Air Installation Compatible Use Zone (AICUZ) Program	Instituted by the Department of Defense, the AICUZ guidelines provide recommendations for land uses that are compatible with airfield operations.	Section 5.7.3
Federal Aviation Regulation Part 77, Objects Affecting Navigable Airspace, Subpart C.	Provides regulations on height restrictions in navigable air space.	Section 5.7.3
<b>State:</b>		
California Public Resources Code Section 25500 et seq.	Gives CEC the authority to certify proposed power facility sites, to supersede local land use regulations, and to be the lead agency for CEQA documents.	Section 5.7.1
California Code of Regulations, Title 20, Sections 1701 et seq., 1752, and Appendix B	Establishes CEC procedures, documentation, and required environmental and other findings for siting electrical energy generating facilities.	Section 5.7.1
California Government Code Sections 65352, 65940, and 65944.	Requires evaluation of compatibility with military activities for any land use proposal located near a military installation or airspace.	Section 5.7.3
State Aeronautics Act (California Public Utilities Code, Section 21670 et seq.)	Requires the creation of Airport Land Use Commissions (ALUCs) to coordinate planning for the areas surrounding public use airport.	Section 5.7.1

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LORS	Applicability	Where Discussed in AFC
<b>Local:</b>		
City of Palmdale General Plan	<p><u>Palmdale Business Center Park Specific Plan.</u> Presents comprehensive development plan consistent with the City's general Plan. The entire plant site is located within this specific plan.</p> <p><u>Land Use Element.</u> Provides land use designations, goals, and policies for the development and conservation of land within the City of Palmdale.</p> <p><u>Noise Element.</u> Provides a discussion of noise and its impacts, and sets guidelines to prevent noise and land use conflicts and land use conflicts.</p> <p><u>Safety Element.</u> Evaluates the seismic, flood, geologic, wildfire, and urban fire hazards in the Planning Area, as well as aircraft accident potential, hazardous materials, and crime.</p>	Sections 5.7.3 and 5.7.4
City of Palmdale Zoning Ordinance	Project is subject to City of Palmdale Zoning Ordinance requirements and Palmdale Standards of Development.	Sections 5.7.3 and 5.7.4
City of Lancaster General Plan	<u>Public Health and Safety.</u> Identifies constraints to urban and rural development and addresses air installation land use compatibility issues.	Section 5.7.3
City of Lancaster Zoning Ordinance	Project is not subject to the City of Lancaster Zoning Ordinance because the plant site is located entirely in the City of Palmdale; however, the Project area extends into the City of Lancaster.	Section 5.7.3
County of Los Angeles General Plan	<u>Antelope Valley Areawide General Plan.</u> Governs growth and development in the unincorporated areas of the Antelope Valley.	Section 5.7.3
County of Los Angeles Zoning Ordinance	<p>Transmission line structures and reclaimed water supply pipeline are subject to County of Los Angeles Zoning Ordinance requirements.</p> <p><u>Title 22.44.126 Acton Community Standards District.</u> Establishes a means of implementing special development standards within the unincorporated areas of Los Angeles County,</p> <p><u>Title 22.44.141 Southeast Antelope Valley Community Standards District.</u> Establishes a means of implementing special development standards within the unincorporated areas of Los Angeles County,</p>	Section 5.7.3

### 5.7.1.1 Federal LORS

#### **Air Installation Compatible Use Zone (AICUZ) Program**

The purpose of the AICUZ (Air Installation Compatible Use Zone) Program is to protect the health, safety and welfare from noise and hazards through compatible development in the airport environment. The program was instituted by the Department of Defense to address land development surrounding military air installations and to identify and develop a plan for land areas for which development should be significantly influenced by the operation of the airfield.

Air Force Plant 42 produced an AICUZ study in 1990, updated in 2000, that provides noise contours and compatible use guidelines for land areas surrounding the installation. Recommendations are based on November 2001 operations and anticipated future aircraft and maintenance runup operations. The study is used to assist the local communities as a tool for future planning and zoning activities. Specially, the guidelines provide land use recommendations for Accident Potential Zones (APZ) and four noise zones. APZs are areas where an aircraft accident is likely to occur if one occurs and follow arrival, departure, and pattern flight tracks and are based upon analysis of historical data. AICUZ maps define three APZs – the Clear Zone, APZ 1, and APZ 2. The Clear Zone extends 3,000 feet beyond the runway, APZ 1 extends 5,000 feet beyond the Clear Zone, and APZ 2 extends 7,000 feet beyond APZ 1.

Local planning agencies have incorporated AICUZ recommendations into their planning documents and zoning ordinances.

#### **Federal Aviation Regulation Part 77, Objects Affecting Navigable Airspace, Subpart C**

The Federal Aviation Regulation Part 77, Objects Affecting Navigable Airspace, Subpart C establishes standard for determining obstructions to air navigation. It applies to existing and proposed manmade objects, objects of natural growth, and terrain. The City of Palmdale enforces height restrictions in compliance with the Federal Aviation Regulations. The northern portion of the transmission line that runs along E Ave L, the northern portion of the gas supply line, and the sanitary wastewater line and reclaimed water supply pipeline, are located in an Overflight Zone. Thus, the standards for determining obstructions listed below apply to those portions of the Project.

According to *77.23 Standards for determining obstructions*:

- (a) An existing object, including a mobile object, is, and a future object would be, an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:
  - (1) A height of 500 feet above ground level at the site of the object.
  - (2) A height that is 200 feet above ground level or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 500 feet.

### **5.7.1.2 State LORS**

#### **California Public Resources Code**

The California Public Resources Code (PRC) establishes the CEC, through the AFC process, as the decision-making authority over land use decisions and environmental determinations in accordance with provisions of the Warren-Alquist State Energy Resources Conservation and Development Act (Warren-Alquist Act) codified in Section 25000 *et seq.* of the PRC.

The Warren-Alquist Act further provides in PRC Section 25519(c) that “The commission shall be the lead agency as provided in Section 21165 [of the California Environmental Quality Act] for all projects that require certification pursuant to this chapter...” PRC Section 25523(a) also requires the CEC to prepare a written decision that includes measures to protect environmental quality and public health and safety. Thus, this AFC supports compliance with applicable State LORS relative to land use and environmental decisions.

#### **California Code of Regulations Title 20**

Title 20, Public Utilities and Energy provides guidance for actions to be taken by the CEC in the review of applications for facilities within the jurisdiction of the CEC. Included are the requirements for public noticing, environmental and other information required to be submitted with all applications, and the required public safety, environmental, and other findings to be made by the CEC in order to approve an application.

#### **California Government Code**

The California Government Code, referred to as the State Planning and Zoning Law, includes the provisions of Senate Bill (SB) 1462, adopted in 2005, that require the military to be notified of any land use proposal located within 1,000 feet of a military installation, within special use airspace, or beneath a low level flight path. The PHPP site is shown to be located within 1,000 feet of a military installation, but not within “special use airspace” and beneath a “low level flight path.” This designation require that an evaluation of land use compatibility be conducted pursuant to sections 65352, 65940, and 65944 of the California Government Code, which include the provision for consultation among the project applicant, public agency, and the affected military branch. According to City Planning Department staff, the City of Palmdale has reviewed the Project with the Air Force and the Air Force is satisfied with the location of the PHPP plant site, solar arrays, and linear facilities (Kite, 2008).

#### **State Aeronautics Act**

The Los Angeles Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission (ALUC) for the LA/Palmdale Regional Airport. The purpose of the Act is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public use airports. The ALUC is also concerned with airfield activities which may adversely affect adjacent areas and nearby land use which may interfere with airport operations. The ALUC is required to prepare and adopt a Comprehensive Land Use Plan review and to make recommendations concerning certain projects within the ALUC planning boundaries. The entire plant site and a portion of the Project linears are located within the ALUC planning boundaries.

### 5.7.1.3 Local LORS

#### City of Palmdale General Plan

This section discusses applicable land use designations and policies described in the City of Palmdale General Plan, adopted in 1993. The General Plan is currently undergoing an update process and is anticipated to be completed by the first quarter of 2009. City Planning Department staff indicate that the updated Land Use Element is anticipated not to undergo significant changes in the update process (Kite, July 2008).

**Land Use Element.** The Land Use Element of the General Plan contains the City's blueprint for long-range growth and development and establishes a framework for focusing future growth. The Palmdale General Plan land use designations adopted within the Project area are: Specific Plan (SP), Airport and Related Uses (AR), Public Facility (PF), and Industrial (IND). The entire plant site is located in a Specific Plan area. These designations are shown on Figure 5.7-2a and permitted uses for each land use designation are listed in Table 5.7-2a. Table 5.7-2b lists the length and type of land use designations along Project linear features.

**Table 5.7-2a City of Palmdale General Plan Land Use Designations Description**

<b>Land Use Designation</b>	<b>Permitted Uses/ Description</b>
Specific Plan (SP)	Applies to areas that require comprehensive planning prior to development to ensure orderly and logical development in accordance with General Plan policies are ongoing.
Airport and Related Uses (AR)	Permits public and private airfields and support facilities, aerospace related industries, transportation related industries, and commercial facilities necessary to support military and commercial air traffic. This designation will primarily apply to Air Force Plant 42 and the Palmdale Regional Airport site as designated by Los Angeles World Airports (LAWA). Future development within this designation will be required to employ appropriate performance standards and design features to minimize impacts on nearby residential neighborhoods.
Industrial (IND)	Permits a variety of industrial uses, including the manufacturing and assembly of products and goods, warehousing, distribution, and similar uses. This designation permits the most intensive types of manufacturing and industrial uses, subject to the height, coverage and development regulations of the underlying zone district.
Public Facility (PF)	Identifies land which is or will be utilized for various types of public facilities, including but not limited to schools, parks, libraries, hospitals, public safety and governmental facilities, sewer and water treatment plants, and landfills.
Business Park (BP)	Permits a variety of office, research and development, light assembly and fabrication, and supportive commercial uses within an environment characterized by master-planned complexes maintaining a high quality of design and construction.
Commercial Manufacturing (CM)	Intended to permit mixed use development of lighter industrial uses and the more intensive service, retail and wholesale commercial uses. Research and development, distribution, manufacturing and wholesale or retail sale of industrial supplies, transportation equipment, building equipment and materials, and similar uses are allowed in this designation.

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Land Use Designation	Permitted Uses/ Description
Community Commercial (CC)	Intended for businesses providing retail and service uses which primarily serve the local market. Representative uses include restaurants, apparel stores, hardware stores, grocery markets, banks, offices, and similar uses.
Mineral Resource Extraction (MRE)	Intended to permit extraction and processing of mineral resources, including sand, gravel and decomposed granite. Activities consistent with this designation include mining, crushing and sales of mineral products; asphalt and concrete batching are permitted as regulated by the underlying zone district.
Medium Residential (MR)	Intended for residential uses at maximum gross densities ranging from 6.1 to 10 units per acre and an estimated population of 16,200 persons per square mile. Housing types may include single family detached, single family attached, townhouses, condominiums, duplexes, triplexes, apartments, or manufactured housing developments.
Single Family Residential -3 (SFR-3)	Intended for single family residential uses with gross densities ranging from 3.1-6 du/ac and an estimated population of 9,700 persons per square mile. Subdivisions containing the City's standard 7,000 square foot minimum lot size will typically be located within this designation.
Downtown Commercial (DC)	Intended for the City's traditional retail/service core area, located in proximity to Palmdale Boulevard. Property within this land use category is intended to be subject to the policies and design guidelines contained in the Downtown Revitalization Plan. Representative uses are designed to produce high levels of social or commercial activity in the downtown area and include entertainment uses, institutional uses, pedestrian oriented retail and service uses, and support community commercial uses, Mixed use residential/commercial development should be encouraged.

**Table 5.7-2b City of Palmdale General Plan Land Use Designations Along Project Linear Facilities**

Linear Type	Land Use Type	Approx. Length (miles)
Gas Supply Pipeline	AR	0.6
	BP	0.2
	CC	0.1
	DC	0.1
	IND	1.0
	MR	0.6
	PF	0.2
	PF-W	0.1
	SFR-3	0.4
	SP-Lockheed	1.6
Reclaimed Water Supply Pipeline	AR	0.6
	IND	0.7
	Other	1.5
	PF-W	0.1
	SP-Lockheed	1.6
	SP-Palmdale Business Park Center	1.6

Linear Type	Land Use Type	Approx. Length (miles)
Potable Water Line	PF-W	<0.1
	SP-Palmdale Business Park Center	0.8
Sanitary Wastewater Line	IND	1.0
Transmission Line	BP	1.7
	IND	4.8

Land Use Element goals and policies that are applicable to the Project include:

**Objective L1.4:** Adopt land use policies which minimize exposure of residents to natural hazards, protect natural resources, and utilize land with limited development potential for open space and recreational uses where feasible.

**Policy L1.4.4:** Establish the following land use policies adjacent to airport uses:

1. On the Land Use Plan, designate uses adjacent to airport uses which minimize land use conflicts with future expansion of airport operations.
2. When considering land use proposals adjacent to airport uses, evaluate such proposals with respect to the policies developed by the Joint Land Use Committee which have been incorporated into the Noise and Safety Elements.

**Palmdale Business Park Center Specific Plan.** The Palmdale Business Park Center Specific Plan, adopted by the City in 1996, was created in direct response to the constraints and opportunities presented by its location adjacent to Air Force Plant 42. The Specific Plan is a 632-acre proposed master planned commercial and industrial complex with an integral 27-hole golf facility. Approximately 62 acres of the project bordering Avenue M is designated for commercial use with the remaining acreage proposed for business park, light industrial and airport related uses. The entire PHPP plant site is located in the Palmdale Business Park Center Specific Plan Area. The majority of the plant site is designated as Palmdale Airport Related (PAR), Palmdale Light Industrial (PLI) and Golf Course (GC), with a small portion designated as Palmdale Business Park (PBP) and Palmdale Community Commercial (PCC). Permitted uses are summarized in Table 5.7-2c.

The goal of the Specific Plan is to provide a definitive blueprint for orderly property development, thereby fostering new employment opportunities within the City. The Specific Plan seeks to maximize Palmdale's natural attributes (e.g., Joshua Tree resources), and to achieve compatibility with Air Force Plant 42 operations (including the non-military operations carried on at LAWA's Palmdale Regional Airport under a Joint Use Agreement with the Air Force). Relevant goals, policies and objectives of the Specific Plan include:

**Goal:** Develop a planning framework that provides for the implementation of a large commercial, industrial and recreation complex that is compatible with neighboring land uses.

**Objective:** Adopt a Development Plan that is compatible with the continued operation of Air Force Plant 42, and the potential expansion of LA/Palmdale Regional Airport.

**Policies:** 1. Locate airport-related and industrial land uses adjacent to existing facilities at Air Force Plant 42

2. Include recreational facilities in areas where more intense development is not allowed.
3. Develop project design guidelines which assure land uses that are both compatible with existing adjacent uses and with each other.

**Table 5.7-2c City of Palmdale Business Park Center Specific Plan Land Use Designations**

Land Use Designation	Permitted Uses/ Description
Palmdale Community Commercial (PCC)	Establishes development areas for businesses providing retail and service uses for the local market. Uses permitted include markets, restaurants, banks, and apparel stores.
Palmdale Business Park (PBP)	Permits construction of a variety of office, research and development, light assembly and fabrication, and large professional and administrative facilities.
Palmdale Light Industrial (PLI)	Provides development areas for modern, non-nuisance, light industrial and office type uses including manufacturing, warehousing, and distribution.
Palmdale Airport Related (PAR)	Establishes a direct link to Air Force Plant 42 and LA/Palmdale Regional Airport. Link will be accomplished through a potential taxiway connection within existing runway facilities. A connection to Southern Pacific Railroad's mainline track may be provided via the existing spur line within Plant 42. It is expected that airfield support facilities, aerospace related industries and transportation related industries that support the military/commercial airport will establish facilities within this land use.
Golf Course (GC)	Reserves land required for the development of a 27-hole golf course including a clubhouse and driving range.
Public Facilities (PF)	Reserves that land area necessary to implement the City's Master Plan of Drainage, and to provide enhanced landscape screening along E Ave M.

Section 3 Implementation Measures of the General Plan contains measures for the City to follow in order to achieve the goals and objectives related to the Land Use Element. According to "F. Specific Plans Areas" of that Section, the City will process and/or implement Specific Plans as designated on the Land Use Map. As of July 2008, no construction has occurred to realize the developments outlined in the Specific Plan and the area remains undeveloped. A General Plan Amendment will be required for the use of the site by the PHPP to be consistent with the City General Plan.

**Noise Element.** The objective of the General Plan Noise Element is to provide guidelines to achieve compatible land uses. The Noise Element identifies noise-sensitive land uses and establishes compatibility guidelines for land use and noise. The plant site is located within the 65 CNEL contour, but not in the Frequent Overflight Area. Relevant goals, policies and objectives of the Specific Plan include:

**Goal N2:** Promote noise compatible land uses within the 65 CNEL contour and the Frequent Overflight Area of Air Force Plant 42.

**Objective N2.1:** Ensure that land uses planned in the vicinity of Plant 42 will not be adversely affected by present and future noise levels expected to be generated by Plant 42.

**Policy N2.1.1:** Designate and permit land uses within the 65 CNEL contour and the Frequent Overflight Area which are primarily industrial, business park, commercial and recreational uses which are not noise sensitive; permit other uses only when it is found that no adverse noise impacts will result.

**Policy N2.1.2:** Restrict noise sensitive land uses (such as residential uses, churches, schools, rest homes, or similar uses) within areas designated as within both the 65 CNEL contour and the Frequent Overflight Area.

**Policy N2.1.3:** In areas which are outside of the 65 dBA CNEL contour but which are within the Frequent Overflight Area, encourage establishment of compatible uses to the extent feasible.

**Policy N2.1.4:** Through the development review process, require that all new projects within the Accident Potential Zone (APZ) of Air Force Plant 42 provide an avigation easement. A disclosure statement indicating that the property is subject to frequent overflight and aircraft noise should be required upon sale of property within the APZ.

**Policy N2.1.5:** Through conditions of approval, require that any owner of developed or undeveloped property within the 65 CNEL noise contour or the low altitude overflight area which is seeking a land use action from the City, provide an avigation easement to the Los Angeles Department of Airports, the U.S. Air Force, and the City.

**Policy N2.1.6:** Investigate various means of obtaining avigation easements from all properties within the 65 CNEL noise contour and the low altitude overflight area, and obtain those easements to the extent feasible.

**Safety Element.** The Safety Element is a general plan element required by the California Government Code. Relevant goals, policies and objectives of the Specific Plan include:

**Objective S2.2:** Minimize damage resulting from aircraft accidents.

**Policy S2.2.1:** Require all development to be consistent with Department of Defense regulations as outlined in the Air Force Plant 42 Air Installation Compatibility Use Zone (AICUZ) Report and to comply with applicable FAA regulations which affect development in the Accident Potential Zones. (General Plan Amendment 04-01, adopted by City Council April 14, 2004.)

**Policy S2.2.2:** Through the design review process, ensure that new buildings are located in a manner which will promote clear linear corridors through the developed area within any Accident Potential Zones, to create potential pilot options in the event of an aircraft emergency.

There have been no recent or proposed zone changes and/or GP amendments, noticed by an elected or appointed board, commission, or similar entity at the state and local level within the Project area.

### **City of Palmdale Zoning Ordinance**

The City of Palmdale Zoning Ordinance (Palmdale Zoning Ordinance), adopted in 1994, sets forth the land uses and land development regulations applicable within the City of Palmdale. The County Zoning Ordinance contains lists of “Uses Permitted without Planning Approval,” “Uses Permitted Subject to Administrative Approval by the Planning Director”, “Uses Permitted Subject to Site Plan Review Approval”, “Uses Permitted Subject to Approval of a Conditional Use Permit,” and “Prohibited Uses” within each of 29 zoning districts (i.e., zones). Table 5.7-3a describes zoning regulations applicable to each of the zones and overlay zones within the Project area, which are shown in Figure 5.7-3a. The entire plant site is zoned Palmdale Business Park Center Specific Plan. Table 5.7-3b lists the length and zoning type along Project linear facilities.

The Palmdale General Standards of Development are contained in Chapter 8 of the Zoning Ordinance and includes standards for all aspects of land development and land use including site design, use compatibility, access, parking and circulation, lot sizes and dimensions and other development regulations designed to ensure public health, safety and welfare.

**Table 5.7-3a City of Palmdale Zoning Within and Near PHPP Plant Site**

<b>Zone District</b>	<b>Description of Permitted Uses and Development Regulations</b>
Specific Plan (SP)	Applies to areas which require comprehensive planning prior to development to ensure orderly and logical development in accordance with General Plan policies are ongoing.
Public Facilities (PF)	Provides for the continued use and the future development of public and quasi-public uses, including but not limited to schools, government administrative facilities, police and fire stations, libraries, park and recreational uses, community facilities and public open space areas. Public utilities are a permitted use subject to site plan review/approval.
Light Industrial (M-1)	Establishes areas for light industrial uses and associated operations, including assembly, fabrication, packaging and transport, where operations are conducted primarily indoors. Heavy industrial uses in which raw materials are converted into products for subsequent assembly or fabrication are not appropriate in Zone M-1. Limited commercial retail and service uses which serve businesses or their employees within the immediate area may be allowed.
General Industrial (M-2)	Establishes areas for a full range of manufacturing, fabrication, assembly, warehousing, and distribution uses associated with heavy industrial land uses. Outdoor operations and storage are permitted, provided that such areas are generally screened from public rights-of-way. The zone is intended to create an environment in which industrial and allied uses may be conducted with a minimum of land use conflicts, through exclusion of residential and general retail uses.
Airport Industrial (M-3)	Establishes an area for expansion of Palmdale Regional Airport and related facilities, and for activities associated with aircraft development, assembly, and testing. Activities conducted in this zone may include public and private airports; manufacture, assembly, testing, modification, repair and storage of aircraft, missiles, space craft and components; freight and distribution services ancillary to airport operations; and limited commercial or service uses needed to support the primary activities and/or employees within the area.
Planned Industrial (M-4)	Establishes areas for light industrial and associated operations having high standards of performance. Operations are conducted primarily in enclosed buildings, with outdoor storage completely screened. The zone is intended for high-quality industrial parks or manufacturing areas which are developed pursuant to a comprehensive plan.

<b>Zone District</b>	<b>Description of Permitted Uses and Development Regulations</b>
General Commercial (C-3)	Establishes areas for businesses which provide a wide variety of goods and services serving a community-wide market area. The creation of a pleasant and efficient environment for general retail shopping and business is a primary function of this zone.
Service Commercial (C-5)	Establishes areas for businesses which serve a regional market with a wide variety of wholesale, distribution and construction-related activities.
Quarry and Reclamation (QR)	Established to preserve those areas of the City which have been designated by the State of California as Significant Mineral Resource Areas, or which possess market grade mineral resources, in order to ensure long-term availability of these sites for the extraction and processing of rock, sand, gravel, and similar materials.
Single Family Residential (R-1)	The Single Family Residential (R-1) Zone is established for the development of single family detached dwellings at gross densities ranging from 0 to 6 dwelling units per acre and a minimum lot size of seven thousand (7,000) square feet.
Medium Residential (R-2)	MR-2 is intended to allow the development of housing at a gross density of between 6.1 and 10 dwelling units per acre. This zone permits a mix of dwelling unit densities and structure types, including single family detached and attached; zero lot line and wide-shallow subdivisions; duplexes, triplexes, condominium and townhouse developments; and moderate density apartment and manufactured housing development.
Downtown Commercial Mixed Used (CD-MX)	C-D Zone is established to implement the policies and design guidelines described in the Downtown Revitalization Plan. The downtown Commercial Zone is intended to create a pedestrian friendly environment which encourages people to stay and shop, dine and socialize in downtown Palmdale. The Mixed Use (MX) Overlay Zone is established to facilitate the coexistence of residential and commercial land uses for the establishment and maintenance of dual use properties in appropriate areas.
Other	Establishes specific standards for land reclamation projects where they are permitted by conditional use permit. The intent is to prevent adverse visual, health, safety, and other impacts on the surrounding properties and/or the community.

**Table 5.7-3b City of Palmdale Zoning Designations Along Project Linear Facilities**

<b>Linear Type</b>	<b>Zoning Type</b>	<b>Approx. Length (miles)</b>
Primary SoCal Gas Pipeline	C-3	0.1
	CD-MX	0.1
	M-1	0.5
	M-2	0.4
	M-3	0.6
	M-4	0.2
	PF	0.4
	R-1-7,000	0.4
	R-2	0.6
	SP-Lockheed	1.6
SP-Palmdale Business Park Center	1.6	

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Reclaimed Water Supply Pipeline	M-2	0.7
	M-3	0.6
	Other	1.5
	PF	0.2
	SP-Lockheed	1.6
	SP-Palmdale Business Park Center	1.6
Potable Water Line	PF	<0.1
	SP-Palmdale Business Park Center	0.8
Sanitary Wastewater Line	M-1	0.2
	M-2	0.7
Transmission Line	M-2	0.3
	M-4	6.3

### **City of Lancaster General Plan**

While the entire Project plant site and linears are located in the City of Palmdale and unincorporated LA County, a portion of the Project is located adjacent to the City of Lancaster. A small portion of the northern boundary of the plant site borders the City of Lancaster, and approximately two miles of transmission line and approximately one mile of gas supply pipeline, reclaimed water pipeline, potable water pipeline are adjacent to the City of Lancaster. Relevant land use designations in the Project area are listed in Table 5.7-4. Land use restrictions are described in Section III, Plan for Public Health and Safety of the General Plan. Relevant policies include:

- Policy 4.4.1 Limit the type and intensity of development surrounding Air Force Plant 42, consistent with the recommendations of the Joint Land Use Committee's Study and the AICUZ Report for Plant 42.
- Policy 4.4.2 Limit the land uses surrounding airport facilities surrounding Fox Field, Edwards Air Force Base, and Plant 42 to ensure their continued safe operations.

**Table 5.7-4 City of Lancaster General Plan Land Use Designations**

<b>Land Use Designation</b>	<b>Permitted Uses/ Description</b>	<b>Location as shown on Figure 5.7-2b</b>
Heavy Industry (HI)	Includes a range of industrial uses in a less restrictive setting. Maximum floor to area ratios of 0.5.	Areas northwest of the plant site are designated HI.
Non Urban Residential (NU)	Density ranges from one dwelling unit per 2.5 acre to two dwellings units per acre.	Areas north of the transmission line that runs along E Ave L are designated NU.

### **City of Lancaster Zoning Ordinance**

The Zoning Ordinance of Lancaster City (Lancaster Zoning Ordinance) is contained in Title 17 of the Lancaster Municipal Code and sets forth the land uses and land development regulations applicable within the incorporated areas of Lancaster City. The Lancaster Zoning Ordinance contains lists of "Permitted Uses," and "Uses Subject to Director's Review and Approval" and "Uses Subject to Conditional Use

Permits” within each of 29 zoning districts (i.e., zones). Table 5.7-5 describes zoning regulations applicable to each of the zones and overlay zones within the Project area, which are shown in Figure 5.7-3b.

**Table 5.7-5 Lancaster Zoning Designations Near PHPP Plant Site**

<b>Zone District</b>	<b>Description of Permitted Uses and Development Regulations</b>	<b>Location as shown in Figure 5.7-3b</b>
Heavy Industry (HI)	The HI zone is intended to allow the development of industrial uses thereby providing for the industrial and employment needs of the city and adjoining areas and business in an urban environment with full urban services. Allowable uses include aircraft-related uses; automobile sales and repairs, communication facilities, general and food manufacturing, Public Safety Facilities, Public Services and Utilities including electric transmission substations.	Areas to the northwest of the plant site are zoned HI.
Light Industry (LI)	Similar uses as the HI are allowed, but the LI implements stricter development criteria.	Areas to the northwest of the plant site are zoned LI.
Office Professional (OP)	The following categories of uses are permitted in the OP zone subject to any stated exceptions, development regulations, and approval of the site plan as follows: existing residential uses; communication facilities and services; eating and drinking establishments; financial institutions and services; offices (business, government or professional); retail sales establishments; and schools (business and professional).	Areas to the northwest of the plant site are zoned OP.
Rural Residential (RR)	These zones are intended to provide for single-family dwellings in a nonurban environment with minimal urban services. The primary difference between the zones is the required minimum lot size. Only those additional uses that are complementary to and exist in harmony with a rural residential neighborhood are allowed.	Areas north of the transmission line that runs along E Ave L are zoned RR.
Open space (O)	The purpose and of the O zone is to provide the means necessary to implement the policies of the city of general plan regarding open space and to designate zoning for those uses which are open in nature and thus contribute to the visual and spatial relief from continuous urban development.	Areas north of the transmission line that runs along E Ave L are zoned O.

### **County of Los Angeles General Plan**

The existing County of Los Angeles General Plan, adopted in 1980, is undergoing a General Plan update and is anticipated to be approved late 2009. Portions of the Project transmission line and reclaimed water supply pipeline routes traverse unincorporated Los Angeles County land. This area is governed under the Antelope Valley Areawide General Plan, adopted in 1986. The focus of the Plan is on the unincorporated areas of the Valley, which is composed mostly of vacant and cultivated land.

**Land Use Element.** Relevant land use designations are described in Table 5.7-6. The goal of the Land Use Element is to ensure a compatible balance of land uses to meet the diverse needs of the unincorporated communities in the County.

**Table 5.7-6 Antelope Valley Areawide General Plan Land Use Designations**

Land Use Designation	Permitted Uses/ Description	Location as shown on Figure 5.7-2c
Non-urban 1 (R)	The Non-Urban Residential allows for residential developments at 0.5 dwelling units/acre.	Approximately 22 miles of the transmission line runs through areas zoned R.
Public Service Facilities (P)	The Public Service Facilities include existing elementary and high schools, proposed elementary and high schools, hospitals, fire and police stations, and civic facilities.	Approximately one mile of the transmission line runs through areas zoned P, where the Pearblossom Substation is located.

**Open Space and Conservation Element.** The transmission line will span the Little Rock Wash twice, once along Segment 1 and once along Segment 2. The Little Rock Wash is located in the Antelope Valley Significant Ecological Area (SEA). SEAs are ecologically important land and water systems that are valuable as plant or animal communities, often important to the preservation of threatened or endangered species, and conservation of biological diversity in the County. SEAs are not preserves, but are areas where the County deems it important to facilitate a balance between new development and resource conservation.

Many proposed development projects must undergo additional review by Significant Ecological Areas Technical Advisory Committee (SEATAC) when located within an SEA in Los Angeles County. This review is conducted by the SEATAC is a seven member advisory committee to the Regional Planning Commission (RPC). During the permitting process, SEATAC will review the proposed project and make recommendations intended to reduce or avoid impacts, particularly in the most sensitive areas on the site. Some projects are exempt from SEA regulatory review process (i.e. one single-family home, or an accessory use to an existing single-family home) while other projects, particularly land divisions, will require an additional level of environmental review to ensure that the proposal complies with the County's natural resource protection measures (County of Los Angeles Draft General Plan 2008).

But for the CEC's exclusive jurisdiction in the licensing of thermal power plants over 50 MW in California, the PHPP would be required to undergo SEA the review and permitting process. However, this local permitting process is subsumed by the CEC's exclusive jurisdiction. Nonetheless, it is expected that the CEC will ensure Project compliance with otherwise applicable County requirements.

### **Los Angeles County Zoning Ordinance**

The Zoning Ordinance of the County of Los Angeles is contained in Title 22 (Planning and Zoning) of the Los Angeles County Code, and sets forth the land uses and land development regulations applicable within the incorporated areas of Los Angeles County. The Lancaster Zoning Ordinance contains lists of "Permitted Uses," and "Accessory Uses," "Uses subject to director's review and approval", and "Uses subject to permits". Table 5.7-7 describes zoning regulations applicable to each of the zones and overlay zones within the Project area, which are shown in Figure 5.7-3c.

**Table 5.7-7 Los Angeles County Zoning Ordinance Description**

Zone District	Description of Permitted Uses and Development Regulations	Location as shown in Figure 5.7-3
Light Agriculture (A-1) and Heavy Agriculture (A-2)	<p>Permitted uses for A-1 include single family residences, crops (field, tree, bush, berry, row and nursery stock), greenhouses and raising of cattle, horses, sheep, goats, poultry, birds, earthworms, etc.</p> <p>Permitted uses for A-2 include those specified in A-1 in addition to animal hospitals, dairies, dog kennels, livestock feed lots, manure spreading, and oil wells.</p>	Approximately 21 miles along the eastern and southern segments of the transmission line run through areas zoned A-1 or A-2.
Open Space (OS)	Permitted uses include campgrounds, crops, grazing of animals, resource management	Approximately one mile of transmission line Segment 2 areas zoned P, where the Pearblossom Substation is located.
Resort and Recreation (R-R)	Permitted uses include recreation and amusement, and agricultural uses.	Approximately 0.3 mile of Segment 2 runs through areas zoned R-R.
Manufacturing (M-1)	Uses permitted in zones A-1 and commercial and manufacturing land uses including community and financial services, parks and play grounds, business/professional offices, commercial services, retail sales of new goods, and limited manufacture and assembly. Residential uses and schools are prohibited.	Approximately 1.5 miles of the reclaimed water supply pipeline, is located in areas zoned M.

**22.44.141 Southeast Antelope Valley CSD.** Approximately 12 miles of the PHPP transmission line route is within a Community Standards District (CSD) called the Southeast Antelope Valley CSD. Community standards districts are established as supplemental districts to provide a means of implementing special development standards contained in adopted neighborhood, community, area, specific and local coastal plans within the unincorporated areas of Los Angeles County, or to provide a means of addressing special problems which are unique to certain geographic areas within the unincorporated areas of Los Angeles County. The Southeast Antelope Valley CSD is located south and southeast of the City of Palmdale.

Ordinance No. 2007-0077, adopted on June 26, 2007 amended Title 22 – Planning and Zoning of the Los Angeles County Code relating to establishing the Southeast Antelope Valley Community Standards District to read:

A. Intent and Purpose. The Southeast Antelope Valley Community Standards District ("CSD") is established to protect and enhance the community's rural, equestrian, and agricultural character as well as its natural features, including significant ecological areas, flood plains, and desert terrain. The standards contained in this CSD are also intended to

## 5.7 Land Use

ensure reasonable access to public riding and hiking trails, and to minimize the impacts of urbanization.

**22.44.126 Acton Community Standards District.** Approximately 1.5 miles of Segment 2 of the PHPP transmission line route is within the Acton CSD. The Acton CSD is located south of the City of Palmdale, and covers part of the Angeles National Forest. Ordinance 94-0019 § 2, adopted in 1994, amended the Title 22 – Planning and Zoning of the Los Angeles County Code to read:

A. Intent and Purpose. The Acton Community Standards District is established to protect and enhance the rural, equestrian and agricultural character of the community and its sensitive features including significant ecological areas, floodplains, hillsides, National Forest, archaeological resources, multipurpose trail system, and Western heritage architectural theme. The standards are intended to ensure reasonable access to public riding and hiking trails, and to minimize the need for installation of infrastructure such as sewers, streetlights, concrete sidewalks and concrete flood control systems that would alter the community's character, while providing for adequate drainage and other community safety features.

### 5.7.1.4 Involved Agencies

The agencies with jurisdiction to process land use entitlements and/or approvals for the PHPP are listed in Table 5.7-8.

**Table 5.7-8 Agency Contact List**

Agency Contact	Phone/E-mail	Permit/issue
Asoka Herath City of Palmdale Planning Department 38250 Sierra Highway Palmdale, CA 93550	(661) 267-5200 <a href="mailto:aherath@cityofpalmdale.org">aherath@cityofpalmdale.org</a>	Compatibility with City land use requirements (zoning, land use plans and policies)
Shane Walter City of Palmdale Department of Building and Safety 38250 Sierra Highway Palmdale, CA 93550	<b>(661) 267-5353</b> <a href="mailto:swalter@cityofpalmdale.org">swalter@cityofpalmdale.org</a>	Compliance with City building codes and regulations.
Mike Mischel City of Palmdale Department of Engineering 38250 Sierra Highway Palmdale, CA 93550	(661) 267-5272 <a href="mailto:mmischel@cityofpalmdale.org">mmischel@cityofpalmdale.org</a>	Compliance with City grading, drainage and stormwater requirements.
Mariam Adhami County of Los Angeles Public Works 900 S. Fremont Ave. Alhambra, CA 91803	(661)- 458-4940 <a href="mailto:madhami@dpw.lacounty.gov">madhami@dpw.lacounty.gov</a>	Compliance with County building codes and regulations.

### 5.7.1.5 Required Permits and Permit Schedule

As shown in Table 5.7-9, Palmdale land use related approvals for the Project would include processing a tentative and final Parcel Map to consolidate the separate parcels within the plant site and the solar arrays into a single legal lot. This process would require approval by the Planning Commission, a public notice and a hearing before the Planning Director, with the Final Parcel Map going to the City County on a consent calendar item. The City of Palmdale Department of Engineering is responsible for the issuance of various construction permits (e.g., grading and drainage) and the City of Palmdale Department of Building and Safety is responsible for the building permit.

**Table 5.7-9 Land Use Related Permits Required and Schedule**

Permit	Agency	Schedule
Tentative Map and Parcel Map	City of Palmdale Planning Department	Prior to construction
Aviation Easements	City of Palmdale Planning Department	Prior to construction
Building Permit	City of Palmdale Department of Building and Safety	Prior to construction
Grading Permit	City of Palmdale Department of Engineering	Prior to construction
Drainage Improvement Plans		Prior to construction
NPDES Stormwater Compliance Program		Prior to construction
Building Permit Road Easements	County of Los Angeles Department of Public Works	Prior to construction

## 5.7.2 Affected Environment

The PHPP plant site is located in the City of Palmdale, Los Angeles County, California, on the southwestern edge of Antelope Valley of the Mojave Desert. The Valley is bordered by the Sierra Nevada Range to the north, the Mojave Desert to the east, the Sierra-Pelona/San Gabriel Mountains to the South, and the Tehachapi Mountains to the west. The land use study area encompasses lands within one mile of the Project plant site and within 0.25 mile on either side of the Project's electrical transmission route and the corridors for the Project's pipelines, which include areas within the jurisdiction of Los Angeles County. The land use study area, along with major jurisdictional boundaries, is shown on Figure 5.7-1.

### 5.7.2.1 Existing Land Uses of Plant Site and Immediate Vicinity

The PHPP plant site is situated on approximately 377 acres of currently undeveloped land in the northeastern part of the City of Palmdale, approximately 60 miles north of downtown Los Angeles (See Figure 1-1). The plant site is comprised of undeveloped desert with naturally-vegetated areas, including a large portion occupied by Joshua trees see Figure 2-2). A number of unpaved roadways traverse the plant site. It has been vacant, undeveloped desert from at least the early 1900s until the present. An existing north-south Southern Pacific Rail line runs along the eastern side of Sierra Highway, west of the plant's solar facilities. The plant site is relatively flat with elevations ranging from approximately 2,551 feet above mean sea level (amsl) in the southwest to 2,487 feet amsl in the northeast. There is a well defined drainage channel through the northwestern corner of the site and two smaller drainage swales to the east.

## 5.7 Land Use

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Industrial uses, undeveloped land and E Ave M border the plant site to the north, beyond which are roadways, undeveloped land, and commercial/light industrial properties. Slightly to the west of the plant site along E Ave M are three aboveground water storage tanks that will be the origin of the potable water pipeline that will serve the plant site (owned and operated by the Los Angeles County Waterworks District 40) and undeveloped land. To the east and south of the plant site is Air Force Plant 42; undeveloped land and Sierra Highway are located to the west of the plant site.

The nearest residential area to the plant site is located approximately one mile north of the plant site. There are several scattered residences in the industrial area north of E Ave M and northwest of the plant site in the City of Lancaster, with the nearest residence located approximately 1,500 feet northwest of the plant site boundary at its closest point and approximately 4,000 feet from the center of the Project's power block. The Lancaster Adult Day Center is located approximately one mile northwest of the center of the power block and approximately 1,800 feet from the edge of the power plant site.

South and east of the plant site is Air Force Plant 42. Air Force Plant 42 is the Antelope Valley's second-largest employer, after Edwards Air Force Base, and currently supports facilities for the production, engineering, final assembly and flight testing of high performance aircraft. It is operated by Lockheed, Rockwell International, Northrop, and Nero. Plant 42 encompasses over 6,600 acres (the government owns 85 percent) and includes approximately 4.2 million square feet of floor space (the government owns 45 percent). The site includes multiple high bay buildings and airfield access with flyaway capability.

The LA/Palmdale Regional Airport also operates at Air Force Plant 42. The Los Angeles World Airports (LAWA), an agency of the City of Los Angeles, oversees the LA/Palmdale Regional Airport. LAWA currently leases 61.75 acres of land from the U.S. Air Force under a Joint Use Agreement that allows civilian operations on Air Force Plant 42. Under the agreement, up to 400 commercial operations are permitted per day.

In areas surrounding military operations, the Department of Defense has developed policies and land use compatibility maps to limit the impact of military operations on the surrounding communities. The City of Palmdale, City of Lancaster and the U.S. Air Force formed the Joint Land Use Committee (JLUC) in 1991 to discuss airport land use compatibility issues. The JLUC developed a number of policies affecting land use decisions for projects in the general vicinity of Air Force Plant 42 and these policies were incorporated into the 1997 Lancaster General Plan. The Air Force Plant 42 AICUZ Study (2002) promotes compatible land development in areas subject to aircraft noise and accident potential by providing compatible use guidelines for land areas surrounding the installation. The entire plant site is located in an AICUZ zone. The AICUZ study identifies Accident Potential Zones (APZs), which are areas where an aircraft mishap is most likely to occur. In general, DOD policy is that noise sensitive uses be placed outside the high noise zones and that people-intensive uses not be placed in APZs. The Project is not located within an APZ; however, a small portion of the proposed transmission line running along E Ave L is located in APZ II.

Noise contours represent composite noise resulting from aircraft operations and flight tracks. The majority of the plant site is located within the existing 60 to 70 Community Noise Equivalent Level (CNEL) noise contours (Figure 5.7-4). The City of Palmdale and the State of California uses the CNEL system to describe noise exposure (See Section 5.8, Noise for further discussion). Aircraft noise contours information in Figure 5.7-4 was obtained from the 2002 AICUZ study. Proposals concerning development within the AICUZ zone require coordination between the City of Palmdale and the Department of Defense.

Located two miles to the east and southeast of the plant site and adjacent to Air Force Plant 42 are 17,500 acres owned by LAWA. This area currently supports a mix of agricultural, industrial and light industrial uses. The area was purchased by LAWA to allow for the construction of an airport if needed to accommodate airport traffic demand. According to LAWA personnel, approximately 100,000 annual passengers a year utilize the Palmdale Regional Airport. Plant 42 can accommodate up to three million annual passengers (MAP) from the Palmdale Regional Airport. LAWA personnel indicate that until demand exceeds the three MAP threshold, LAWA will continue to operate out of Plant 42, and this is not considered likely to occur before 2030 (Schoetzow, 2008).

The City of Lancaster General Plan 2020 is currently in the process of being updated to the City of Lancaster General Plan 2030. Lancaster Planning Department personnel indicated that the Plan is undergoing an environmental review process and is expected to be approved early next year (Ng, 2008). Under the existing General Plan, the area across E Ave M northwest of the plant site located in the City of Lancaster is zoned Heavy Industry. Under the preferred plan for the General Plan Update, the land use designation does not change from Heavy Industry; thus, the General Plan Update is not expected to significantly impact this analysis. There are no General Plan Amendments requested or recently approved by the City of Lancaster in the Project area (Draft Master Environmental Assessment, 2008). Current land use in this area is generally comprised of small scale industrial uses intermixed with single-family residential uses. Approximately 30 to 60 percent of that area is vacant land.

In the City of Lancaster, there are 27,702 acres of land within seven major redevelopment areas (Draft Master Environmental Assessment, 2008). According to the City of Lancaster's Redevelopment Project Area map, the area directly north of the plant site within the Project area is designated as Project Area No. 6, Project Area No. 7, and the Amargosa Project Area.

According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), no lands designated as containing Prime farmland or Farmland of Statewide Importance are present within the plant site. The closest Prime farmland is located 1.5 miles east of the plant site, as described below.

### **5.7.2.2 Existing Land Uses Along the Linear Facilities**

Linear facilities to be developed for the PHPP include, gas supply, reclaimed water supply, sanitary wastewater, and potable water pipelines, as well as a transmission line to interconnect the Project with the regional grid. The gas supply, sanitary wastewater and potable water lines are located entirely in the City of Palmdale. The reclaimed water line and transmission lines are located partly in the City of Palmdale and partly in unincorporated Los Angeles County.

The sanitary wastewater line runs from the northeast corner of the plant site and extends 1.0 mile north along 15<sup>th</sup> Street E. This area is currently undeveloped, and is designated for Industrial use under the Palmdale General Plan.

The potable water line, gas supply pipeline, and reclaimed water pipeline runs along the northern boundary of the plant site along E Ave M. As noted above, there are some industrial and commercial developments, as well as an adult day care center to the north of E Ave M between 10<sup>th</sup> St E and Sierra Highway. From Ave M, the pipelines run south along Sierra Highway, east along Lockheed Way, and then south on 10<sup>th</sup>

## 5.7 Land Use

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Street E. These areas are undeveloped except for a large industrial facility (Lockheed) located at the intersection of Sierra Highway and Lockheed Way.

At E Ave P, the reclaimed water pipeline diverts from the gas supply pipeline and runs east on E Ave P, and south on 30<sup>th</sup> St E, where it ends. The area is mostly vacant with scattered industrial developments. The gas supply pipeline continues approximately another 3 miles on 10<sup>th</sup> St E and turns east on E Ave S, where it ends. This area is more highly developed with residential, commercial, industrial, a park, and mixed use developments. A single-family residential development is located along 10<sup>th</sup> St E between E Ave R and E Ave R-4. Couson Park is located along 10<sup>th</sup> St E at E Ave Q-12.

Segment 1 of the transmission line leaves the plant site from the northeast corner, runs north along 10<sup>th</sup> St E and east on E Ave L. The transmission line route runs on the south side of E Ave L, in the City of Palmdale (zoned industrial). North of E Ave L are lands zoned open space and agricultural by the City of Lancaster and the County of Los Angeles, respectively. This area is mostly vacant, with some areas in agricultural production. Segment 1 then runs approximately six miles south and two miles east through the City of Palmdale. This area is zoned industrial and is mostly undeveloped land. The City of Palmdale ends at E Ave Q, and the remainder of the transmission line is located in the County of Los Angeles.

From E Ave Q, Segment 1 runs approximately six miles south to the Pearblossom Substation. This area is entirely zoned Agriculture and designated Non-urban Residential and consists mostly of undeveloped land. Segment 1 is located entirely in existing road Right-of-Way (ROW).

From the Pearblossom Substation, Segment 2 continues diagonally westward for approximately 11.9 miles where it terminates at the Vincent Substation. This area is also entirely zoned Agriculture and designated Non-urban Residential, and consists mainly of undeveloped land. Segment 2 lies within an existing SCE transmission ROW. For approximately five miles, the route is slightly north of the Angeles National Forest.

The East Antelope Valley Community Standards District (CSD) and the Acton CSD are districts within the Antelope Valley of the County of Los Angeles. Approximately 12 miles of transmission line cross the East Antelope Valley Community CSD, which contains the unincorporated area of Sun Village, and the census designated place (CDP) Little Rock. Approximately 1.5 miles of the end of Segment 2 is located in the Acton CSD, where the Vincent Substation is located.

According to the FMMP, Farmland of Importance is present within the vicinity of the proposed transmission line along the northern segment of the transmission line bordering the City of Lancaster, as well as a small portion of Segment 2 in the southern areas of the transmission line route (Figure 5.7-5). The majority of the prime farmland in the Project area in the City of Lancaster is vacant; however, along the eastern portion of Ave K, alfalfa and onion commercial production is occurring. Approximately 986 acres of Prime Farmland, eight acres of Unique Farmland, and 1,520 acres of Grazing Land are located in the Project area. The 1,520 acres of Grazing Land are along the eastern portion of the transmission line route (see Table 5.7-10). No Farmland of Importance is located near the gas supply or reclaimed water supply pipelines.

**Table 5.7-10 Farmland of Importance within the Project Area**

<b>Project location</b>	<b>Farmland Type</b>	<b>Acres</b>
Plant site and land within one mile	Urban and Built-Up Land	842
	Other Land	3,431
Natural Gas Supply Pipeline	Urban and Built-Up Land	835
	Other Land	1,758
Transmission Line	Urban and Built-Up Land	276
	Grazing Land	1,520
	Prime Farmland	986
	Unique Farmland	8
	Other Land	7,718
	Area not mapped	349
Reclaimed Water Supply Pipeline	Urban and Built-Up Land	315
	Other Land	2,010
Sanitary Wastewater Pipeline	Other Land	370

### 5.7.3 Environmental Impacts

The land use impact evaluation focuses on the following issues: 1) the conformity of the Project with local land use plans, ordinances and policies; and 2) the potential for PHPP to have direct, indirect and/or cumulative land use conflicts with existing and planned uses.

#### 5.7.3.1 Construction Phase Impacts

The small number of commercial and industrial uses in the Project area would experience some temporary impacts from construction phase dust emissions, as discussed in AFC Section 5.2, Air Quality. Prime farmland is located in the area adjacent to the transmission line structures and some of this farmland is currently in use for agricultural production. These areas would also experience some temporary impacts from construction dust emissions. With planned mitigation measures, these impacts would be less than significant. The temporary nature of Project construction is one of the reasons that other construction phase land use impacts will also be less than significant, as discussed in the respective portions of this AFC.

#### 5.7.3.2 Operations Phase Impacts

As the current plant site is zoned and designated for commercial, light industrial, business park, recreational and airport related uses under the Specific Plan, the proposed Project would not be consistent with the existing Zoning and General Plan land use designations. However, according to City of Palmdale Planning Department staff, a General Plan amendment from Specific Plan to Industrial and a zoning change from Specific Plan to M-2 General Industrial are anticipated at the end of 2008/early 2009 (Kite, July 2008). This process starts with a public hearing with the Planning Commission, which would make a recommendation to

## 5.7 Land Use

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the City Council for approval. A public hearing would be held by the City Council in which the General Plan Amendment would be approved by resolution. A second reading would occur for the Zoning change and the ordinance change would take into effect 30 days after the reading. Utility facilities excluding major communications facilities is a land use type subject to site plan review under the Zoning Ordinance for areas zoned M-2. With the General Plan and zoning changes discussed above, the PHPP would be consistent with the City's land use plans.

A designation change to Industrial would be consistent with the characteristics of the neighboring properties. To the north are areas zoned industrial, to the east and south are airport related uses, and to the west the zoning is commercial and business park. The majority of industrial land in Palmdale is located near the plant site. Additionally, the buffering effect of Avenue M and of Sierra Highway would ensure compatibility of the Project with those uses. Development of the solar energy resources inherent in the Project area would be a viable way to achieve land use consistency with the Industrial designation of the City General Plan.

A portion of the plant site located directly adjacent to Air Force Plant 42 is zoned Palmdale Airport Related. This area was expected to support airfield related activities and the construction of the Project would result in the loss of opportunity to develop the property for those uses. No airfield-related or other types of development at the plant site have occurred but developing the PHPP would preclude such future development. However, as indicated by City staff, the City of Palmdale has consulted with Plant 42 authorities who have indicated that the PHPP is an acceptable adjacent land use (Kite, 2008). Thus, there is no significant impact in regards to the conversion of undeveloped land adjacent to an airfield.

According to the Palmdale General Plan, increased industrial development in the city is a primary goal. As an example, Palmdale has undertaken two specific plans for approximately 4,400 acres of industrial land, and has applied for Foreign Trade Zone and Enterprise Zone status to facilitate increased industrial development. The large expanse of airport land located around the Project area is largely vacant and currently supports minor agricultural and sewage treatment facilities. The City has designated industrial land in areas that could benefit from airport development while preventing encroachment of incompatible uses into future airport corridors. The City intends to review and update the General Plan every five to seven years, and revisions may occur over time in response to development the airport facilities. However, until the LA/Palmdale Regional Airport develops, land surrounding the airport is expected to remain largely vacant. The Project would put undeveloped land into immediate use, however, as mentioned above, would commit the land to long-term use, thereby precluding airport-related uses.

The proposed Project would be consistent with land use restrictions due to its proximity to Air Force Plant 42, as specified by the City of Palmdale General Plan and Zoning Ordinance. The City has adopted specific policies to govern land use within the 65 CNEL contour. The City ensures that land planned in the vicinity of Plant 42 will not be adversely affected by present and future noise levels by designating and permitting non-noise sensitive land uses near Plant 42, such as industrial, business park, commercial and recreational uses near Plant 42.

A power plant is not a noise-sensitive land use and the Project offers the City planning opportunities and advantages; the City can realize a reasonable economic use of property in the vicinity of Plant 42 while simultaneously providing a buffer against noise intrusions into more noise-sensitive areas and land uses. The development of the Project would require providing an aviation easement to the Los Angeles

Department of Airports, the U.S. Air Force, and the City of Palmdale. Land use restrictions due to airport noise are also discussed in Section 5.8 Noise.

Obstructions to air navigation are natural objects or manmade structures that protrude above established flight plane and surfaces. As depicted in Figure 5.7-4, a portion of the transmission line route is located in the Overflight Zone. According to the 2002 AICUZ Study, areas located in the Overflight Zone have a structural height limit of 500 feet. Project transmission line structures will not exceed 135 feet and thus, the Project will comply with this height limitation. As described in Section 5.13, Traffic and Transportation, analysis shows that plant site facilities also will not conflict with FAA height limitations.

The Project would result in the loss of a small amount of agricultural land (1.3 acres) along the transmission line route.

As addressed in the Section 5.7-3 Biological Resources, the transmission line will span the Little Rock Wash twice, once along Segment 1 and once along Segment 2. The Little Rock Wash is located in the Antelope Valley Significant Ecological Area (SEA). Segment 1 of the transmission line, which spans the SEA, occurs in the City of Palmdale in an area zoned Industrial. The portion of Segment 2 of the transmission line that spans the SEA occurs in the County of Los Angeles. Project development would result in the direct loss of approximately 1.32 acres of agricultural land as a result of surface-disturbing activities along the transmission line route.

In summary, with the zoning changes and General Plan Amendment identified below in Section 5.7.4, the Project's impacts land use impacts would be less than significant

### **5.7.3.3 Cumulative Impacts**

No cumulative projects have been identified in the Project vicinity that would create significant land use impacts when considered together with the PHPP. Of the cumulative projects identified in Section 5.1, the closest is 1.3 miles from the plant site. These projects have been approved and thus, potential land use compatibility issues have been resolved. Due to their distance from the plant site and the absence of significant land use compatibility issues, cumulative land use impacts of the PHPP when considered together with the other cumulative projects would be less than significant.

## **5.7.4 Mitigation Measures**

The following mitigation measures will be implemented to ensure that land use impacts are less than significant.

**LAND-1** The City of Palmdale will process a General Plan Amendment and as well as Zoning changes to Industrial and M-2 General Industrial, respectively (please note that this is anticipated by City of Palmdale staff to occur prior to completion of the CEC licensing process).

### **5.7.5 References**

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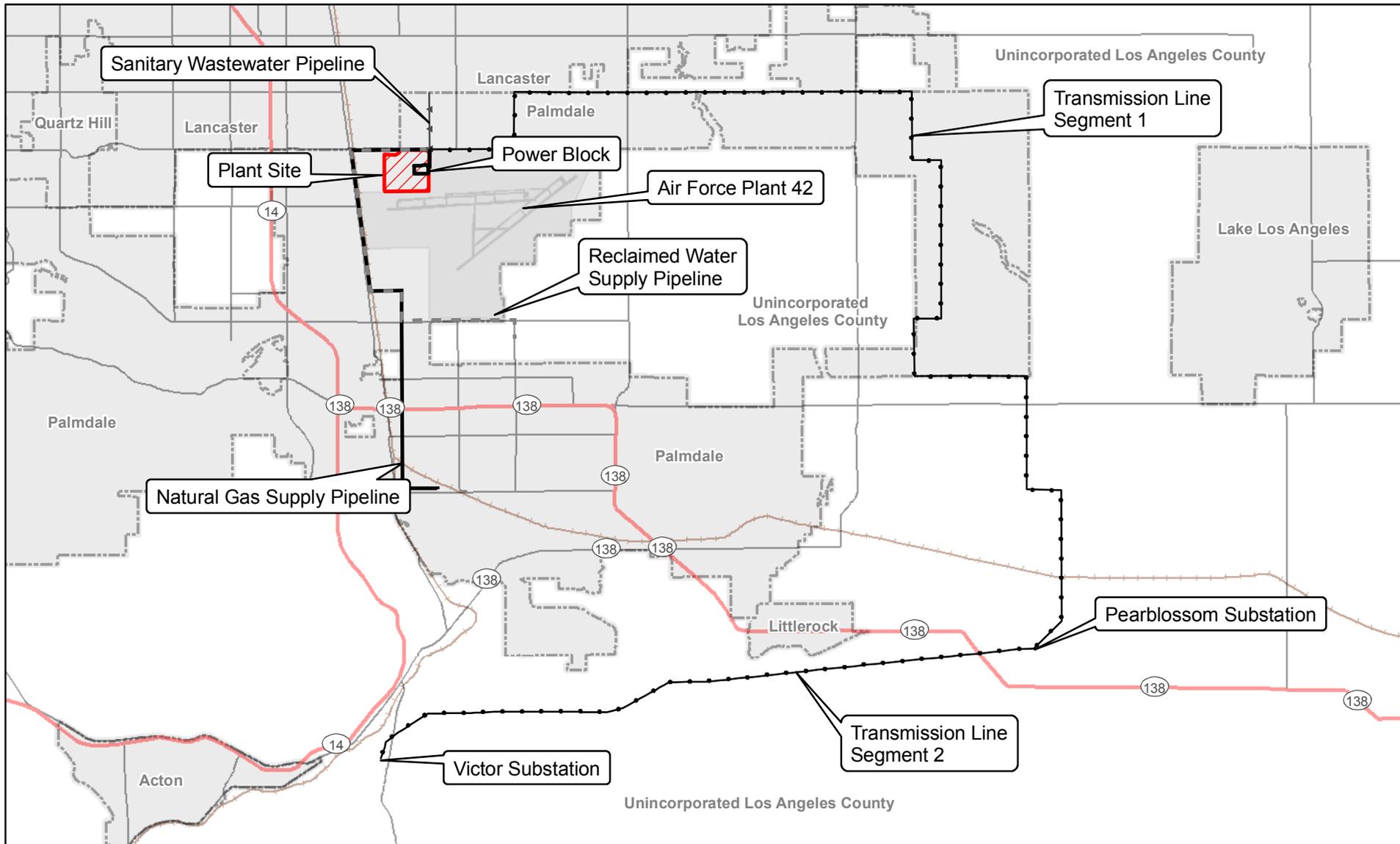
Draft Master Environmental Assessment, 2007. Prepared for the City of Lancaster. Prepared by RBF Consulting, Irvine CA. April 30.

Kite, Richard, 2008. Personal Communication. City of Lancaster Planning Department. July.

Los Angeles County Planning Department, 2007. Los Angeles County Draft Preliminary General Plan.

Ng, Chung, 2008. Personal Communication. City of Lancaster Planning Department. June.

Schoetzow, Eileen, 2008. Personal Communication. City Planner. Los Angeles World Airports. July.



**Legend**

- Plant Site
- Power Block
- City Boundary
- Natural Gas Supply Pipeline
- Reclaimed Water Supply Pipeline
- Sanitary Wastewater Pipeline
- Transmission Line

1 inch equals 2.5 miles

0 1.25 2.5 5 Miles

Source: ESRI 2007

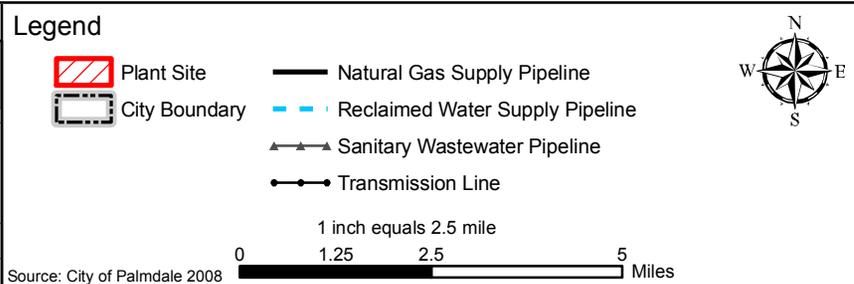
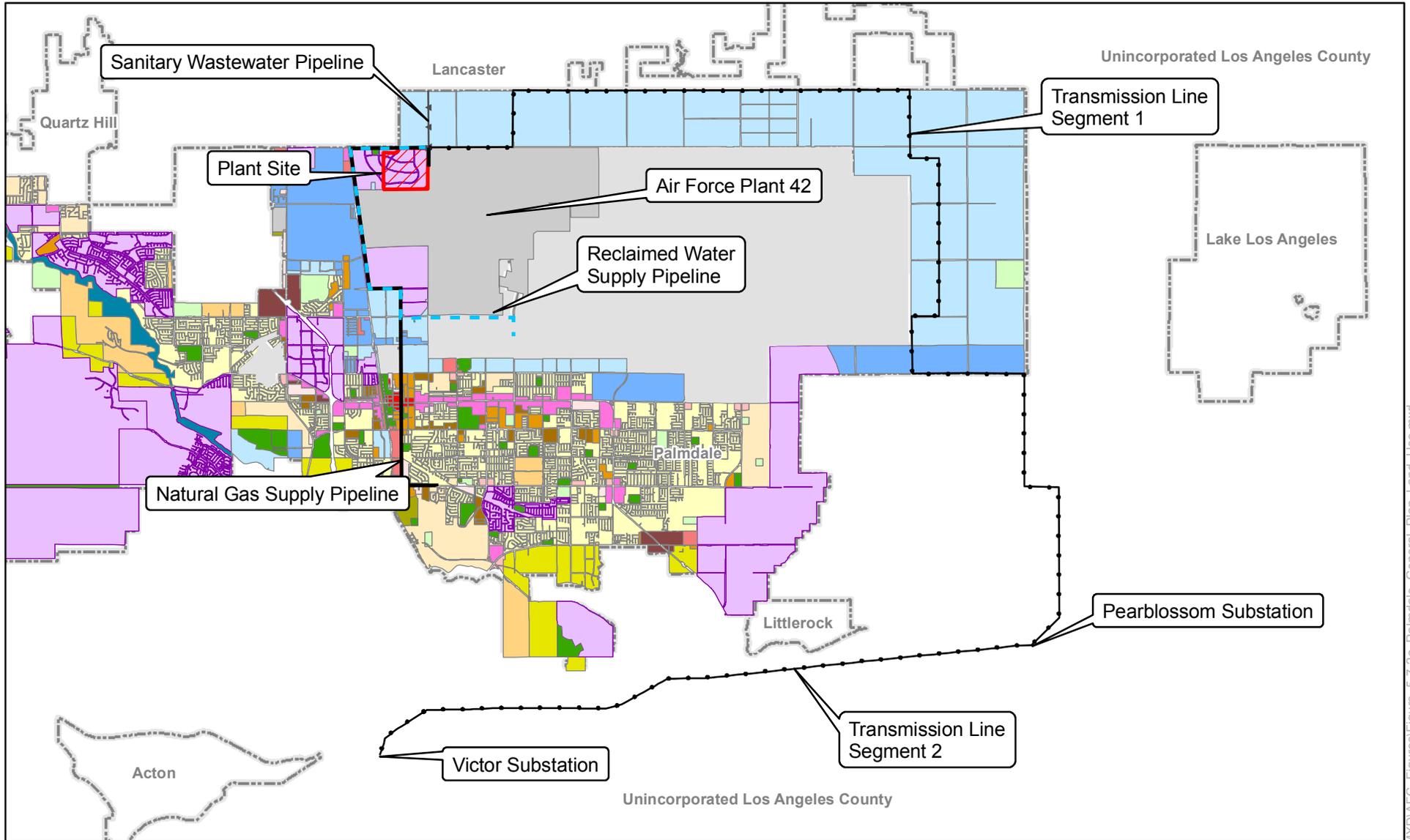
**Palmdale Hybrid Power Project**

**Figure 5.7-1**

**Land Use Study Area**

Project: 10855-002  
Date: July 2008

Y:\Projects\InlandEnergy\Palmdale\WDA\Figures\Figures\Figure\_5-7-1\_Land\_Use\_Study\_Area.mxd



**Palmdale Hybrid Power Project**

**Figure 5.7 - 2a**

**City of Palmdale**  
**General Plan Land Use**

**PALMDALE**  
*a place to call home*

**Inland Energy, Inc.**

**ENSR | AECOM**

Project: 10855-002  
Date: July 2008

# Legend

 Parcel

 City of Palmdale

## Commercial

 Neighborhood Commercial (NC)

 Office Commercial (OC)

 Community Commercial (CC)

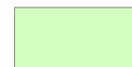
 Downtown Commercial (DC)

 Commercial Manufacturing (CM)

 Regional Commercial (RC)

## Other Land Use

 Public Facility (PF)

 Open Space (OS)

 Mineral Resource Extraction (MRE)

 Specific Plan (SP)

 California Aqueduct

 Other Jurisdiction

LACO: Unincorporated LA County Pocket

## Residential

 Equestrian Residential (ER)

 Low Density Residential (LDR)

 Single Family Residential (SFR-1)

 Single Family Residential (SFR-2)

 Single Family Residential (SFR-3)

 Medium Residential (MR)

 Multifamily Residential (MFR)

 Special Development (SD)

## Industrial

 Industrial (IND)

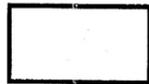
 Business Park (BP)

 Airport and Related Uses (AR)

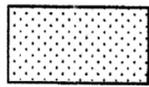


# LEGEND

## Non Urban Residential

 NU (0.4-2.0 DU/AC)

## Urban Residential

 UR (2.1-6.5 DU/AC)

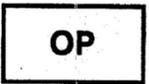
## Multi-Residential

 MR1 (6.6-15.0 DU/AC)

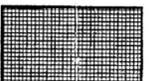
 MR2 (15.1-30 DU/AC)

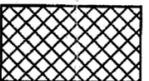
## Commercial

 Commercial

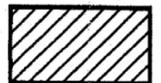
 Office/Professional

## Employment

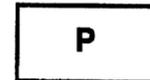
 Light Industry

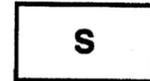
 Heavy Industry

## Specific Plan

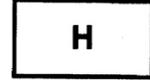
 Specific Plan

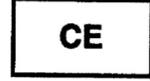
## Facilities

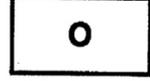
 Public Use

 Public School

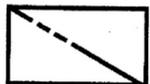
 Park

 Health Care

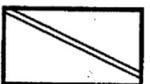
 Cemetary

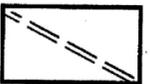
 Open Space

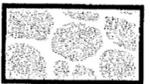
 Sphere of Influence

 City Boundary

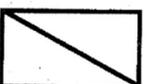
 Proposed Regional Arterial

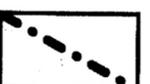
 Paved Roads

 Unpaved Roads

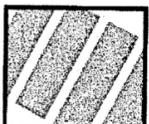
 Edwards Air Force Base

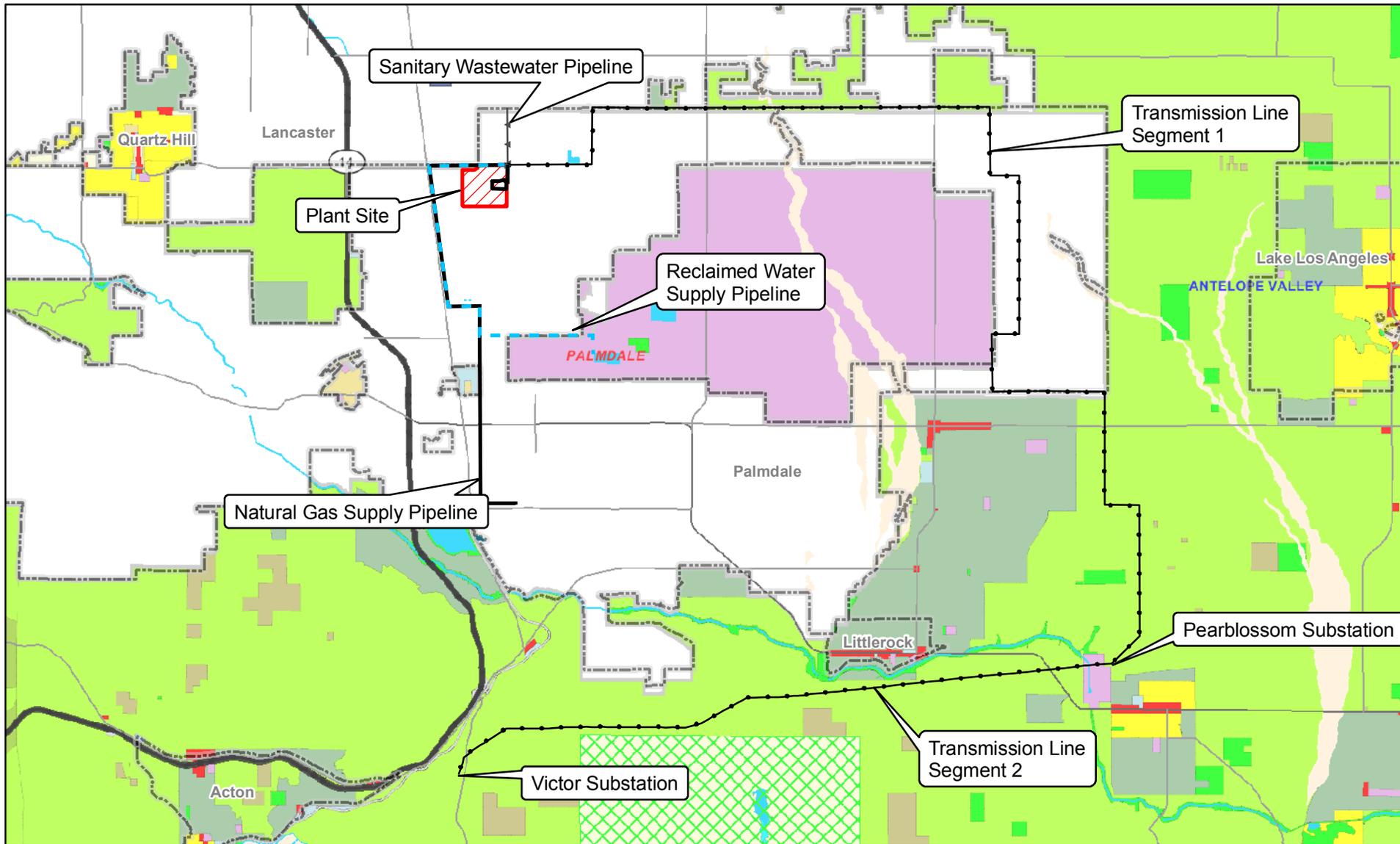
 Union Pacific Rail Road

 Land Use Boundary

 Transit Village Boundary

 Prime Desert Woodland

 High Desert Transportation Corridor Study Area



**Legend**

- Plant Site
- Power Block
- City Boundary
- Natural Gas Supply Pipeline
- Reclaimed Water Supply Pipeline
- Sanitary Wastewater Pipeline
- Transmission Line

1 inch equals 2.5 mile

0 1.25 2.5 5 Miles

Source: County of Los Angeles 2008

**Palmdale Hybrid Power Project**

**Figure 5.7-2c**

**County of Los Angeles  
General Plan Land Use**

**Project: 10855-002**  
**Date: July 2008**

Y:\Projects\InlandEnergy\Palmdale\MXDAFC\_Figures\Figure\_5-7-2c\_Los\_Angeles\_County\_Land\_Use.mxd

# Los Angeles County Land Use

## Legend

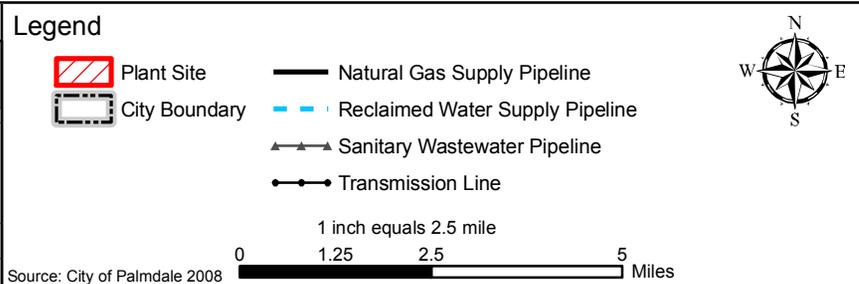
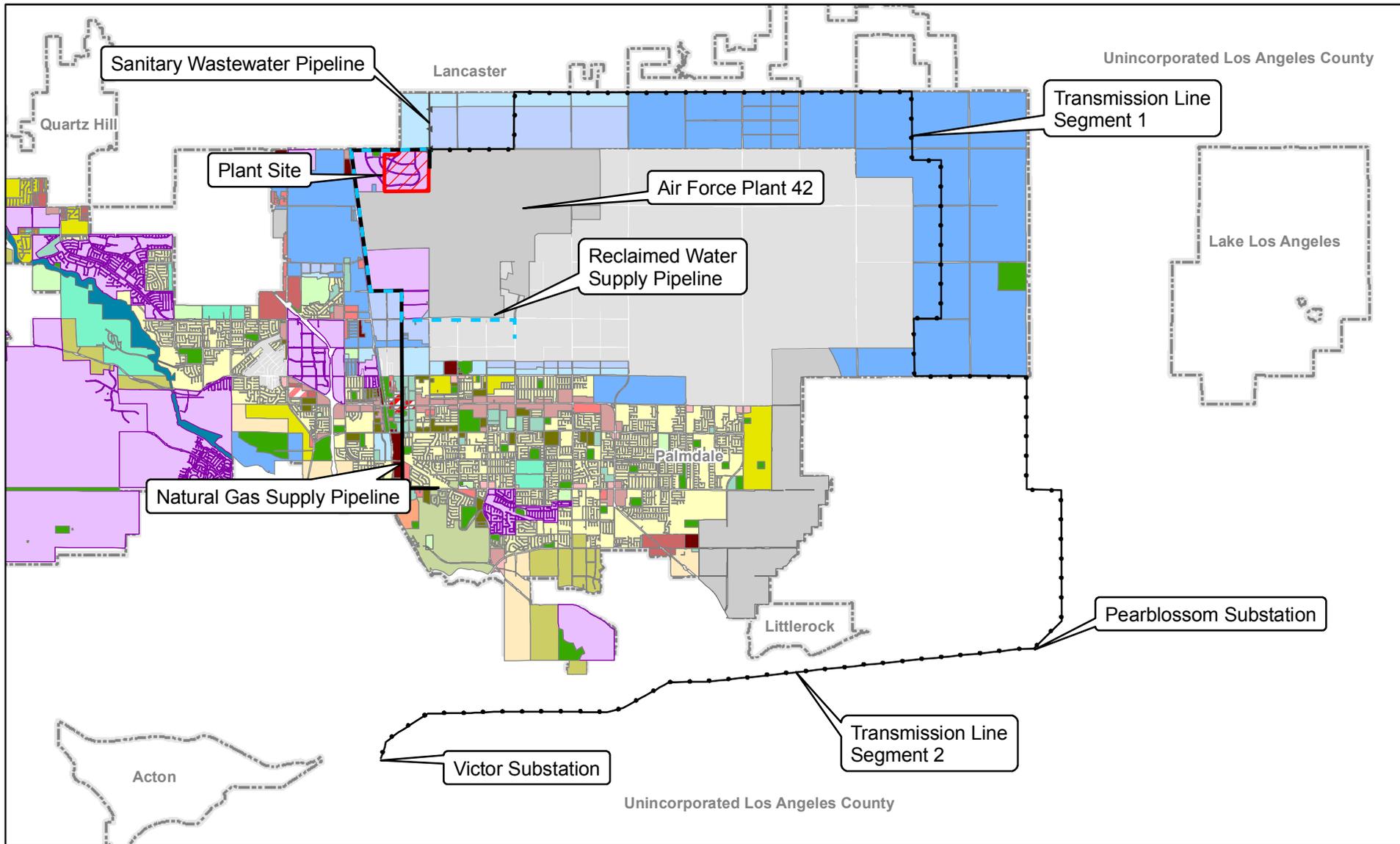
### Landuse

#### Type

-  1 - Low Density Residential  
(1 to 6 du/ac)
-  2 - Low/Medium Density  
Residential (6 to 12 du/ac)
-  3 - Medium Density Residential  
(12 to 22 du/ac)
-  4 - High Density Residential  
(22 or more du/ac)
-  C - Major Commercial
-  I - Major Industrial
-  O - Open Space
-  P - Public and Semi-Public

#### Facilities

-  RC - Rural Communities
-  R - Non-Urban
-  TC - Transportation Corridor



**Palmdale Hybrid Power Project**

**Figure 5.7-3a**

**City of Palmdale Zoning**

Project: 10855-002  
Date: July 2008

# Legend

 Parcel

 City of Palmdale

## Commercial

-  Light Commercial (C-1)
-  Office Commercial (C-2)
-  Mixed Transition (C-2 MX)
-  General Commercial (C-3)
-  Commercial Center (C-4)
-  Service Commercial (C-5)
-  Downtown Commercial (CD)
-  Mixed Transition (CD-MX)

## Other Zoning

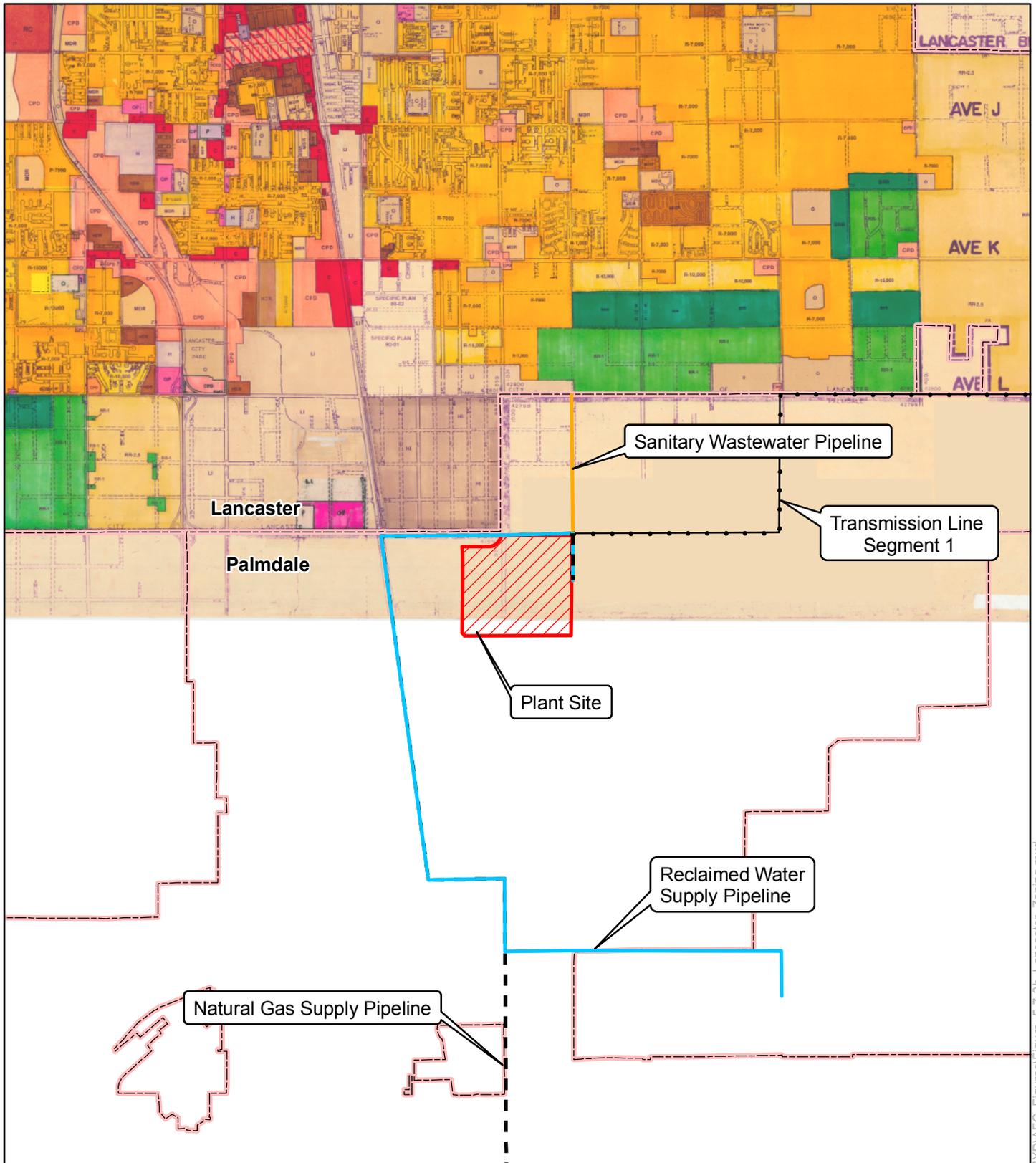
-  Open Space and Recreation (OR, OS)
-  Public Facility (PF)
-  Quarry and Reclamation (QR)
-  Specific Plan (SP)
-  California Aqueduct
-  Other Jurisdiction
- LACO: Unincorporated LA County Pocket

## Industrial

-  Light Industrial (M-1)
-  General Industrial (M-2)
-  Airport Industrial (M-3)
-  Planned Industrial (M-4)

## Residential

-  Single Family Residential (R-1-1)
-  Single Family Residential (R-1-2.5)
-  Single Family Residential (R-1-7,000)
-  Single Family Residential (R-1-10,000)
-  Single Family Residential (R-1-12,000)
-  Single Family Residential (R-1-13,000)
-  Single Family Residential (R-1-15,000)
-  Single Family Residential (R-1-20,000)
-  Medium Residential (R-2)
-  Multiple Residential (R-3)
-  Light Agriculture (A-1)



### Legend

- Plant Site
- Transmission Line
- Sanitary Wastewater Pipeline
- Natural Gas Supply Pipeline
- Reclaimed Water Supply Pipeline
- City Boundary

Source: City of Lancaster 2008

## Palmdale Hybrid Power Project

### Figure 5.7-3b City of Lancaster Zoning

1 inch equals 1 mile

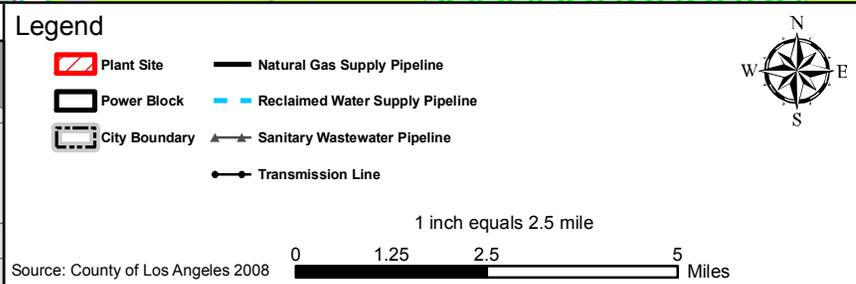
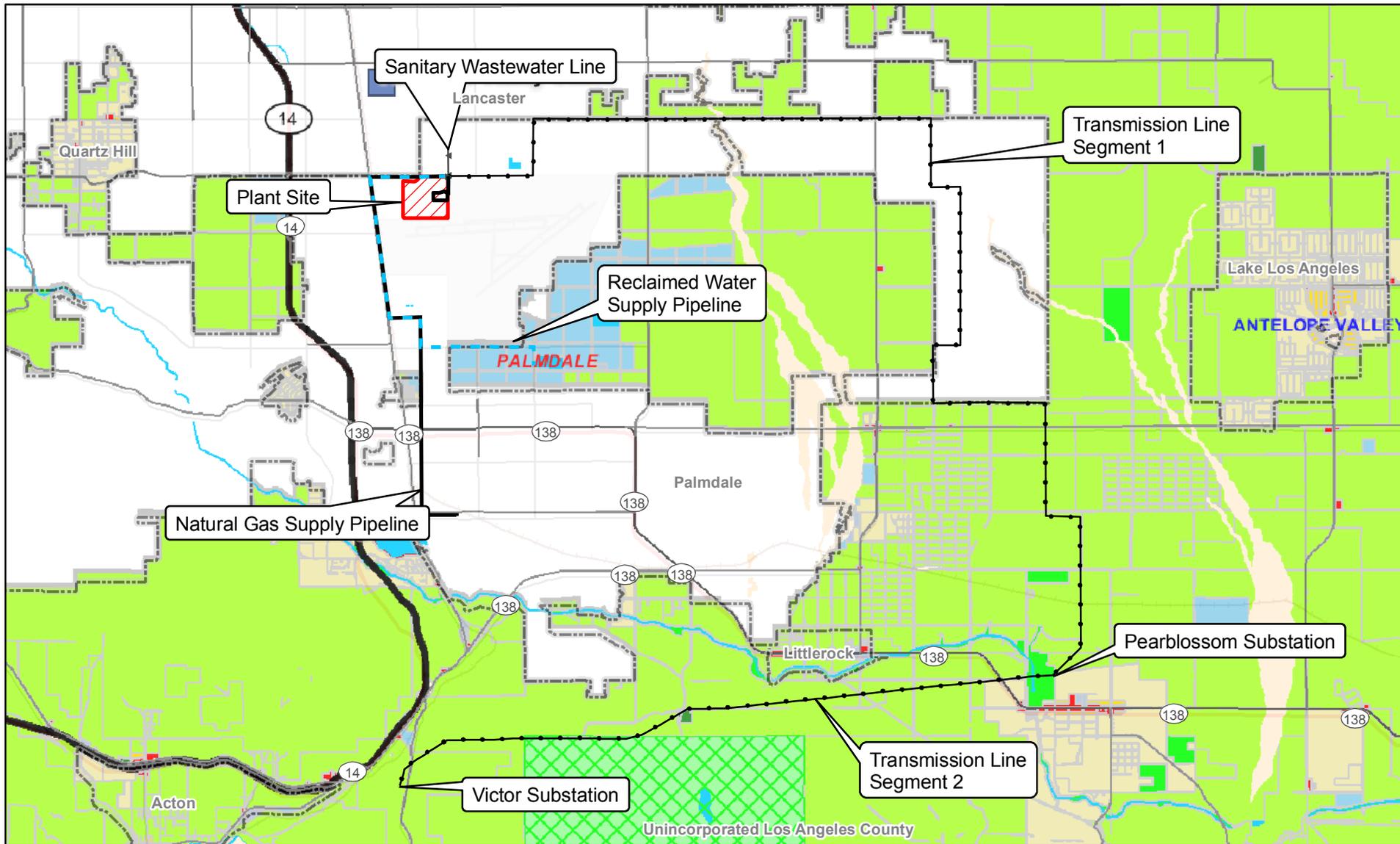
**Project: 10855-002**  
**Date: July 2008**

# City of Lancaster Zoning

## Legend

### Zoning

<b>RR-2.5</b>	Rural Residential of 1 Unit/2.5 Acres
<b>RR-1</b>	Rural Residential of 1 Unit/1 Acre
<b>SRR</b>	Semi-Rural Residential of 1-2 Units/Acre
<b>R-15,000</b>	Single Family Residential on 15,000 Sq. Ft. Lots
<b>R-10,000</b>	Single Family Residential on 10,000 Sq. Ft. Lots
<b>R-8,500</b>	Single Family Residential on 8,500 Sq. Ft. Lots
<b>R-7,000</b>	Single Family Residential on 7,000 Sq. Ft. Lots
<b>MHP</b>	Mobile Home Park
<b>MDR</b>	Medium Density Residential of 7.1-15 Units/Acre
<b>HDR</b>	High Density Residential of 15.1-30 Units/Acre
	Subject to General Plan Policy
<b>C</b>	Commercial
<b>CPD</b>	Commercial Planned Development
<b>CBD</b>	Central Business District
<b>RC</b>	Regional Commercial
<b>OP</b>	Office Professional
<b>LI</b>	Light Industry
<b>HI</b>	Heavy Industry
<b>H</b>	Hospital
<b>P</b>	Public
<b>O</b>	Open Space
<b>SP</b>	Specific Plan



**Palmdale Hybrid Power Project**

**Figure 5.7-3c**

**County of Los Angeles  
 General Plan Zoning**

**PALMDALE**  
 a place to call home

**Inland Energy, Inc.**

**ENSR | AECOM**

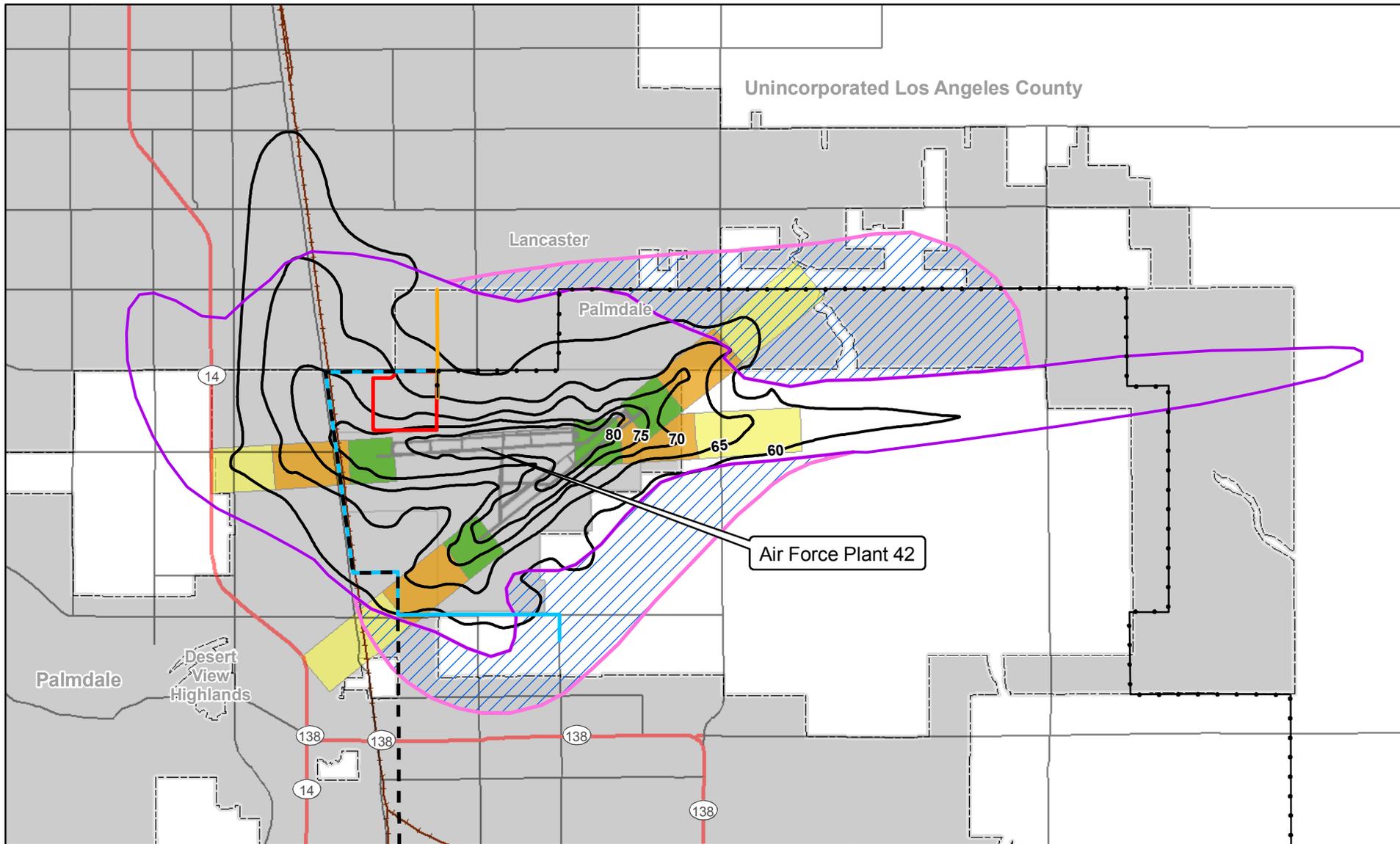
Project: 10855-002  
 Date: July 2008

# Los Angeles County Zoning

## Legend

### Zoning

-  Zone A-1
-  Zone A-2
-  Zone B-1
-  Zone B-2
-  Zone C-1
-  Zone C-2
-  Zone C-3
-  Zone C-H
-  Zone C-M
-  Zone CPD
-  Zone C-R
-  Zone D-2
-  Zone IT
-  Zone M-1
-  Zone M-1.5
-  Zone M-2
-  Zone M-3
-  Zone MPD
-  Zone MXD
-  Zone O-S
-  Zone P-R
-  Zone R-1
-  Zone R-2
-  Zone R-3-( )U
-  Zone R-4-( )U
-  Zone R-A
-  Zone RPD
-  Zone R-R
-  Zone SP
-  Zone SRD
-  Zone W



**Legend**

Plant Site	Transmission Line	Accident Potential Zone 1
Overflight Zone	Sanitary Wastewater Pipeline	Accident Potential Zone 2
City Boundary	Natural Gas Supply Pipeline	Clear Zone
	Reclaimed Water Supply Pipeline	Noise Contour
		1990 DNL 65 dB Noise Contour

1 inch equals 1.75 mile

0 0.875 1.75 3.5 Miles

**Palmdale Hybrid Power Project**

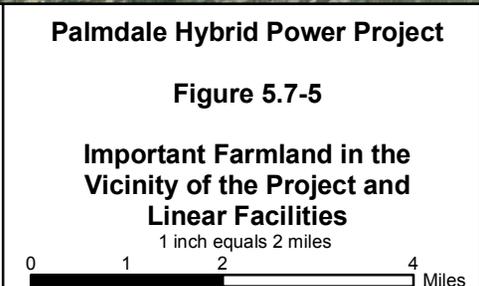
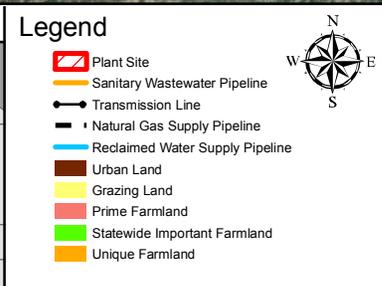
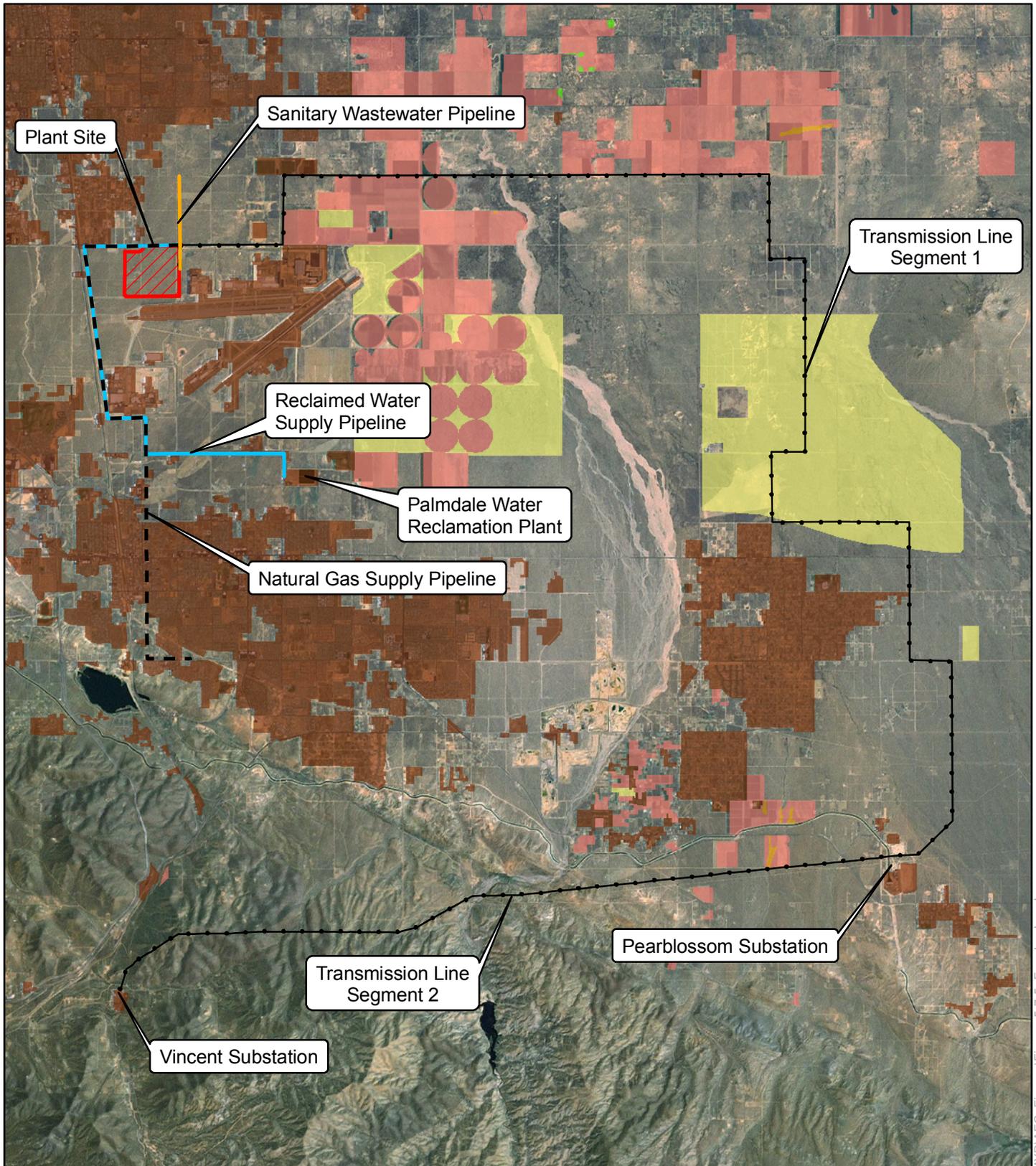
**Figure 5.7-4**

**Air Installation Compatible Use Zone**

**Inland Energy, Inc.**

ENSR | AECOM

Project: 10855-002  
Date: July 2008



**Inland Energy, Inc.**

ENSR | AECOM

Project: 10855-002  
Date: July 2008