

6.8 LAND USE

This section discusses existing land uses and potential land use impacts associated with the construction and operation of the VV2 Project. Based on CEC power plant siting regulations, the land use study area encompasses lands within one mile of the power plant site and within 0.25-mile on either side of the Project's linear features (electrical transmission line and pipelines).

6.8.1 LORS Compliance

This subsection addresses LORS related to land use and their applicability to the VV2 Project. Table 6.8-1 summarizes the applicable Federal, State, and local LORS and additional discussion is provided following the table.

**Table 6.8-1
LORS Applicable to Land Use**

LORS	Applicability	Where Discussed in AFC
Federal:		
None Applicable	Not Applicable	Not Applicable
State:		
California Public Resources Code Section 25523(a); 20 CCR Sections 1752, 1752.5, 2300 – 2309, and Chapter 2, Subchapter 5, Appendix B, Part (I)(3) and (4).	Contains provisions to assure protection of environmental quality, including compatibility of a proposed project with relevant land use plans. The administering agency for the above authority is the CEC.	Section 6.8.3
California State Planning Law, Government Code Section 65300 through 65302.	Requires City and County comprehensive plans and identifies required contents.	Section 6.8.3
Local:		
City of Victorville General Plan – Land Use Element, dated June/July 1997, most recent amendment adopted August 2, 2005.	Provides City of Victorville land use goals and policies.	Section 6.8.3

**Table 6.8-1
LORS Applicable to Land Use**

LORS	Applicability	Where Discussed in AFC
Southern California Logistics Airport (SCLA) Specific Plan, dated January 1993, revised February 2004.	Provides development requirements for the development and/or reuse of the SCLA area. The VV2 Project site is located within the SCLA Specific Plan Area.	Section 6.8.3
City of Victorville General Plan – SCLA Community Plan Element, dated June/July 1997, most recent amendment adopted August 2, 2005.	Provides development goals and policies for the development and/or reuse of the SCLA planning area. The VV2 Project site is located within the SCLA Specific Plan Area.	Section 6.8.3
City of Victorville Municipal Code Zoning Ordinance, date of most recent change September 5, 2006	Project is subject to Victorville zoning ordinance requirements	Section 6.8.3

6.8.1.1 Federal

No applicable Federal LORS related to land use were identified. See Section 6.13, Traffic and Transportation for information concerning applicable Federal Aviation Administration requirements related to the potential for Project facilities to be obstructions to air navigation.

6.8.1.2 State

The following applicable State LORS were identified.

California Public Resources Code Section 25523(a); 20 CCR Sections 1752, 1752.5, 2300 – 2309, and Chapter 2, Subchapter 5, Appendix B, Part (I)(3) and (4). These authorities include provisions to assure protection of environmental quality, including compatibility of a proposed project with relevant land use plans.

California State Planning Law, Government Code Section 65300 through 65302. Requires cities and counties to adopt a comprehensive plan for the physical description of the county or city and identifies required contents of the general plan. The City of Victorville has adopted a general plan.

6.8.1.3 Local

Local land use LORS that could apply to the VV2 Project include the following:

City of Victorville General Plan – Land Use Element, dated June/July 1997, Most Recent Amendment Adopted August 2, 2005. The Land Use Element outlines Victorville’s long-range plans for development within its incorporated boundaries and sphere of influence. The Land Use Element is a policy document to guide land use decisions to ensure the orderly growth of Victorville; it also serves as a guide for city recommendations to San Bernardino County regarding development proposals within the City’s sphere of influence. The VV2 Project site is located within the City of Victorville’s SCLA Specific Plan Area, zoned as Specific Plan (SP) and designated as Industrial (I). Segment 1 of the Project’s transmission line and the various Project pipelines (reclaimed water supply, sanitary wastewater disposal, and interconnection with natural gas supply and backup industrial water supply) also are located within the SCLA Specific Plan Area. (Segments 2 and 3 of the Project’s transmission lines are outside the SCLA Specific Plan Area but, with the exception of a portion of Segment 3 that is in Hesperia, both are still in Victorville; Segments 2 and 3 will utilize existing SCE transmission ROWs. Land use designations along the transmission line corridors include Business Park, Commercial, Public/Open Space Light Industrial, and Heavy Industrial. Land Use Element goals and policies that are applicable to the VV2 Project include:

“Goal 1: Victorville as a balanced community with residential, commercial and industrial development.”

“Policy 1.1: Industrial development that does not conflict with or adversely affect other existing or potential developments will continue to be encouraged.”

“Policy 1.5: The City will manage development in a manner that does not conflict with the operations of Southern California Logistics Airport.”

“Goal 2: Victorville as a community with a diversified economic base.”

“Policy 2.1: Victorville will encourage the development of land uses which provide jobs for those who choose to both live and work within the planning area.” (City of Victorville 2004a)

City of Victorville General Plan - SCLA Community Plan Element, dated June/July 1997, Most Recent Amendment Adopted April 4, 2006. The SCLA Community Plan Element was prepared to provide a guide for the development and/or reuse of the deactivated George Air Force Base site as a commercial air facility. The SCLA Community Plan

Element, in combination with the SCLA Specific Plan, provides the regulatory context regarding the development of SCLA. SCLA Community Plan Element goals and policies that are applicable to the project include:

“Goal 1: Southern California Logistics Airport as a commercial air facility with associated uses integrated into, compatible with, or supportive of its operation.”

“Policy 1.1: The City will promote the development of compatible land uses in the area affected by airport operations to ensure that there is no conflict or inconsistency between the operations of SCLA as a civilian airport and future land uses within the City and surrounding area.” (City of Victorville, 2006)

Based on information provided in the SCLA Community Plan Element, the VV2 Project site is located in Safety Review Area 3. A safety review area classification identifies the degree of risk or level of exposure to aviation related hazards. This degree of risk is reflected in three safety review areas (Safety Review Areas 1 through 3). Safety Review Area 3 designates an area with the lowest exposure to aircraft operations, and is sometimes referred to as the Traffic Pattern Zone. A variety of land uses are “normally acceptable” within Safety Review Zone 3, including commercial, industrial, and utilities uses.

Southern California Logistics Airport Specific Plan, dated January 1993, revised February 2004. The SCLA Specific Plan serves as a tool for implementing the reuse plan established by the Victor Valley Economic Development Authority (VVEDA) pursuant to the Base Closure and Realignment Act, as well as related policies of the City of Victorville General Plan. Although the VV2 Project is outside the boundaries of the SCLA itself, it is within the designated SCLA Specific Plan Area, and thus is required to conform to the following development standards as outlined in the SCLA Specific Plan:

- **Parking:** Parking requirements are intended to ensure sufficient off-street parking and loading facilities so as to prevent traffic congestion and aid in the efficient conduct of business. The parking standards of the Victorville Municipal Code apply.
- **Loading:** All required loading facilities must be located on the same site as the use requiring such facilities. Sufficient space for turning and maneuvering loading vehicles must be provided on the site.
- **Landscaping:** Landscaping development standards are intended to encourage an attractive, visually cohesive development with sufficient variety to express the individuality of each user. Landscaping should be used to humanize the scale of the buildings and parking lots, to soften building lines, to screen from public view less attractive elements of a given project and to stabilize slopes. Applicable landscaping

requirements are those set forth in the applicable zone districts of the Zoning portion of the Victorville Municipal Code.

- **Fences/Walls:** Fences shall not exceed a height of eight feet in rear and/or side yards and four feet in front yards for commercial, aviation, open space and industrial land uses. Project-specific exceptions can be granted by the Planning Commission.
- **Exterior Lighting:** Project lighting should be concentrated at the main entries and along major roadways or landscape features. Low intensity energy efficient parking lot lighting should be used. Low level, direct lighting should be used on pedestrian walkways.
- **Signage:** Signs are to be used for the purpose of identification and direction. The design of permitted signs must be architecturally integrated with the building design. The design of identification and directional signs including the location, materials, colors, copy and the method of signing, size and construction must be approved by the City. (City of Victorville, 2004a)

In addition, the SCLA Specific Plan specifies that development in the Industrial (I) District “shall be implemented consistent with uses and regulations set forth in Chapter 18.44 of the Victorville Municipal Code, entitled “M-2 – Heavy Industrial District”.

City of Victorville Municipal Code Zoning Ordinance, date of most recent change September 5, 2006. The following development standards from the City of Victorville Municipal Code may be applicable to the VV2 Project:

- **Chapter 18.60 Off-Street Parking:** Public utility facilities, including electrical substations, telephone exchanges, and maintenance and storage facilities must provide one space for each five hundred square feet of office space and work area within a structure, and also, one space for each project vehicle.
- **Chapter 18.44.030: M-2 Heavy Industrial District:** Electrical generating plants that sell energy or any by-product to a public utility and/or properties offsite are a conditionally permitted use in the M-2 district.
- **Chapter 18.44.060 Yards:** The minimum required yards in the M-2 district shall be as follows: 1) front yards and side yards along the street lot line of a corner lot – ten feet; 2) rear yards and side yards – none adjacent to commercial or industrial zones; ten feet when adjacent to an alley; and thirty feet when adjacent to residential zones.

- Chapter 18.44.070 Building Height: No building in an M-2 district shall have a height in excess of fifty feet, or in excess of thirty-five feet if located within fifty feet of any “R” district. Roof structures for the housing of elevators, stairways, tanks, ventilation fans or similar equipment required to operate and maintain the building, fire or parapet walls, skylights, smoke stacks, wireless masts or similar structures may be erected above the height limits prescribed in this title, provided, that they may be safely erected and maintained at such height in view of the surrounding conditions and circumstances. Elements of the Project (e.g., the turbines, HRSG,s and cooling tower) will exceed 50 feet in height, but the Project can readily demonstrate that the taller Project structures will meet the City requirement that such structures can be safely erected and maintained.
- Chapter 18.44.080 Fences, Walls, and Hedges: A solid masonry wall at least six feet in height not to exceed the maximum height limitations of this Title shall be erected and maintained along the rear or side lot line of a developed lot in a M-2 district where the lot line abuts a residential district or any alley separating it from a residential district or abuts the site of any public use. In addition to the required fence or wall, a hedge or planting is required, as approved by the director of planning to provide a buffer against detrimental effects of the use upon abutting residentially zoned properties or public uses, unless in the opinion of the director of planning it is deemed unnecessary due to building and site design and/or site constraints. The Project is located next to an area shown as Rural Residential on the City’s zoning and planning maps, although the property is vacant and likely to continue to be vacant due to its location on a slope leading down to the river. Review and approval by the Victorville director of planning will be required to demonstrate the relevance of and compliance with this provision.

6.8.1.4 Agencies and Agency Contacts

Agencies with jurisdiction to issue applicable permits and/or enforce LORS related to land use are included in Table 6.8-2.

**Table 6.8-2
Agencies and Agency Contacts**

Agency	Contact	Permit/Issue
Planning Department City of Victorville 14343 Civic Drive Victorville, California 92393	Chris Borchert Deputy Planning Director (760) 955-5102	Land Use Permit
VVEDA City of Victorville 14343 Civic Drive Victorville, California 92392	Keith Metzler Deputy Director of Redevelopment and VVEDA Executive Director (760) 955-5032	Conformance with SCLA Specific Plan

6.8.1.5 Required Permits and Permitting Schedule

Local land use related permits (e.g., building and grading permits) will be obtained prior to initiation of the Project, as shown in Table 6.8-3.

**Table 6.8-3
Permits Required and Permit Schedule**

Permit/Approval Required	Due Date
Construction Permits	Prior to construction

6.8.2 Affected Environment

The VV2 Project is located in the City of Victorville in a geographic subregion of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the “High Desert” due to its approximate elevation of 2,900 feet above sea level. The City of Victorville is a key city of the High Desert and is located adjacent to the cities of Adelanto and Hesperia and the Town of Apple Valley. The Victor Valley is separated from other urbanized areas in Southern California by the San Bernardino and San Gabriel Mountains, but is easily accessible via I-15, U.S. 395, and SR 18. The land use study area encompasses lands within one mile of the VV2 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. The land use study area, along with major jurisdictional boundaries, is shown on Figure 6.8-1.

6.8.2.1 Existing Land Uses of Plant Site and Vicinity

The VV2 Project site is situated on approximately 275 acres of currently undeveloped land in the northeastern portion of the SCLA Specific Plan Area, in the City of Victorville, San Bernardino County, California. The SCLA Specific Plan Area includes approximately 5,350 acres within the former George AFB and an area northeast of the former base. As discussed below, the SCLA is being developed and planned as a major, multi-modal (aircraft, rail, truck) regional cargo distribution center to serve the southwestern United States.

The VV2 Project site adjoins the northern boundary of the SCLA Specific Plan Area and the City (the boundaries coincide at this location). As shown on Figure 6.8-2, to the north is undeveloped, unincorporated County of San Bernardino land; as shown on Figure 6.8-3, this land is zoned for rural residential use. To the west of the Project site across the unpaved Helendale Road are currently undeveloped portions of the SCLA Specific Plan Area (planned for future industrial use), with additional undeveloped lands extending further to the west. The nearest residence to the Project site, a single residence (horse ranch) on the currently unpaved Colusa Road, is located approximately one mile west of the Project site boundary. The area of the City of Adelanto between the northern half of the SCLA Specific Plan Area and U.S. 395 further to the west is designated by Adelanto as an Airport Development District (Figure 6.8-3).

The Project site abuts the eastern (as well as northern) edge of the SCLA Specific Plan Area. Immediately to the east of the Project site (the area between the site and the Mojave River) is zoned residential and shown on the City of Victorville General Plan land use map as Rural Residential (1 dwelling unit/5 acres) (Figures 6.8-3 and 6.8-4). This area is undeveloped (it encompasses the slopes leading to the river and contains no residences), and, according to City planning staff, the residential zoning is a relic from the original zoning when the City annexed the land (Szarzynski, 2007). City planning staff indicate that they are unaware of any plans by the City to rezone the area or of any plans or proposals for development there (Szarzynski, 2007). To the east of this undeveloped, nominally residential area is the Mojave River itself with scattered rural residences on the eastern bank (outside the land use study area for this AFC).

In general, the City considers the land areas north of SCLA to be suitable for airport-compatible industrial activities, not residential uses (Roberts, 2007). Because of concerns regarding compatibility with SCLA operations, the City would oppose non-industrial land uses (if they were proposed) in the areas north of SCLA even if they were north of the City boundary (Roberts, 2007).

The VVWRA Regional Wastewater Treatment Plant property is approximately one mile to the southeast of the project site on the western bank of the river, this facility will be the supplier of reclaimed water to the VV2 Project that will be used for power plant cooling and other non-potable uses and also will receive the Project's sanitary wastewater. The other areas south of the VV2 Project site are within the SCLA or SCLA Specific Plan Area, which is discussed below.

Southern California Logistics Airport. SCLA (including the adjoining SCLA Specific Plan Area) is intended to become a major multi-modal regional cargo distribution center, including expansion of the air cargo and aviation-related industrial operations at the site, as well as other industrial and commercial activities centered around the development of major rail facilities (see Figure 6.8-5). The overall plan encompasses manufacturing/distribution facilities; intermodal/multimodal rail; air cargo facilities and hangars; aviation maintenance facilities; commercial office and related technology facilities. Current plans by Stirling Airports, International, who are developing the facility together with the City, indicate that by the year 2009, as portions of the major rail project discussed in the following paragraphs begin to come on line and other industrial and commercial development continues, industrial, commercial, and airport-related activities are expected to provide a total of over 1.2 million SF of office space, 13.4 million SF of warehouse space and 11,600 employees. By 2025, SCLA planning projections show over 34 million SF of office and warehouse space, and over 19,000 employees. At ultimate buildout, SCLA could have approximately 50 million SF of warehouse and office space and generate over 28,000 jobs (Stirling, 2006)

The SCLA development/expansion process is ongoing. As of early 2007, there are a number of specific development projects that are in the permitting process or have been approved at SCLA. These include three warehouse projects (total of approximately 900,000 SF), a 45,000 SP warehouse manufacturing project, and four aircraft hangars (approximately 75,000 SF each) (Houlihan, 2007). These projects are three miles or more south of the VV2 Project site in the area south of the SCLA northeast/southwest runway. The most significant single project is the SCLA Rail Service project, often referred to as the "Intermodal" project, which is a cornerstone of the overall SCLA development plans.

As shown of Figure 6.8-5, the Intermodal project includes two separate rail yards, one "intermodal" (referring to the movement of freight between rail and truck) and the other "multimodal" (a mix of freight containers and other types such as autos, that involves various transfers from rail to rail, as well as between truck and rail). In addition to the rail facilities themselves, the Intermodal project includes storage areas for autos and containers, as well as administrative; equipment, truck, and rail maintenance facilities, and would cover approximately 1,600 acres; over its first five years, the project would generate over

1,500 rail-related jobs and lead to the related development of nearly 600 acres of industrial development at SCLA with an additional 6,400 jobs (City of Victorville, 2004b). Construction of the initial off-site phases of the project are scheduled to begin in early 2007, and the construction of the intermodal rail yard (which will precede the multimodal yard), is scheduled to extend from September 2007 to September 2008. The intermodal yard would involve 4 to 7 tracks running approximately 12,000 linear feet and construction would involve the movement of approximately 14.5 million cubic yards of earth. Construction of the multimodal yard is planned as part of a second phase of the overall SCLA expansion that would occur in the 2010-2015 timeframe.

As noted above, the overall Intermodal project also would lead to the development of rail-served industrial facilities. The “southern industrial” area (south of the intermodal yard as shown on Figure 6.8-5), together with the intermodal yard itself is expected to be the first rail-served area to be developed; the Intermodal project is expected to generate approximately 600 jobs by 2009. The “northern industrial” area (the area west of the power plant site as shown on Figure 6.8-5), would be developed as part of second phase of the overall SCLA expansion after 2010.

6.8.2.2 Existing Land Uses Along Linear Facilities Routes

As shown on Figures 6.8-1 and 6.8-2, the Project’s transmission line route extends for a total of approximately 21 miles in a largely southerly direction from the plant site. As discussed in Section 2.0, Project Description, the transmission line route is divided into three segments, of which only Segment 1 (the first 4.3 miles south of the plant site) represents new construction in a new utility ROW; Segments 2 and 3 would involve installation of the VV2 Project transmission line within existing SCE transmission line ROWs. Please note that, because of the considerable recent and ongoing growth of the Victorville area and surrounding communities, the areas depicted on Figure 6.8-2, Existing Land Uses are more developed than shown on the figure although the descriptions of developed areas herein are consistent with current conditions.

With the exception of a portion where the route parallels the western fence line of the VVWRA treatment plant, land within 0.25-mile of Segment 1 is undeveloped except for a few structures near the southern end of the segment now owned by the City of Victorville and planned for demolition to allow for SCLA development activities. Segment 2 of the VV2 Project transmission line, which begins where the VV2 Project line joins the existing transmission path between HDPP and SCE’s Victor substation and extends approximately 5.7 miles until it reaches the Victor substation, is within an existing SCE transmission ROW that contains other transmission structures. The land areas within 0.25-mile of Segment 2 are a combination of undeveloped land, existing and developing residential and

commercial/industrial uses. Segment 3 of the VV2 transmission line also is within an existing SCE ROW, and nearby land uses over this segment's 11-mile length are a combination of undeveloped land and existing, largely residential, land uses with some commercial/industrial and recreation/open space uses. As shown on Figures 6.8-1 and 6.8-2, Segments 2 and 3 cross over a number of major commercial roadways (e.g. Palmdale Road), and Segment 3 crosses I-15. The transmission route also crosses over the California Aqueduct.

The Project's pipelines extend no further than approximately 1.5 miles from the VV2 plant site (see Figure 6.8-1), which is the length of the reclaimed water supply line between the VVWRA treatment plant and the VV2 site. Land areas within 0.25 mile of both the reclaimed water line route and the sanitary wastewater disposal line that also runs between the power plant site and the VVWRA facility are currently undeveloped. The Project's backup water line and fuel gas line both are interconnections to existing pipelines within the roadway at the intersection of Helendale and Colusa Roads adjacent to the plant site. All but approximately 450 feet of the length of both the backup water and fuel gas lines are on the Project site.

6.8.2.3 Zoning and Land Use Designations

A general plan is a plan for future development that includes goals and policies to guide development. The City of Victorville General Plan is the planning document applicable to the Project. A specific plan establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. The SCLA Specific Plan provides development requirements for the development and/or reuse of the SCLA area. The zoning ordinance is a regulatory tool used to implement the General Plan. It defines zones that dictate permitted uses as well as design requirements such as setbacks and height limits. The Specific Plan augments the development regulations and standards of the City's zoning ordinance. In the event that the provisions of the Specific Plan are in conflict with the Zoning Ordinance, the provisions of the Specific Plan shall prevail (City of Victorville, 2004a).

The land use designations at the VV2 Project site and surrounding vicinity as defined by the City of Victorville General Plan Land Use Element and the SCLA Specific Plan are described in Table 6.8-4. The land area allocated to each land use designation within the SCLA Specific Plan Area is shown in Table 6.8-5.

Existing zoning designations of the VV2 Project site and within one mile of the site and 0.25 mile of the transmission line and pipeline routes are shown in Table 6.8-6. The VV2 Project site is zoned "Specific Plan" (SP).

**Table 6.8-4
Land Use Designations**

Location	Land Use Designation
City of Victorville	
Rural Residential	Allows for one dwelling per five acres.
Very Low Residential	Applies to areas characterized by single-family homes located on lots with a minimum area of one-half acre which allows for a maximum density of two dwelling units per acre.
Low Density Residential	Applies to areas characterized by single-family detached residential development. The gross density of developments designated for Low Density Residential ranges from one to five dwelling units per acre.
Medium Density Residential	Applies to areas typified by single-family attached units or duplexes. Mobil homes and/or manufactured housing units are permitted by this land use designation. The development density for this land use designation ranges from one unit per acre to eight units per acre.
High Density Residential	Applies to areas characterized by multiple-family development, including apartments and condominiums. The development density for this land use designation ranges from one unit per acre to 20 units per acre.
Office/Professional	Applies to areas developed exclusively for offices and administrative activities and supporting uses.
Commercial	Applies to areas which permit a wide range of retail commercial, service commercial and office commercial activities presently located, proposed, or anticipated within the planning area.
Light Industrial	Applies to areas characterized by industrial development either located in industrial and/or business parks or mixed-use areas. The main feature of industrial activities in this category is that they do not require any significant site or structure requirements that are so specialized that would limit future use of the structures and/or site by another industrial activity.
Heavy Industrial	Applies to areas of industrial and manufacturing uses that are more specialized in nature and require special consideration in terms of use of the property as well as impacts on adjacent properties.

**Table 6.8-4
Land Use Designations**

Location	Land Use Designation
Public/Institutional	Applies to areas that area predominantly used for public purposes or owned or operated by a public entity.
Open Space	Applies to areas is to remain undeveloped due to sever development constraints, reserved open space in parks, and areas that are in agricultural preserves.
Specific Plan	This designation identifies areas covered by specific plans which identify the location, extent, and density of new development and also indicate specific development standards which are applicable.
Urban Conservation	The land use category is consistent with current San Bernardino County zoning and land use designations of Rural Living and Resource Conservation. The land use category allows for a maximum housing density of one dwelling unit per two and one-half acre, one dwelling unit per five acres, and one dwelling unit per forty acres depending on the underlying county land use regulations.
SCLA Community Plan Element/SCLA Specific Plan Land Designations	
Airport and Support Facilities (ASF)	Applies to areas reserved for certain kinds of aviation-exclusive uses, including a commercial airport with terminals, runways, hangars, and navigational support systems serving up to 15-million air passengers (MAP) annually, and certain aviation support-related industrial, non-aviation support-related industrial, and commercial uses.
Business Park (BP)	Applies to areas intended for a wide variety of uses, including industrial, office, research and development, and commercial. Commercial and office uses are encouraged in this area to serve the needs of the employee population of the airport and support facilities and industrial uses in the area..
Industrial (I)	Applies to areas intended for the development of a broad range of industrial activities, including larger scale industrial, provided they are compatible with the ASF land use designation uses. This land use district shall be implemented consistent with uses and regulations set forth in Chapter 18.44 of the Victorville Municipal Code, entitled “M-2 – Heavy Industrial District.” The following principal uses are allowed if approved pursuant to Chapter 18.74 of the Victorville Municipal Code, entitled “Conditional Uses”: correctional facilities and power generating plants.

**Table 6.8-4
Land Use Designations**

Location	Land Use Designation
Runway Protection Zone (RPZ)	Applies to areas at the ends of the runways that are significantly affected by airfield operations. The areas are to be preserved as vacant land with navigation aids, service roads, and similar non-inhabitable structures for the operations of the airfield which do not conflict with the runway activities allowed.
Public/Open Space (P/OS)	Applies to existing recreational areas and facilities to be maintained on SCLA, including the golf course, ballfields, swimming pools, gymnasium and other buildings, as well as future recreational facilities and existing educational facilities.
Airport and Support Facilities Overlay	Where this Overlay is applied to an underlying land use district, the uses allowed in the ASF District will be allowed in the underlying land use district as conditional uses subject to review and approval under Chapter 18.74 of the Victorville Municipal Code, entitled "Conditional Uses."
Source: City of Victorville General Plan – Land Use Element and SCLA Community Plan Element, 1997 (amended August 2, 2005); SCLA Specific Plan, 1993 (revised February 2004).	

**Table 6.8-5
Land Use within SCLA**

Land Use Designation	Area (acres)	Percent
Airport and Support Facilities (ASF)	2,120	24.4%
Business Park (BP)	1,160	13.3%
Industrial (I)	4,773	54.8%
Public/Open Space (P/OS)	350	4.0%
Runway Protection Zone (RPZ)	300	3.5%
Total	8,703	100%
Source: SCLA Specific Plan, 2004		

**Table 6.8-6
Zoning Designations**

Zoning District	Corresponding Land Use Designation
Exclusive Agriculture (AE)	Rural Residential
Agricultural-Residential (A) Suburban Residential (S-R) Single-Family Residential (R-1) with Combing District	Very Low Density Residential
Single Family Residential (R-1)	Low Density Residential
Medium-Density Residential (R-2) Residential-Mobile Home Planned Development (R-MPD)	Medium Density Residential
High Density Residential (R-3) Very-High Density Residential (R-4)	High Density Residential
Administrative Professional Offices (C-A)	Office/Professional
Neighborhood Retail (C-1) General Commercial (C-2) Highway and Service Commercial (C-4) Commercial Manufacturing (C-M)	Commercial
Industrial Park District (IPD) Light Industrial (M-1)	Light Industry
Heavy Industrial (M-2)	Heavy Industry
Public and Civic (P-C)	Public/Institutional
Conservancy and Flood Plain (FP) Public and Civic (P-C) Exclusive Agriculture (A-E)	Open Space
Specific Plan (SP)	Specific Plan
Urban Conservation (UC)	Urban Conservation
Source: City of Victorville, 2001.	

The existing ROW where Segment 3 of the Project transmission line is located is partly within the City of Hesperia. The segment generally runs north-northwest to south-southeast to the west of the most developed areas of the city. Land within 0.25 mile is a mix of uses less dense than those in the more centrally developed area of Hesperia and include commercial, office, residential (very low- to high-density), the Oak Hills Community Plan's eastern boundary, and special development and planned mixed use areas (City of Hesperia, 2006). The Hesperia General Plan has designated many of the areas proximate to the transmission line ROW as Very-Low Residential (0.25-1.0 DU/acre), Medium Low Residential (1.5-4.0 DU/acre), Medium Residential (3.0-6.0 DU/acre), Medium High Residential (5.0-10 DU/acre), and Commercial as well as special development and planned mixed use areas as mentioned above.

6.8.3 Environmental Impacts

This section assesses the land use impacts of the VV2 Project during both construction and operation. The proposed land use (electric power generating facility) was evaluated against land use plans, policies, regulations and controls established by the City of Victorville, the VVEDA (SCLA), and the City of Hesperia. The VV2 Project's land use impacts would be considered significant if the Project were not in conformance with these land use plans, policies, regulations or controls.

6.8.3.1 Construction Phase Impacts

As discussed above, The VV2 Project site is zoned and planned for industrial use under the City of Victorville General Plan and SCLA Specific Plan. Under the City's Municipal Code, the construction of the power plant is a conditionally approved permissible use for areas designated "Industrial" and in close proximity to lands designated "Airport and Support Facilities". Since the Project use is consistent with the City's land use and zoning designations, Project construction would cause no significant impacts to land use or zoning.

Land uses along Segment 1 of the transmission line and the various Project pipeline routes are currently undeveloped, but are designated as "Industrial". Thus, construction of VV2 Project facilities represent a change in current land use from undeveloped, but also represent implementation of the planned industrial uses. Transmission line Segments 2 and 3 will be constructed within existing ROWs that currently have SCE transmission lines in them and thus, there will be no change in land use.

Project construction activities could have temporary impacts on nearby land uses, e.g., from construction, noise, dust, and traffic. These short-term Project effects are addressed in Section 6.3, Air Quality; Section 6.9, Noise; and Section 6.13, Traffic and Transportation.

Overall, direct land use impacts associated with Project construction activities will be less than significant because they are temporary and are consistent with current and/or planned industrial uses. Also, because construction activities are localized, there would not be significant indirect land use impacts to neighboring communities, such as the City of Adelanto.

6.8.3.2 Operations Phase Impacts

Because the VV2 Project site is in an area zoned and planned for industrial uses, the Project will be consistent with existing land use regulations and land use plans during operations as well as during construction. The Project will conform to the specific requirements of the applicable local land use plans and ordinances (e.g., SCLA Specific Plan, City of Victorville Municipal Code) with respect to parking, lighting, signage, etc. As noted earlier, although some Project equipment (the turbines, HRSG,s and cooling tower) will exceed the Municipal Code height ordinance limit, the Project is expected to qualify for an exemption on the basis that the structures can be safely erected and maintained.

Although the Project site is adjacent to lands still nominally considered residential by the City of Victorville (land to the east of the site) and San Bernardino County (to the north of the site), it is considered unlikely that these areas would be proposed (or approved) for residential use. This is because of the topography of the area immediately to the east of the VV2 site within the City (bluffs and slopes leading down to the Mojave River) and because of the proximity of these City and County areas north and east of the site to the approaches to the airport. More likely, as the planned SCLA development as a major regional cargo distribution center proceeds in the coming years (including areas to the west of the power plant site), the area to the north of the VV2 Project site outside the SCLA Specific Plan Area will be proposed for industrial/commercial uses consistent with other developments at and near SCLA. The operation of the Project's transmission line and pipelines also is not anticipated to result in significant land use or zoning related impacts.

In summary, as the Project is consistent with current zoning and designated/planned land uses, it is not expected to result in significant direct or indirect direct land use impacts.

6.8.3.3 Cumulative Impacts

The City of Victorville as a whole has been experiencing rapid growth in recent years with urban land uses replacing previously undeveloped land. However, no large-scale projects have been identified in the immediate Project vicinity outside SCLA and the

SCLA Specific Plan Area that could create potentially significant land use impacts (City of Victorville 2006) either individually or when considered together with the VV2 Project.

As discussed in Sections 6.8.1 and 6.8.4.1, there are other projects planned as part of the overall process of developing SCLA into a major transportation hub and an increasingly important part of the local economy, including several aircraft hangar and warehouse/distribution facilities, and most significantly, a large rail project that would extend to areas immediately south of the VV2 Project site. These projects, as well as the VV2 Project, represent implementation of the City of Victorville's plans for development of the SCLA Specific Plan Area. The ongoing VVWRA treatment plant expansion project discussed in Section 6.8.1 will serve the planned growth in the SCLA Specific Plan Area, as well as the ongoing and expected continuing growth in population of the Victorville area as a whole.

The team developing the VV2 Project for the City of Victorville is coordinating its efforts with VVWRA and SCLA management to ensure that the interests and needs of the development plans and projects of all parties are taken into account. The VVWRA expansion, SCLA development projects, and the VV2 Project represent substantial changes in land use from the present (i.e., undeveloped to developed). However, because they represent the implementation of planned uses, these changes are not considered significant adverse land use impacts, and the Project's cumulative land use impacts are considered less than significant.

6.8.4 Mitigation Measures

The project will not result in significant adverse land use impacts and will not conflict with existing land use activities in the area. Therefore, mitigation measures are not required.

6.8.5 References

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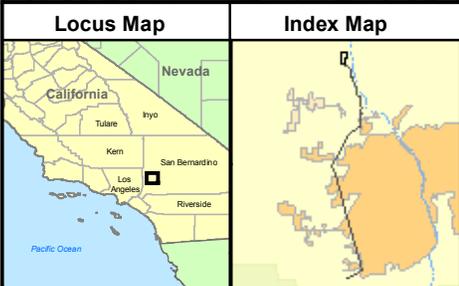
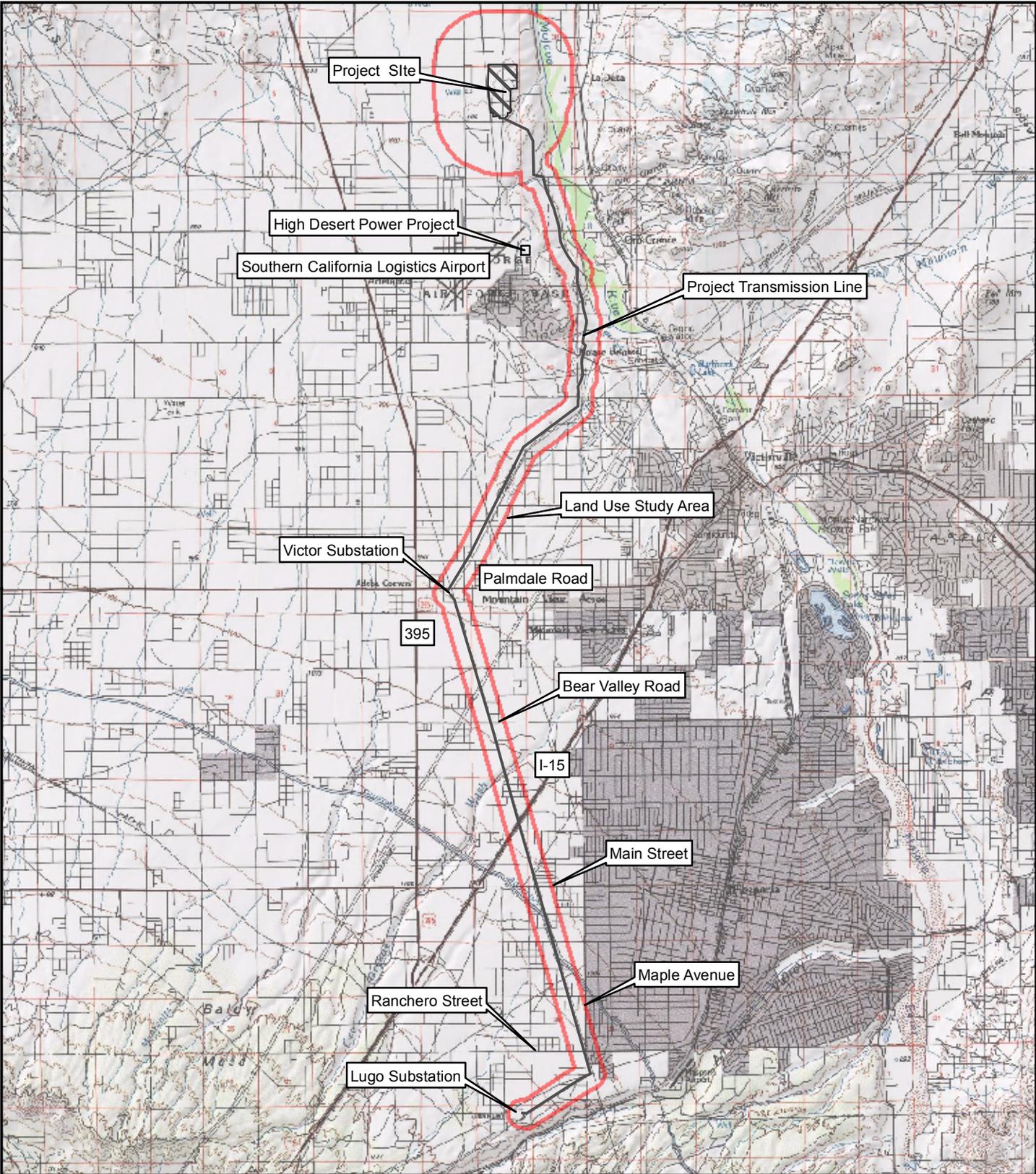
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Land Use Study Area
Victorville 2 Hybrid Power Project

Base Imagery: USGS 100K Topo Quadrangle

Scale: 1:160,000

0 0.5 1 2 3 4 5 Miles

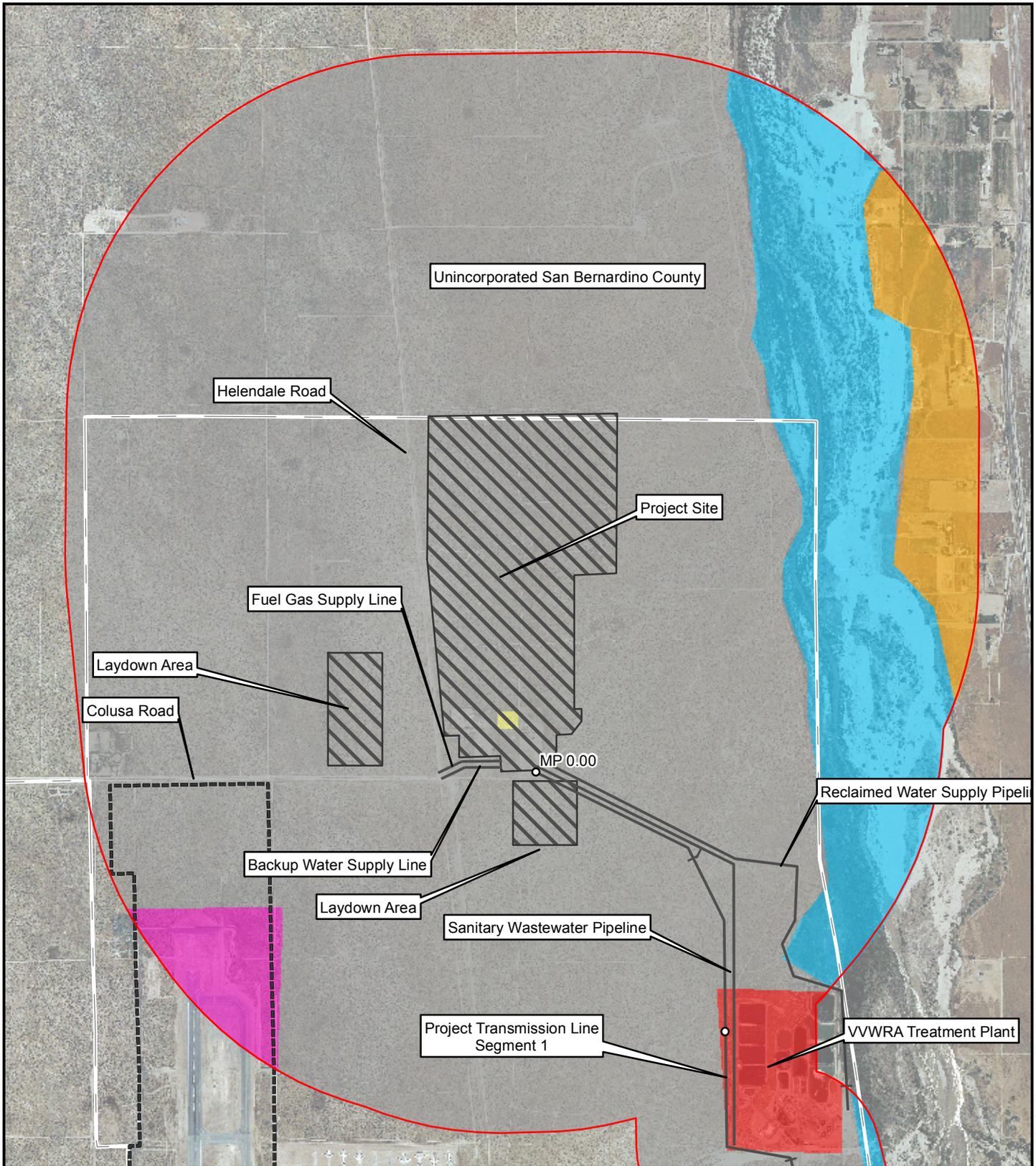


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Figure: 6.8-1
Date: February 2007

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Unincorporated San Bernardino County

Helendale Road

Project Site

Fuel Gas Supply Line

Laydown Area

Colusa Road

MP 0.00

Reclaimed Water Supply Pipeline

Backup Water Supply Line

Laydown Area

Sanitary Wastewater Pipeline

Project Transmission Line Segment 1

VVWRA Treatment Plant

Index Map



**Land Use in the Vicinity of the Project Location and Linear Facility Routes
Victorville 2 Hybrid Power Project**

- | | | |
|----------------------|-------------------------|----------------|
| Land Use Study Area | Agriculture | Transportation |
| SCLA Boundary | Commercial/Industrial | Utility |
| Municipal Boundaries | Open Space/Recreational | Vacant |
| | Residential | Water |
| | Transmission Corridor | |

Scale: 1:24,000



Imagery: MapMart Aerial Imagery
.61 Meter Resolution Circa 2004

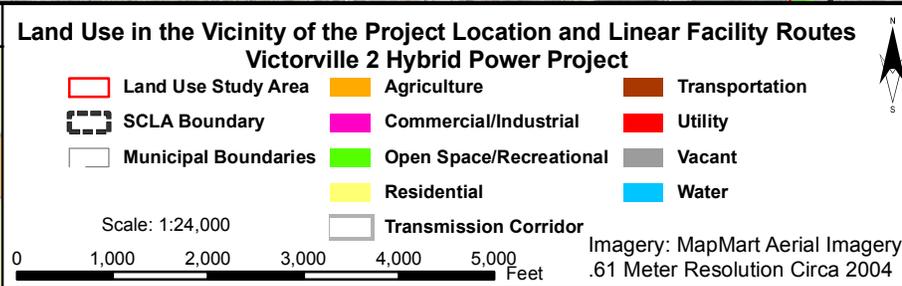
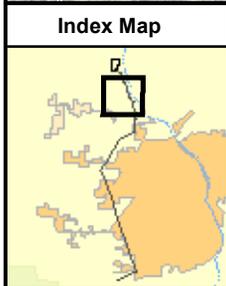
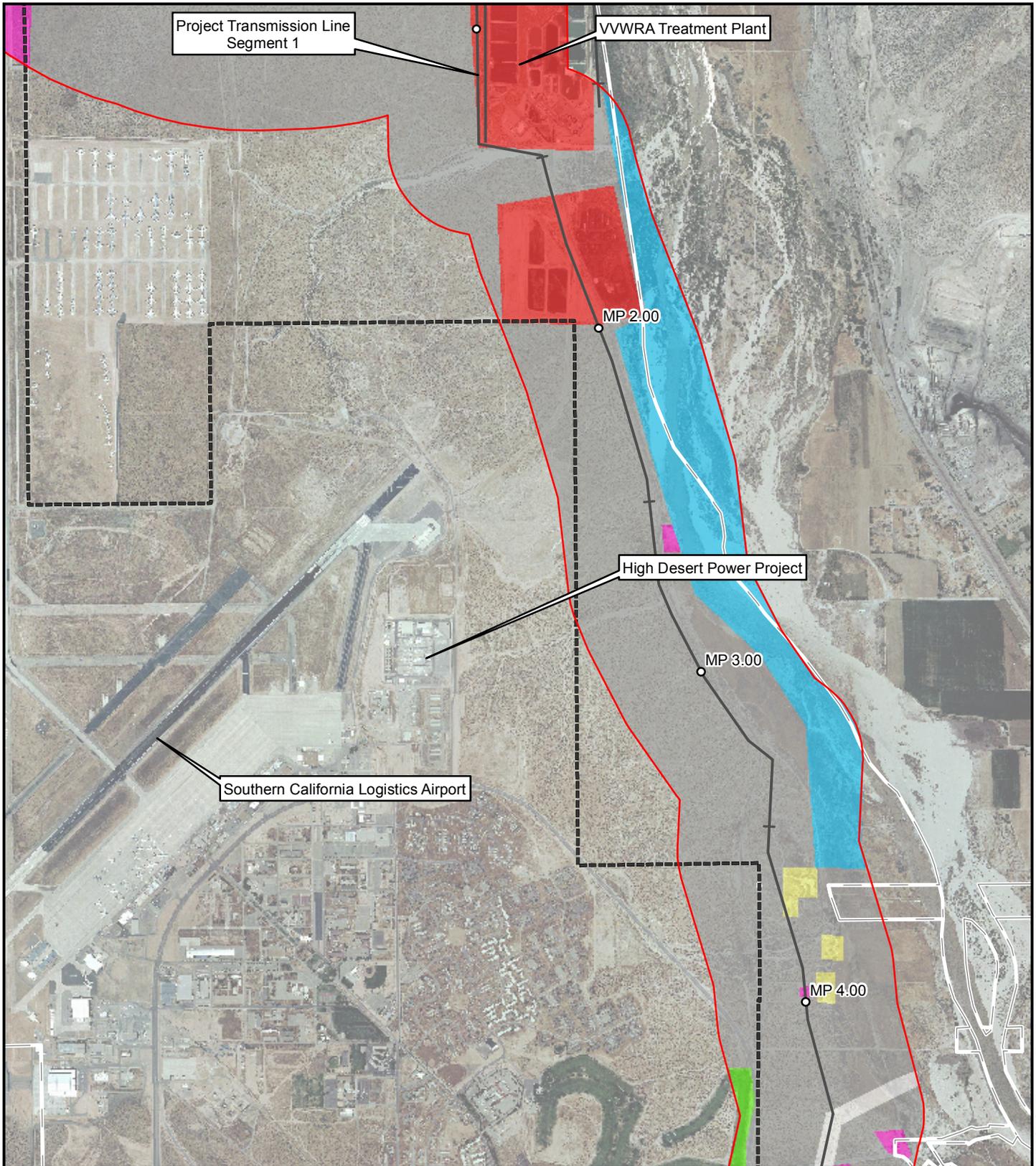


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Mapsheets 1 of 7

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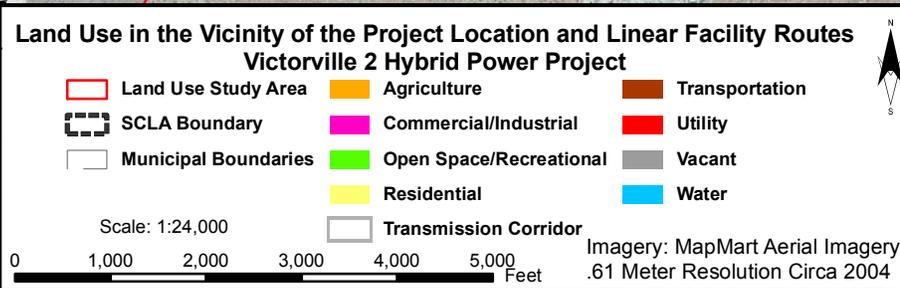
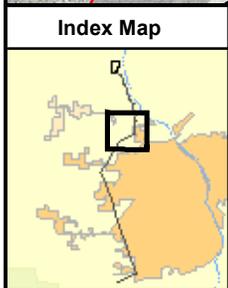
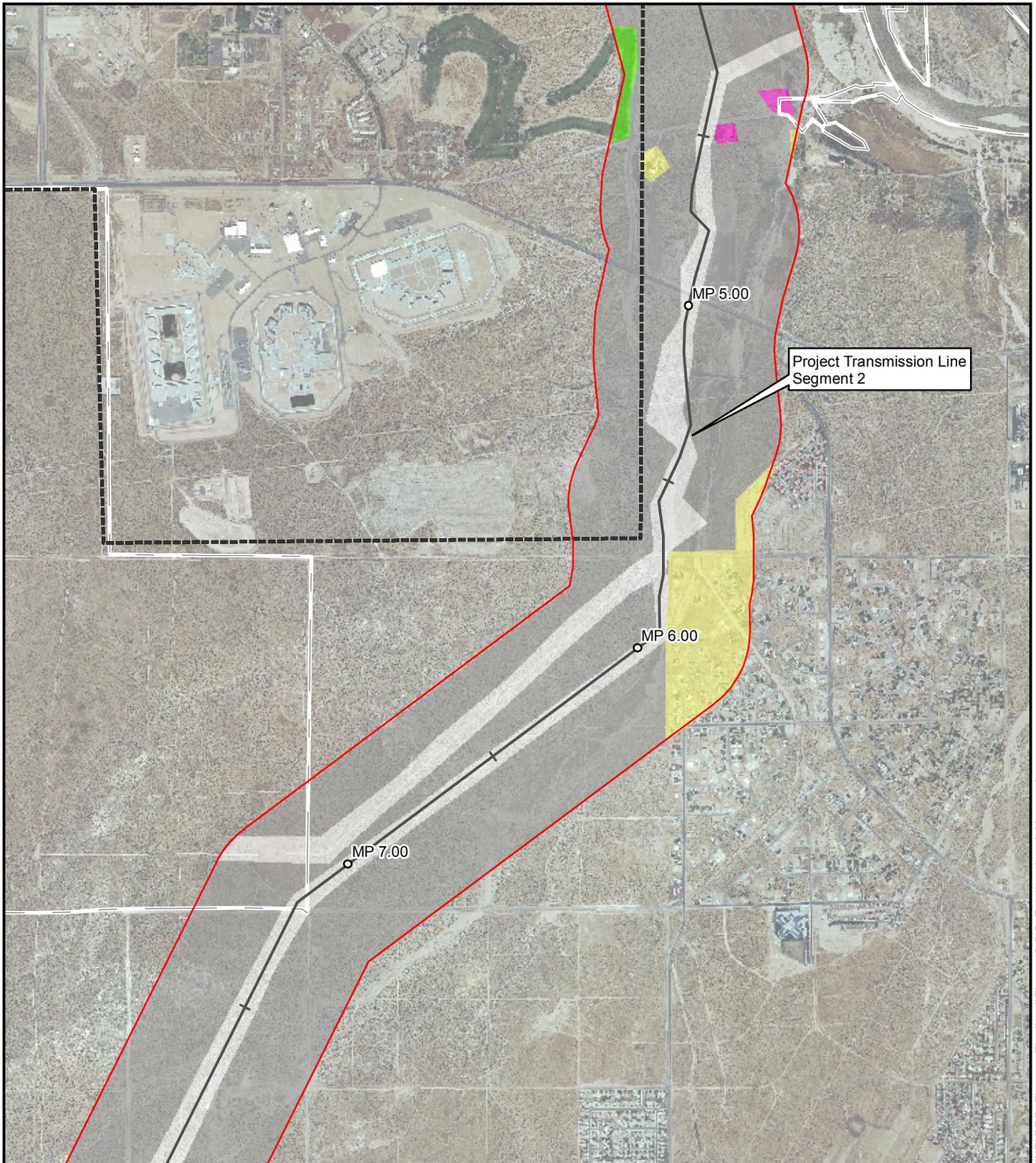
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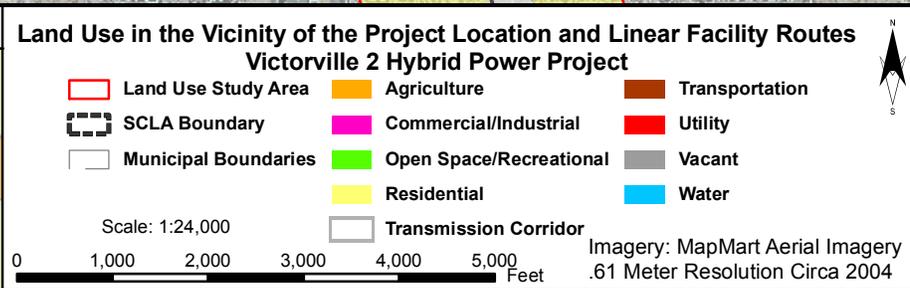
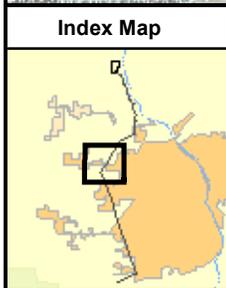
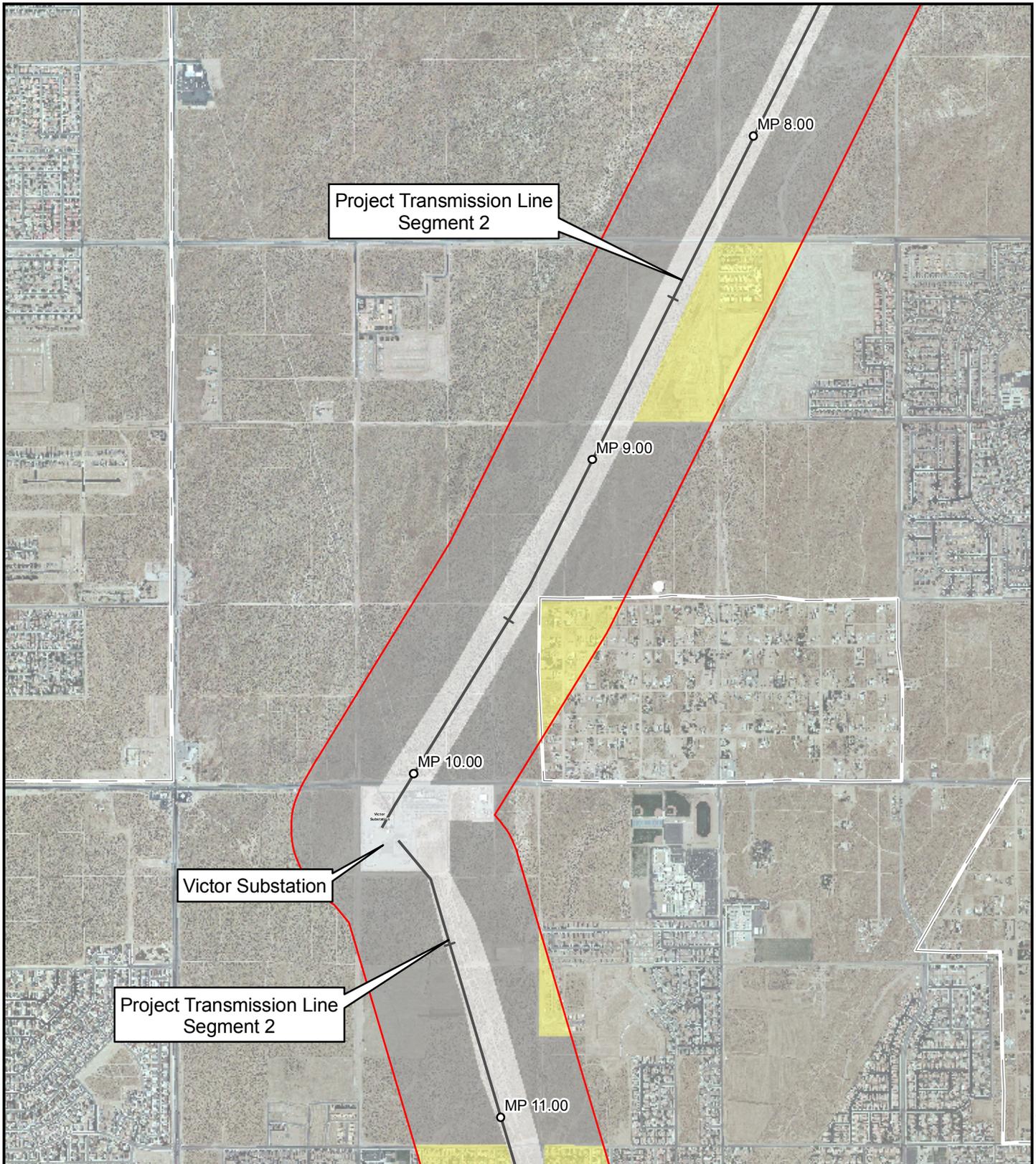
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Date: February 2007

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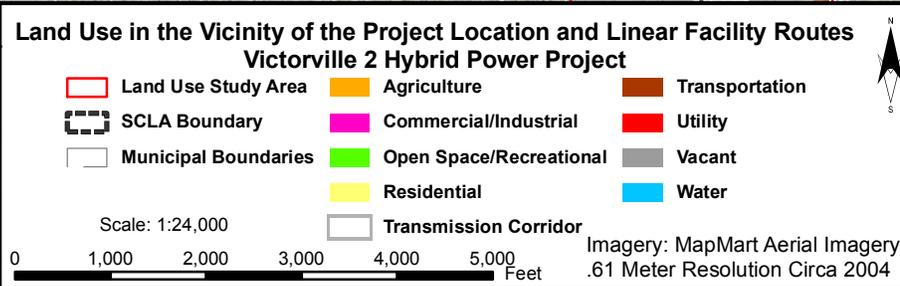
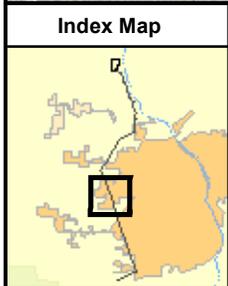
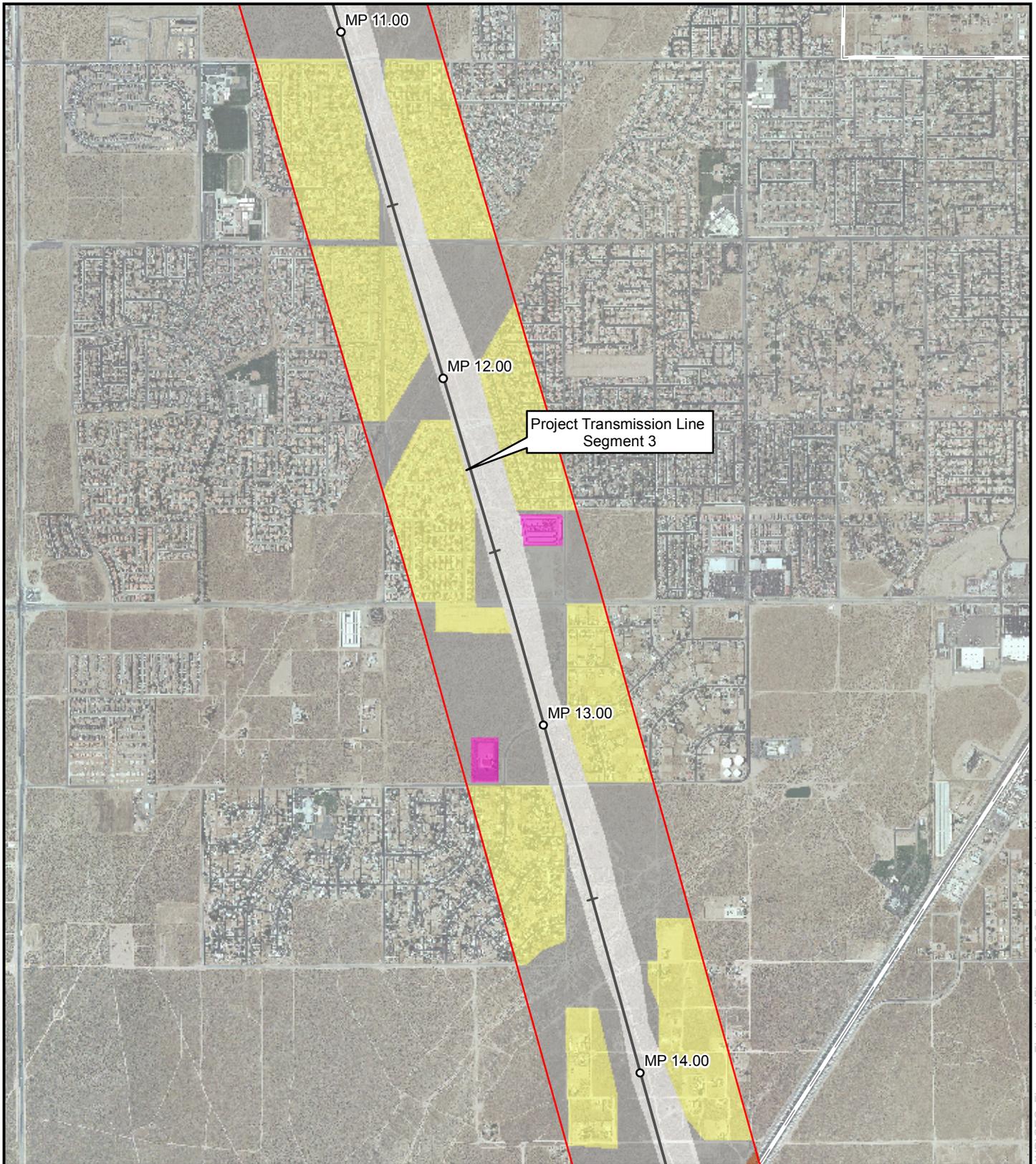
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Mapsheet 4 of 7
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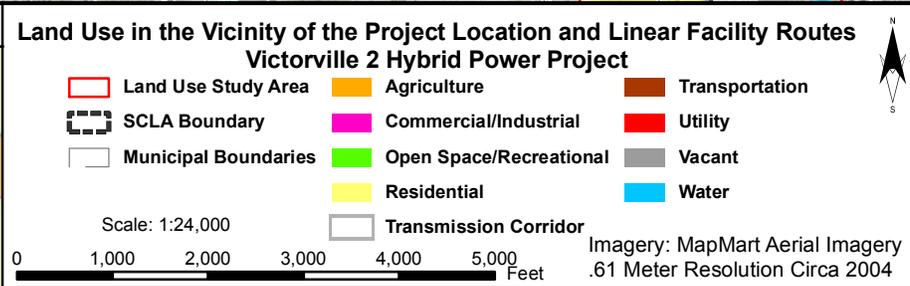
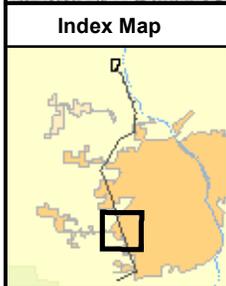
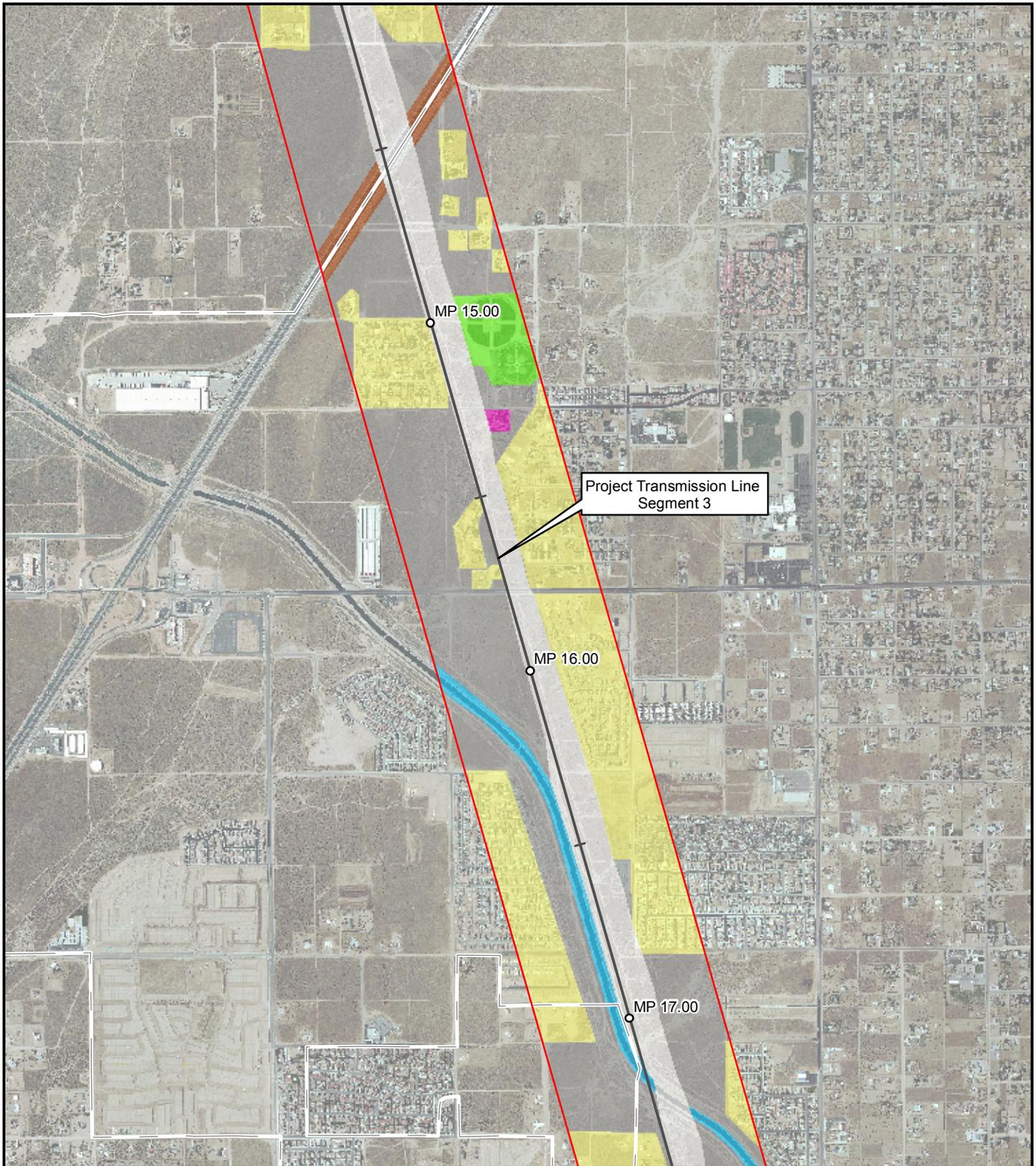
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Date: February 2007

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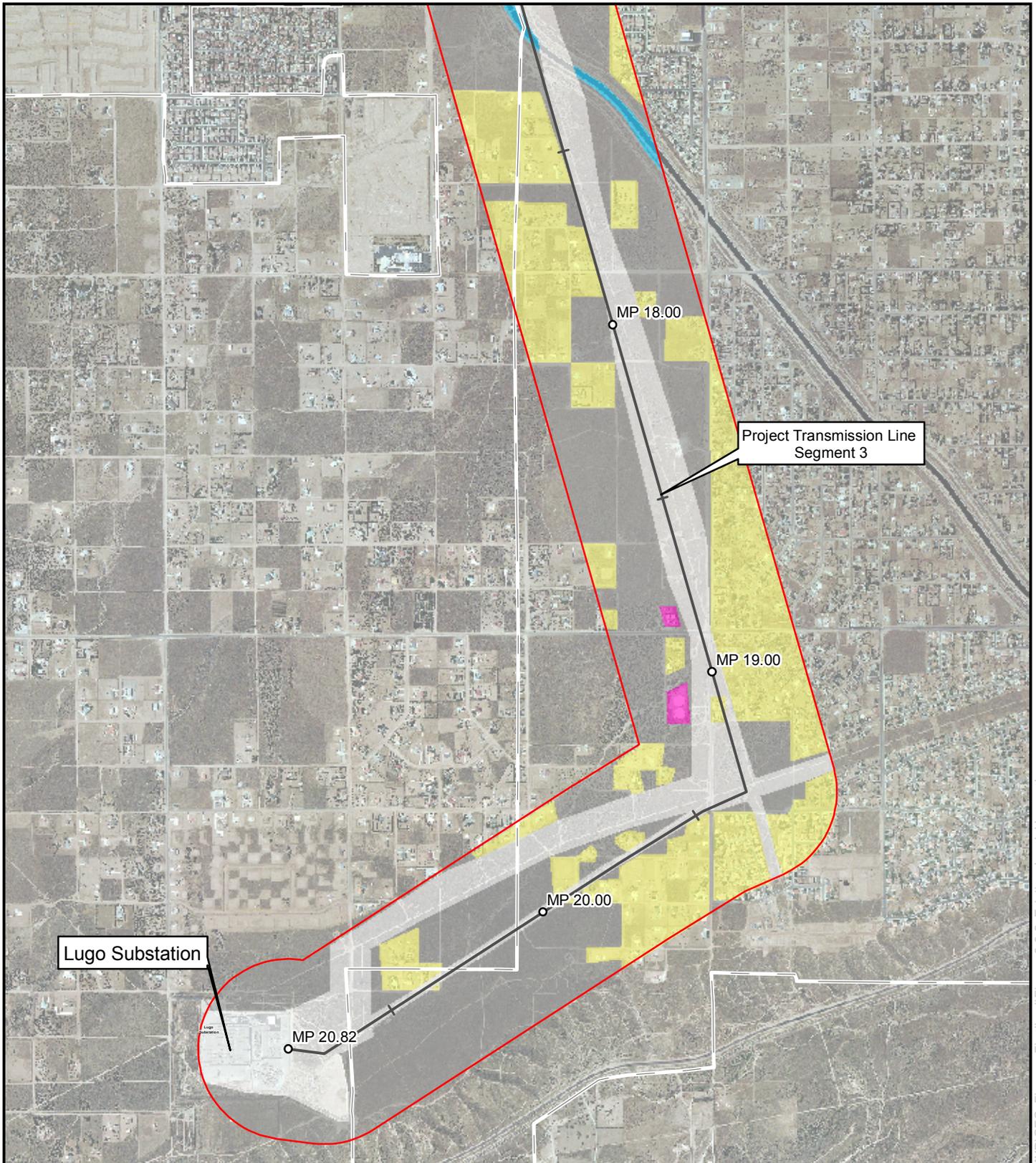
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Mapsheet 6 of 7

Figure: 6.8-2

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Lugo Substation

Project Transmission Line Segment 3

MP 18.00

MP 19.00

MP 20.00

MP 20.82

Index Map



**Land Use in the Vicinity of the Project Location and Linear Facility Routes
Victorville 2 Hybrid Power Project**

- | | | |
|----------------------|-------------------------|----------------|
| Land Use Study Area | Agriculture | Transportation |
| SCLA Boundary | Commercial/Industrial | Utility |
| Municipal Boundaries | Open Space/Recreational | Vacant |
| | Residential | Water |
| | Transmission Corridor | |

Scale: 1:24,000



Imagery: MapMart Aerial Imagery
.61 Meter Resolution Circa 2004

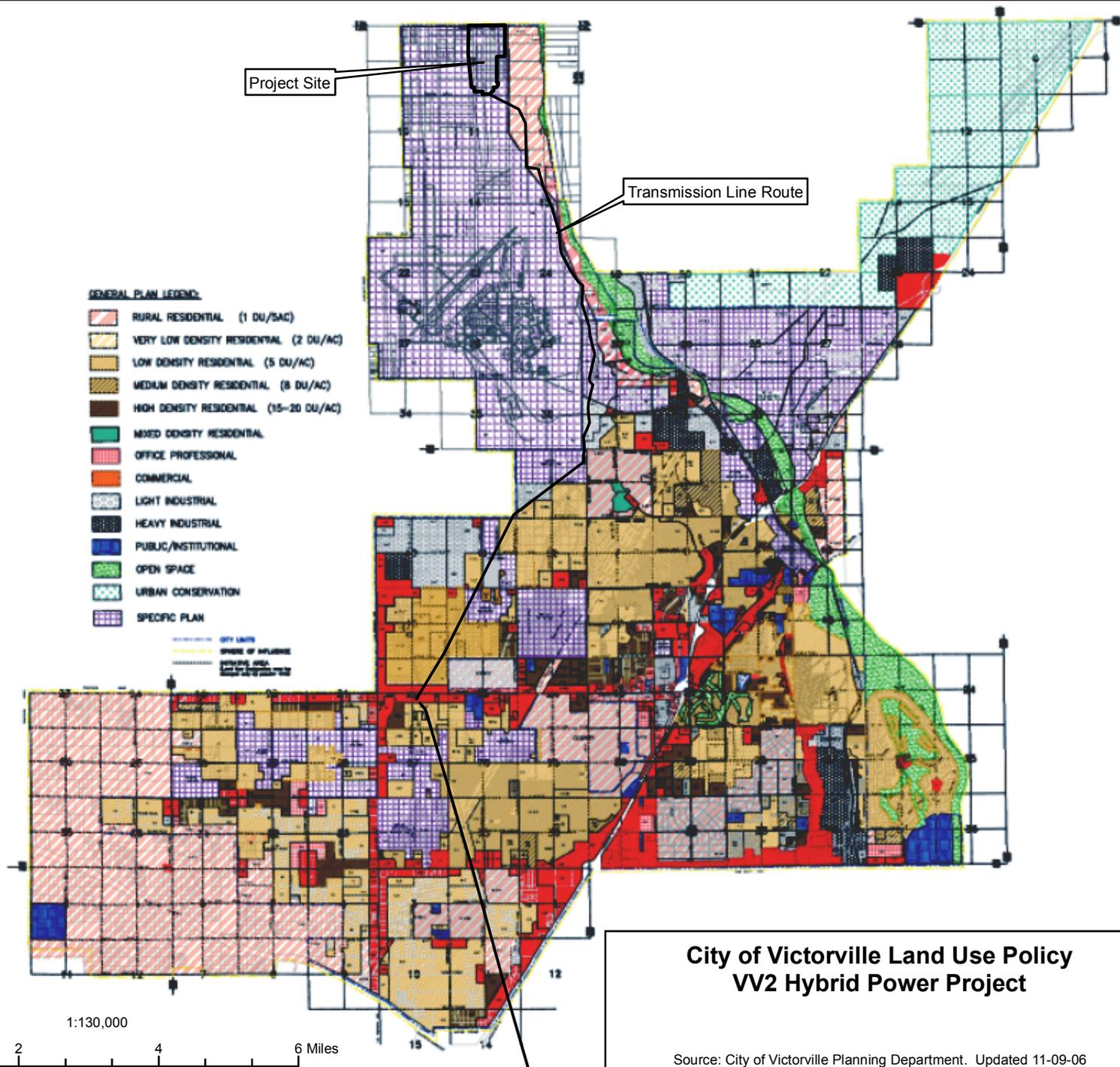


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Figure: 6.8-2

Date: February 2007



GENERAL PLAN LEGEND:

- RURAL RESIDENTIAL (1 DU/5AC)
- VERY LOW DENSITY RESIDENTIAL (2 DU/AC)
- LOW DENSITY RESIDENTIAL (5 DU/AC)
- MEDIUM DENSITY RESIDENTIAL (8 DU/AC)
- HIGH DENSITY RESIDENTIAL (15-20 DU/AC)
- MIXED DENSITY RESIDENTIAL
- OFFICE PROFESSIONAL
- COMMERCIAL
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- PUBLIC/INSTITUTIONAL
- OPEN SPACE
- URBAN CONSERVATION
- SPECIFIC PLAN

CITY LIMITS
 SPHERE OF INFLUENCE
 SERVICE AREA
 SERVICE AREA

**City of Victorville Land Use Policy
VV2 Hybrid Power Project**

Source: City of Victorville Planning Department. Updated 11-09-06

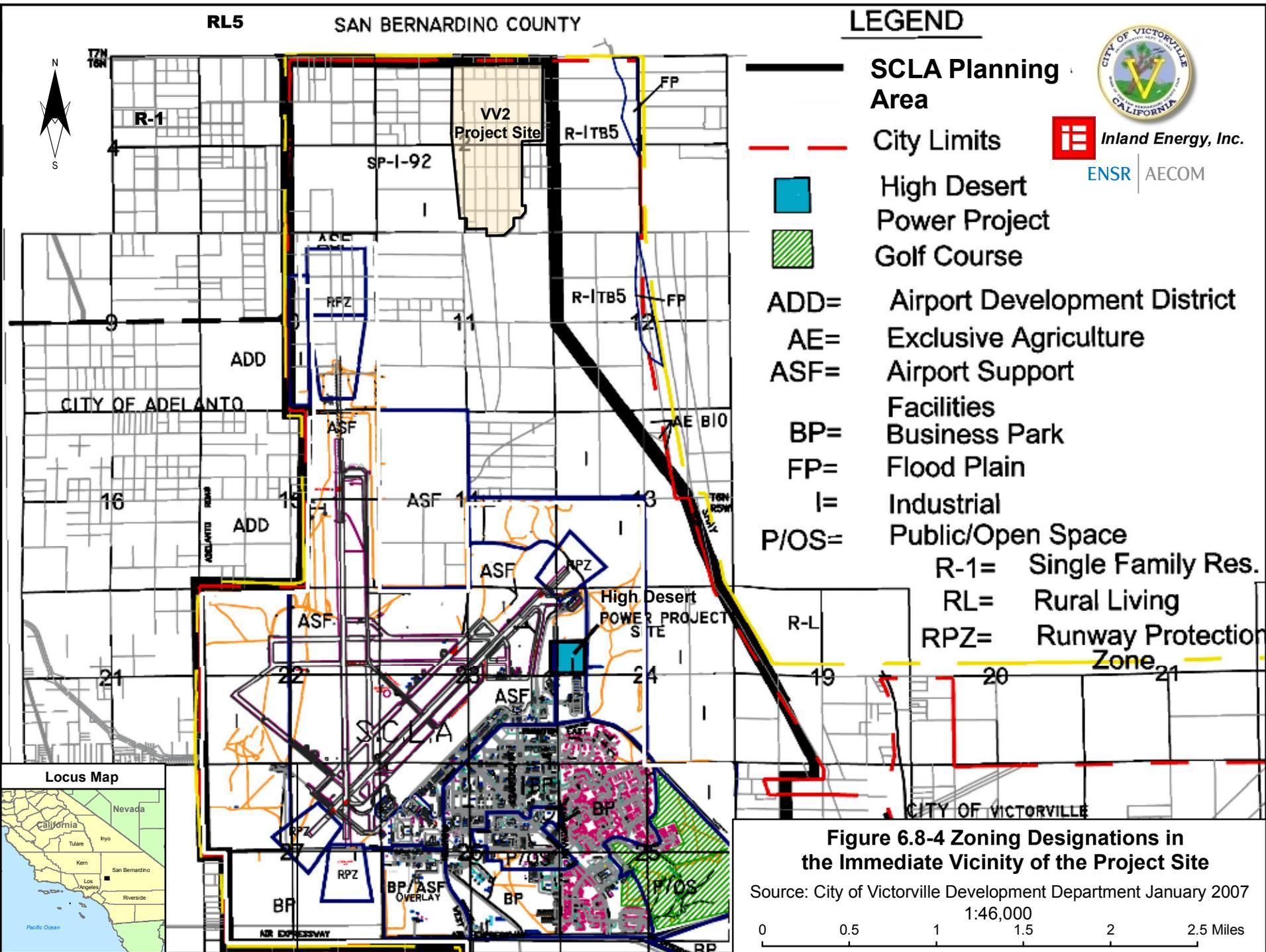
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 Figure 6.8-3
 Date: February 2007

LEGEND



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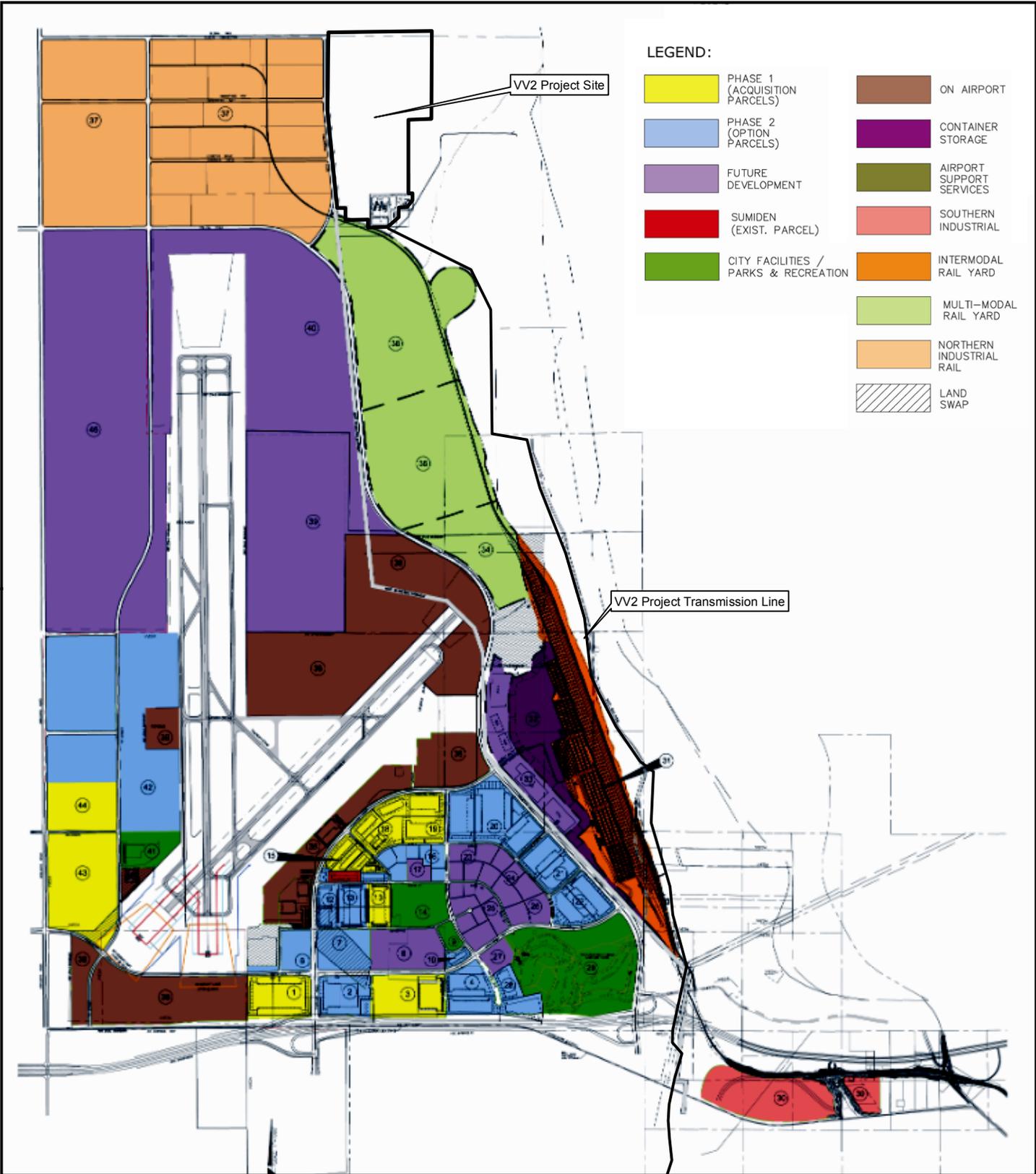
- ADD= Airport Development District
- AE= Exclusive Agriculture
- ASF= Airport Support Facilities
- BP= Business Park
- FP= Flood Plain
- I= Industrial
- P/OS= Public/Open Space
- R-1= Single Family Res.
- RL= Rural Living
- RPZ= Runway Protection Zone

Figure 6.8-4 Zoning Designations in the Immediate Vicinity of the Project Site

Source: City of Victorville Development Department January 2007
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 0 0.5 1 1.5 2 2.5 Miles

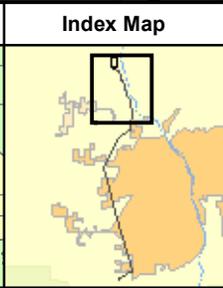


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LEGEND:

- | | | | |
|--|--------------------------------------|---|--------------------------|
|  | PHASE 1 (ACQUISITION PARCELS) |  | ON AIRPORT |
|  | PHASE 2 (OPTION PARCELS) |  | CONTAINER STORAGE |
|  | FUTURE DEVELOPMENT |  | AIRPORT SUPPORT SERVICES |
|  | SUMIDEN (EXIST. PARCEL) |  | SOUTHERN INDUSTRIAL |
|  | CITY FACILITIES / PARKS & RECREATION |  | INTERMODAL RAIL YARD |
| | |  | MULTI-MODAL RAIL YARD |
| | |  | NORTHERN INDUSTRIAL RAIL |
| | |  | LAND SWAP |



Overall SCLA Site Plan
Victorville 2 Hybrid Power Project

Modified (VV2 Project transmission line added) from 2006 drawing prepared for SCLA by RBF Consulting

Scale: 1:44,000

0 2,000 4,000 6,000 8,000 Feet





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Figure: 6.8-5
Date: February 2007

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