Chapter 12
LAND USE AND PLANNING

12.1 Introduction

This chapter describes the existing environmental and regulatory settings for land use and planning, analyzes the potential impacts on land use and planning that would result from the implementation of the program elements and project elements, and determines the significance of those impacts.

Land use and planning issues refer to the compatibility of the physical land uses of a project with adjacent or surrounding land uses, as well as a project's consistency with plans and policies that have regulatory jurisdiction over the project. This chapter describes the program and project elements' compliance with land use plans, policies, and regulations. For information and analysis regarding the California State Ocean Plan, refer to Chapter 13.

As discussed in Section 3.6.1, a Preliminary Screening Analysis (Appendix 1-A) was performed to determine impacts associated with the construction and operation of program and project elements by resource area. During preliminary screening, each element was determined to have no impact, a less than significant impact, or a potentially significant impact. Those elements determined to be potentially significant were further analyzed in this environmental impact report/environmental impact statement (EIR/EIS). This EIR/EIS analysis discloses the final impact determination for those elements deemed potentially significant in the Preliminary Screening Analysis. The location of the land use and planning impact analysis for each program element is summarized by alternative in Table 12-1.

Table 12-1. Impact Analysis Location of Program Elements by Alternative

	Alternative						Analysis Location	
Program Element	**1**	**2**	**3**	**4**	**5[a]**	**6[b]**	**PSA**	**EIR/EIS**
Conveyance System								
Conveyance Improvements	X	X	X	X	X	N/A	C,O	-
SJCWRP								
Plant Expansion	X	X	X	X	X	N/A	C,O	C,O
Process Optimization	X	X	X	X	N/A	N/A	C,O	C,O
WRP Effluent Management	X	X	X	X	X	N/A	O	-
POWRP								
Process Optimization	X	X	X	X	N/A	N/A	C,O	C,O
WRP Effluent Management	X	X	X	X	X	N/A	O	-
LCWRP								
Process Optimization	X	X	X	X	N/A	N/A	C,O	C,O
WRP Effluent Management	X	X	X	X	X	N/A	O	-
LBWRP								
Process Optimization	X	X	X	X	N/A	N/A	C,O	C,O
WRP Effluent Management	X	X	X	X	X	N/A	O	-

Table 12-1 (Continued)

	Alternative						Analysis Location	
Program Element	**1**	**2**	**3**	**4**	**5[a]**	**6[b]**	**PSA**	**EIR/EIS**
WNWRP								
WRP Effluent Management	X	X	X	X	X	N/A	O	-
JWPCP								
Solids Processing	X	X	X	X	X	N/A	C,O	C,O
Biosolids Management	X	X	X	X	X	N/A	O	O
JWPCP Effluent Management	X	X	X	X	N/A	N/A	Evaluated at the project level. See Table 12-2.	

WRP effluent management and biosolids management do not include construction.
[a] See Section 12.4.7 for a discussion of the No-Project Alternative.
[b] See Section 12.4.8 for a discussion of the No-Federal-Action Alternative.
PSA = Preliminary Screening Analysis
C = construction
O = operation
N/A = not applicable

As discussed in Section 3.2.2, Joint Water Pollution Control Plant (JWPCP) effluent management was the one program element that was carried forward as a project. The location of the land use and planning impact analysis for each project element is summarized by alternative in Table 12-2.

Table 12-2. Impact Analysis Location of Project Elements by Alternative

	Alternative						Analysis Location	
Project Element	**1**	**2**	**3**	**4**	**5[a]**	**6[b]**	**PSA**	**EIR/EIS**
Tunnel Alignment								
Wilmington to SP Shelf (onshore)	X				N/A	N/A	C,O	C,O
Wilmington to SP Shelf (offshore)	X				N/A	N/A	C,O	C,O
Wilmington to PV Shelf (onshore)		X			N/A	N/A	C,O	C,O
Wilmington to PV Shelf (offshore)		X			N/A	N/A	C,O	C,O
Figueroa/Gaffey to PV Shelf (onshore)			X		N/A	N/A	C,O	C,O
Figueroa/Gaffey to PV Shelf (offshore)			X		N/A	N/A	C,O	C,O
Figueroa/Western to Royal Palms (onshore)				X	N/A	N/A	C,O	C,O
Shaft Sites								
JWPCP East	X	X			N/A	N/A	C,O	C,O
JWPCP West			X	X	N/A	N/A	C,O	C,O
TraPac	X	X			N/A	N/A	C,O	C,O
LAXT	X	X			N/A	N/A	C,O	C,O
Southwest Marine	X	X			N/A	N/A	C,O	C,O
Angels Gate			X		N/A	N/A	C,O	C,O
Royal Palms				X	N/A	N/A	C,O	C,O

Table 12-2 (Continued)

Project Element	Alternative 1	2	3	4	5[a]	6[b]	Analysis Location PSA	EIR/EIS
Riser/Diffuser Areas								
SP Shelf[c]	X				N/A	N/A	C,O	C,O
PV Shelf[c]		X	X		N/A	N/A	C,O	C,O
Existing Ocean Outfalls	X	X	X	X	N/A	N/A	C,O	C,O

[a] See Section 12.4.7 for a discussion of the No-Project Alternative.

[b] See Section 12.4.8 for a discussion of the No-Federal-Action Alternative.

[c] Land use impacts associated with the Pasha Terminal and Fish Harbor, which would be utilized in connection with construction on the SP Shelf and PV Shelf, are analyzed in this chapter under the SP and PV Shelves.

PSA = Preliminary Screening Analysis

C = construction

O = operation

N/A = not applicable

12.2 Environmental Setting

12.2.1 Regional/Program Setting

The program elements and project elements are sited within the Joint Outfall System (JOS) service area, which is located in the southern portion of Los Angeles County. In 2000, approximately 7.5 percent of the JOS was designated as vacant, and approximately 5 percent was designated as open space (SCAG 2000). Developed land uses in the area are predominantly single-family residential (45 percent) and multi-family residential (9 percent) (SCAG 2000). Industrial and commercial uses account for 10 percent and 8 percent of the development in the JOS, respectively. The remaining areas comprise miscellaneous land uses.

Regional planning documents indicate population growth will vary greatly among the coastal and inland regions of the JOS service area (LACDRP 2008). For example, the coastal areas are expected to have a much slower population growth and, therefore, less new development compared to the inland areas (LACDRP 2008). Housing is generally expected to increase in numbers and in density (LACDRP 2008). The Southern California Association of Governments (SCAG) projects population in the JOS service area would increase from 5.1 million in 2008 to approximately 6.3 million by 2050.

Biosolids Management

Biosolids generated within the JOS service area are managed on a regional basis by the Sanitation Districts of Los Angeles County (Sanitation Districts). While the biosolids are processed and generated at the JWPCP, located in the city of Carson, they are transported and used throughout the states of California and Arizona. A summary of the existing facilities, the management practices, and the locations are summarized in Table 12-3.

Table 12-3. Existing Biosolids Management Locations

Facility	Management Practice	Location
San Joaquin Composting Facility	Composting	Kern County, CA
South Kern Industrial Center	Composting	Kern County, CA
Inland Empire Regional Composting Facility	Composting	Rancho Cucamonga, CA
Honey Bucket Farms	Land Application With Lime Stabilization	Kern County, CA
Desert Ridge Farms	Land Application	Yuma County, AZ
Rialto Slurrycarb Facility (EnerTech)	Renewable Fuel	Rialto, CA
Mitsubishi Cement Corp	Injection for NO_X Control	San Bernardino, CA
Puente Hills Landfill	Landfill Co-disposal	Los Angeles, CA

Typically, these facilities are located in agricultural areas, surrounded by agricultural land uses, or in existing industrial parks, surrounded by other industrial uses.

Conveyance System

As shown in Chapter 3, Table 3-5, approximately 33 miles of joint outfall sewer lines would require some type of relief (i.e., replacement of current pipes with larger diameter pipes or the addition of parallel pipes). The majority of the JOS wastewater conveyance system is located within the public right-of-way of existing streets that are under the jurisdiction of either the county of Los Angeles, a local city, or, in some cases, the California Department of Transportation. The Sanitation Districts must obtain permits from these jurisdictions to construct maintain, repair, or upgrade the conveyance system. In areas where the conveyance system is located outside of the public right-of-way, the Sanitation Districts are typically required to secure property easements.

San Jose Creek Water Reclamation Plant

The San Jose Creek Water Reclamation Plant (SJCWRP) is located in unincorporated Los Angeles County near the city of Whittier. It is within the jurisdiction of the Los Angeles County General Plan. The land use designation of the SJCWRP is industrial and residential, and the zoning is residential and agriculture (LACDRP 2008; Los Angeles County 2010). The general plan land use designations and zoning for the SJCWRP and the surrounding area are identified on Figure 12-1.

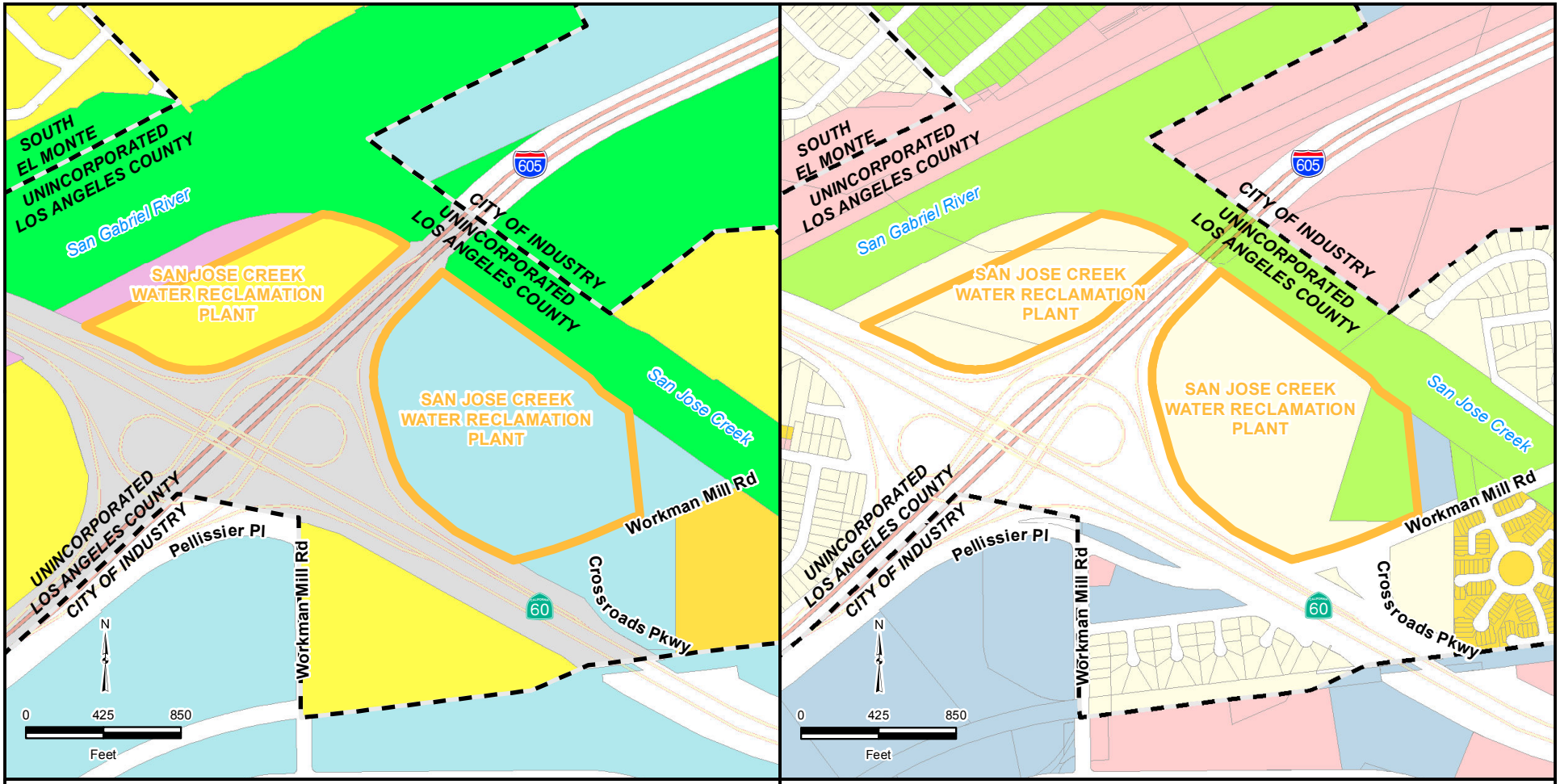
The overall site is bound by San Jose Creek to the north, State Route 60 to the south, Workman Mill Road to the east, and the San Gabriel River to the west (see Figure 2-4). Interstate (I-) 605 divides the SJCWRP into two sites: SJCWRP East and SJCWRP West. The surrounding land uses are primarily developed with industrial and commercial uses, with the exception of the golf course to the north of the SJCWRP.

Pomona Water Reclamation Plant

The Pomona Water Reclamation Plant (POWRP) is located in the city of Pomona and is within the jurisdiction of the City of Pomona General Plan. The land use designation of the POWRP is institutional and the zoning is open space (Sanchez pers. comm.). The general plan land use designations and zoning for the POWRP and the surrounding area are identified on Figure 12-2. The POWRP is bound by a railroad right-of-way and industrial uses to the north, the Humane Society and Humane Way to the east, and Elephant Hill to the south and west (see Figure 2-5). All surrounding land is primarily developed with industrial and manufacturing uses, with the exception of Elephant Hill, which is open space.

Los Coyotes Water Reclamation Plant

The Los Coyotes Water Reclamation Plant (LCWRP) is located in the city of Cerritos and is within the jurisdiction of the City of Cerritos General Plan. The land use designation of the LCWRP is utility and



GENERAL PLAN LAND USE

- Low Density Residential (1 to 6 dwelling unit/acre - du/ac)
- Medium Density Residential (12 to 22 du/ac)
- Industrial
- Public and Semi-Public Facilities
- Open Space
- Transportation Corridor

ZONING

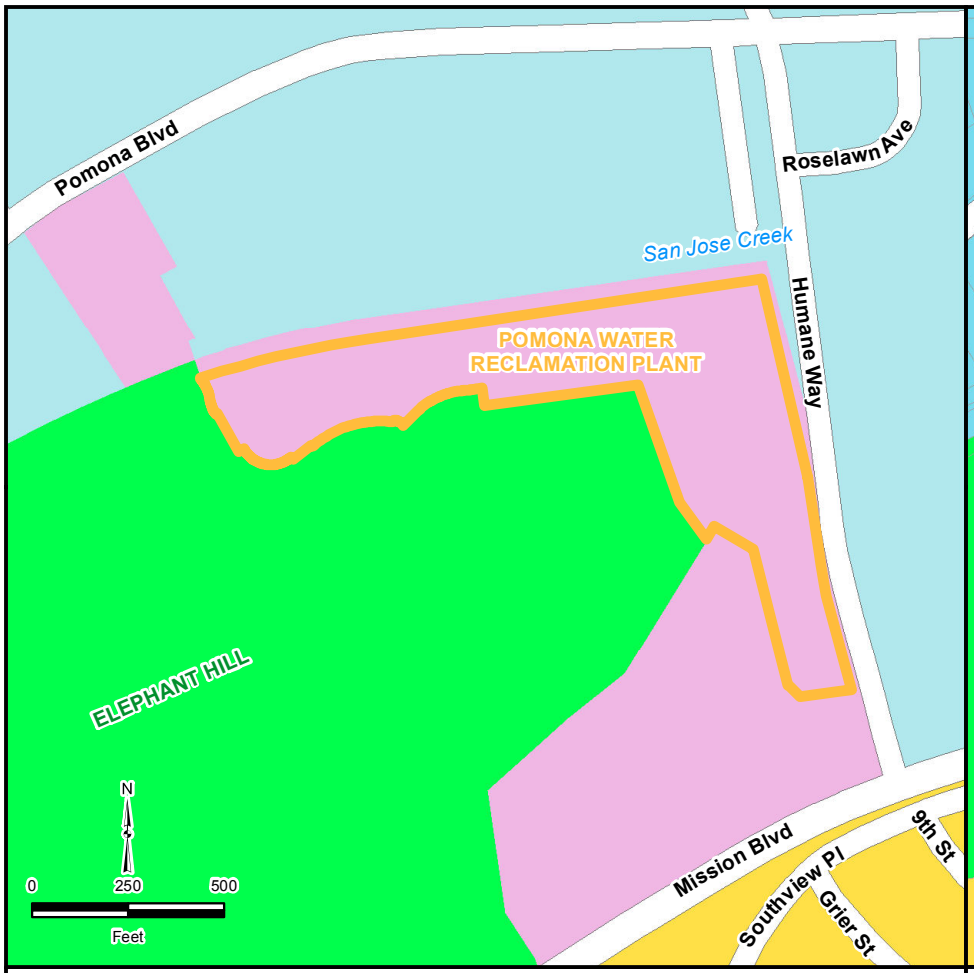
- Residential (Single-Family, Residential Agriculture)
- Limited Multiple Residence
- Agriculture
- Light Manufacturing
- Heavy Manufacturing
- Commercial (Restricted Business, Neighborhood, Recreation, Manufacturing)

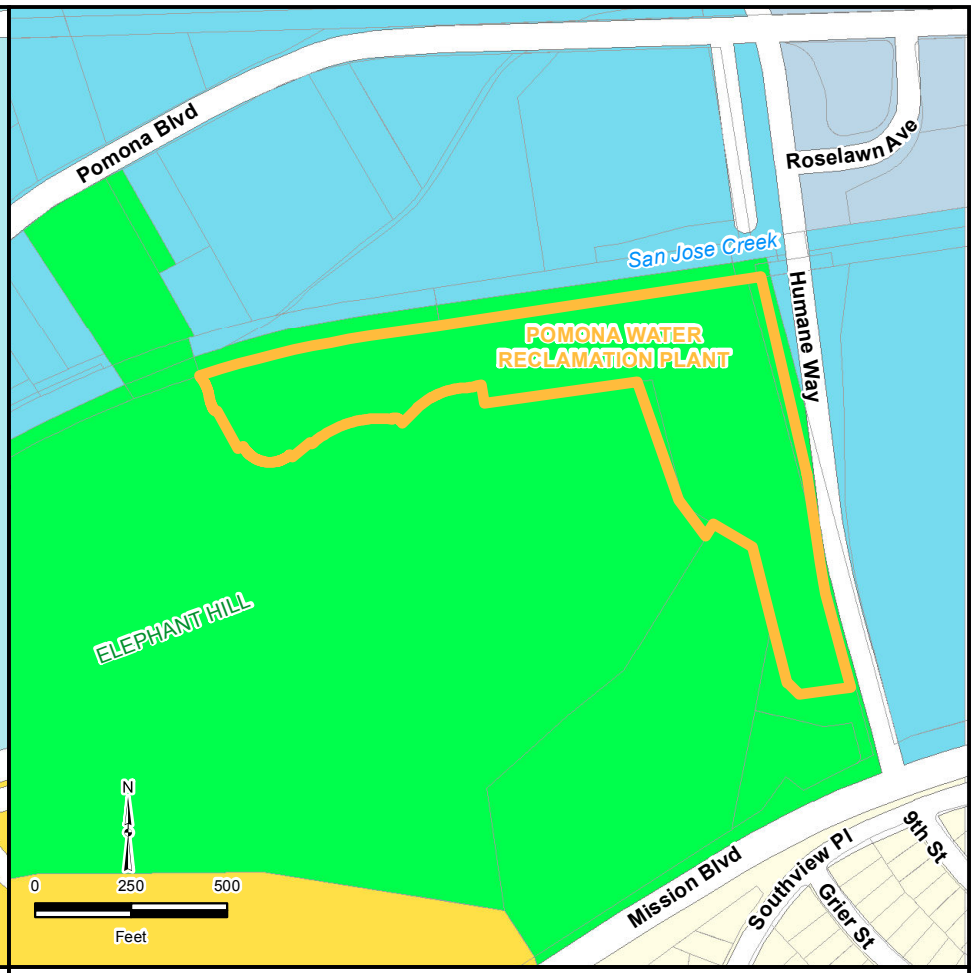
FIGURE 12-1

CLEARWATER Program

San Jose Creek Water Reclamation Plant
General Plan Land Use and Zoning

Source: Sanitation Districts of Los Angeles County 2011, City of Industry 2010, City of South El Monte 2010, County of Los Angeles, ESRI 2011





GENERAL PLAN LAND USE

- Medium Density Residential (12 to 22 dwelling unit/acre - du/ac)
- Industrial
- Institutional
- Open Space

ZONING

- Single-Family Residence
- Residential Planned Development
- Light Manufacturing
- Heavy Manufacturing
- Open Space

FIGURE 12-2

CLEARWATER Program

Pomona Water Reclamation Plant
General Plan Land Use and Zoning

Source: Sanitation Districts of Los Angeles County 2011, City of Pomona 2010, ESRI 2011

flood control, and the zoning is open space (City of Cerritos 2004; Munoz pers. comm.). The general plan land use designations and zoning for the LCWRP and the surrounding area are identified on Figure 12-3. The treatment facilities occupy the southern portion of the existing location (see Figure 2-6). The remaining 20 acres of Sanitation Districts' owned property are occupied by the Iron Wood Nine Golf Course. All surrounding land is primarily developed with industrial and commercial uses. The San Gabriel River acts as a buffer between the LCWRP and Caruthers Park and residential land uses to the west, and I-605 acts as buffer between the LCWRP and the residential land uses to the east.

Long Beach Water Reclamation Plant

The Long Beach Water Reclamation Plant (LBWRP) is located in the city of Long Beach and is within the jurisdiction of the Long Beach General Plan. The land use designation of the LBWRP is open space, and the zoning is open space (City of Long Beach 1998; City of Long Beach 2002). The general plan land use designations and zoning for the LBWRP and the surrounding area are identified on Figure 12-4. The LBWRP is bound by Willow Street to the north, the Coyote Creek to the south and east, and the San Gabriel River to the west (see Figure 2-7). Surrounding land uses primarily are parks and open space, including El Dorado Park to the north; El Dorado Park Golf Course to the west; and residential areas to the south and east. The Water Replenishment District's Leo J. Vander Lans Advanced Water Treatment Facility is also located to the north of the LBWRP.

Whittier Narrows Water Reclamation Plant

The Whittier Narrows Water Reclamation Plant (WNWRP) is located in the county of Los Angeles and is within the jurisdiction of the Los Angeles County General Plan. The land use designation of the WNWRP is open space, and the zoning is open space. The general plan land use designations and zoning for the WNWRP and the surrounding area are identified on Figure 12-5. The WNWRP surroundings are primarily recreational open space uses, including the Whittier Narrows Recreation Area to the north, undeveloped industrial areas to the south, Legg Lake and nurseries to the east, and largely unused utility areas to the west (see Figure 2-8). The Rio Hondo River transects through the northwest corner of the site.

Joint Water Pollution Control Plant

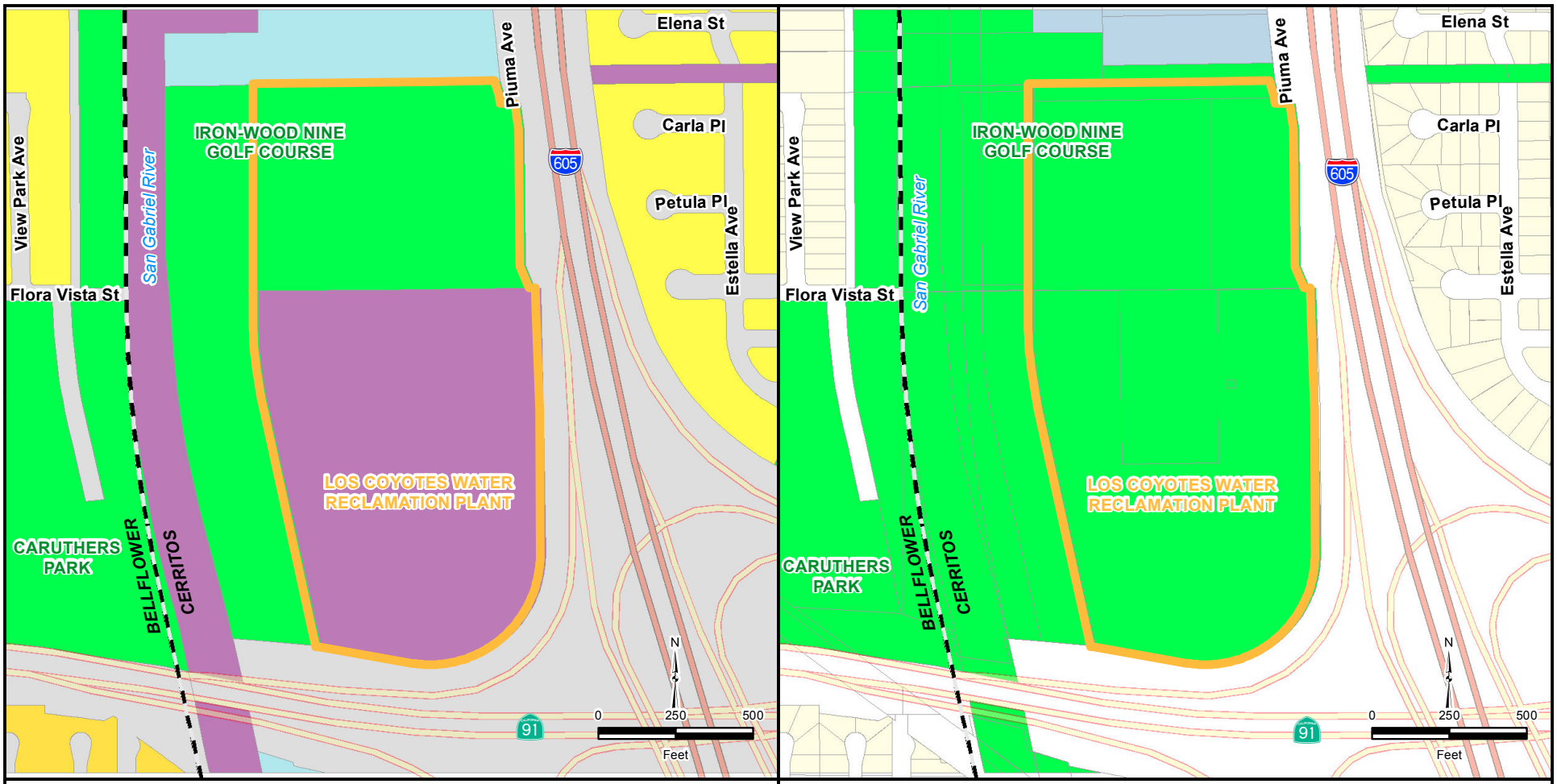
The JWPCP is located in the city of Carson and is within the jurisdiction of the City of Carson General Plan. The land use designation of the JWPCP is industrial, and the zoning is heavy manufacturing (City of Carson 2008; City of Carson 2006). The general plan land use designations and zoning for the JWPCP and the surrounding area are identified on Figures 12-6 and 12-7. It is generally bordered by West Sepulveda Boulevard to the north, Main Street to the east, West Lomita Boulevard to the south, and I-110 to the west (see Figure 2-10). The Sanitation Districts lease land to the north of West Sepulveda Boulevard to landscaping and nursery businesses, to the east of Main Street to the Home Depot Retail Center, and to the south of West Lomita Boulevard to the Wilmington Jaycee Foundation for the Wilmington Athletic Complex and to the Wilmington Boys and Girls Club. The surrounding land uses outside of the JWPCP property boundaries are fully developed with commercial and retail to the east of Main Street, and residential uses to the south of West Lomita Boulevard.

12.2.2 Project Setting

12.2.2.1 Tunnel Alignment

Wilmington to San Pedro Shelf Alignment

The onshore portion of the Wilmington to San Pedro Shelf (SP Shelf) tunnel alignment would begin at the JWPCP East shaft site and follow Wilmington Boulevard south to Harry Bridges Boulevard, all within the public right-of-way (see Figure 3-12). The tunnel alignment would be adjusted to avoid the gas



GENERAL PLAN LAND USE

- Low Density Residential (1 to 6 dwelling units/acre - du/ac)
- Medium Density Residential (12 to 22 du/ac)
- Industrial
- Open Space
- Utility and Flood Control
- Transportation Corridor

ZONING

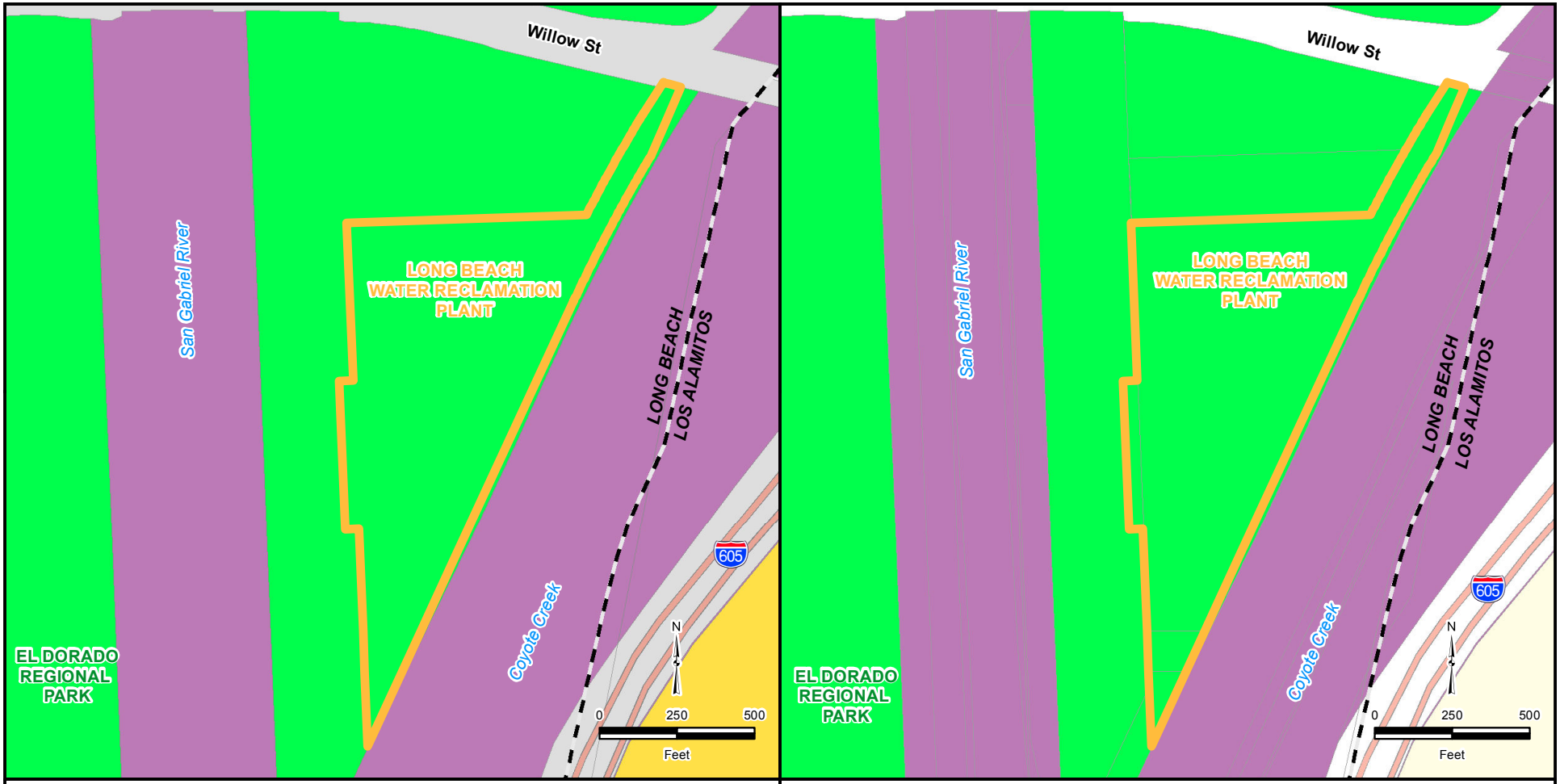
- Single-Family Residence
- Light Manufacturing
- Open Space

FIGURE 12-3

CLEARWATER Program

Los Coyotes Water Reclamation Plant
General Plan Land Use and Zoning

Source: Sanitation Districts of Los Angeles County 2011, City of Bellflower 2010, City of Cerritos 2010, ESRI 2011



GENERAL PLAN LAND USE

- Medium Density Residential (12 to 22 dwelling units/acre - du/ac)
- Open Space
- Flood Control
- Transportation Corridor

ZONING

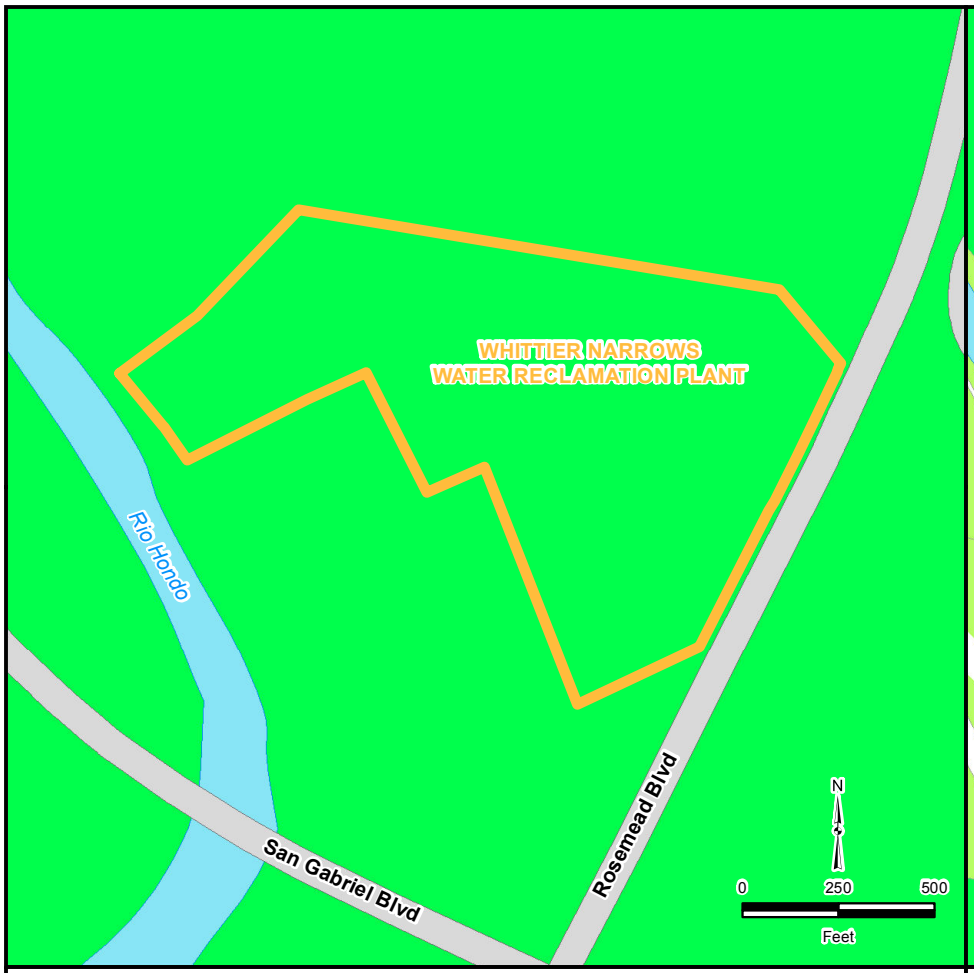
- Single-Family Residence
- Open Space
- Public Right-of-Way (Flood Control)

FIGURE 12-4

CLEARWATER Program

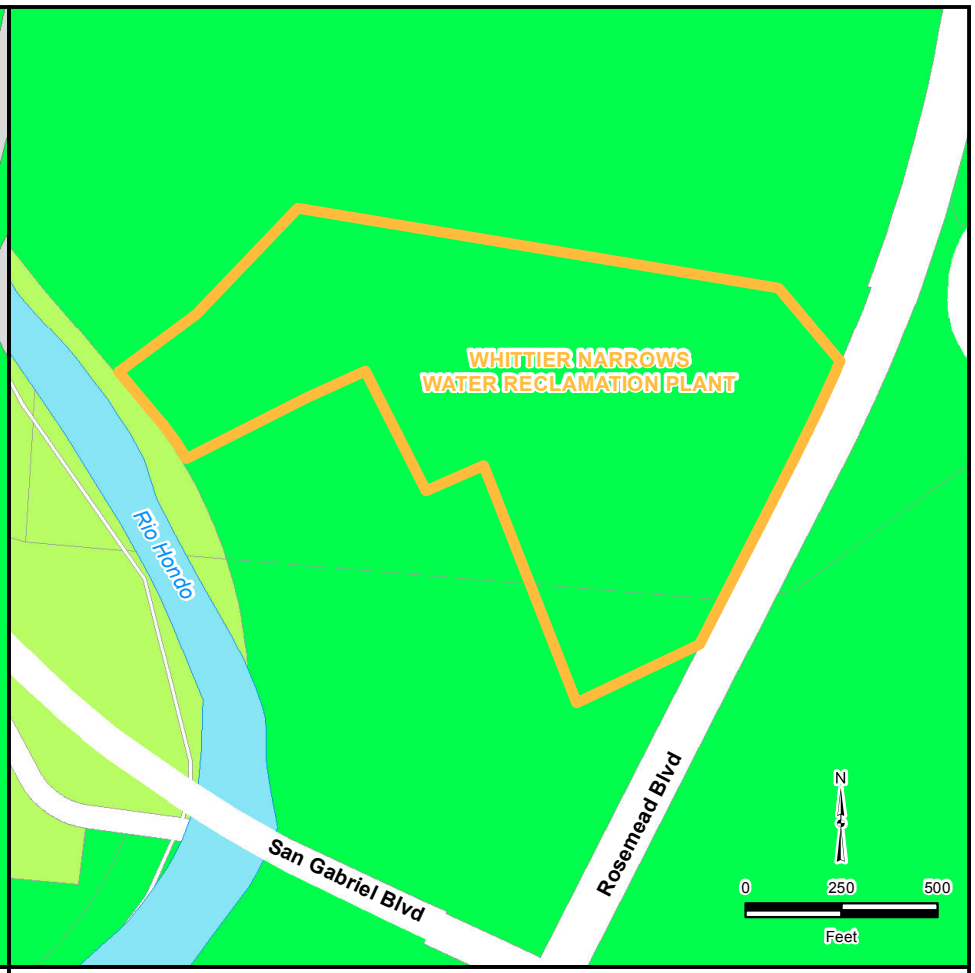
Long Beach Water Reclamation Plant
General Plan Land Use and Zoning

Source: Sanitation Districts of Los Angeles County 2011, City of Long Beach 2010, City of Los Alamitos 2010, ESRI 2011



GENERAL PLAN LAND USE

- Open Space
- Transportation Corridor



ZONING

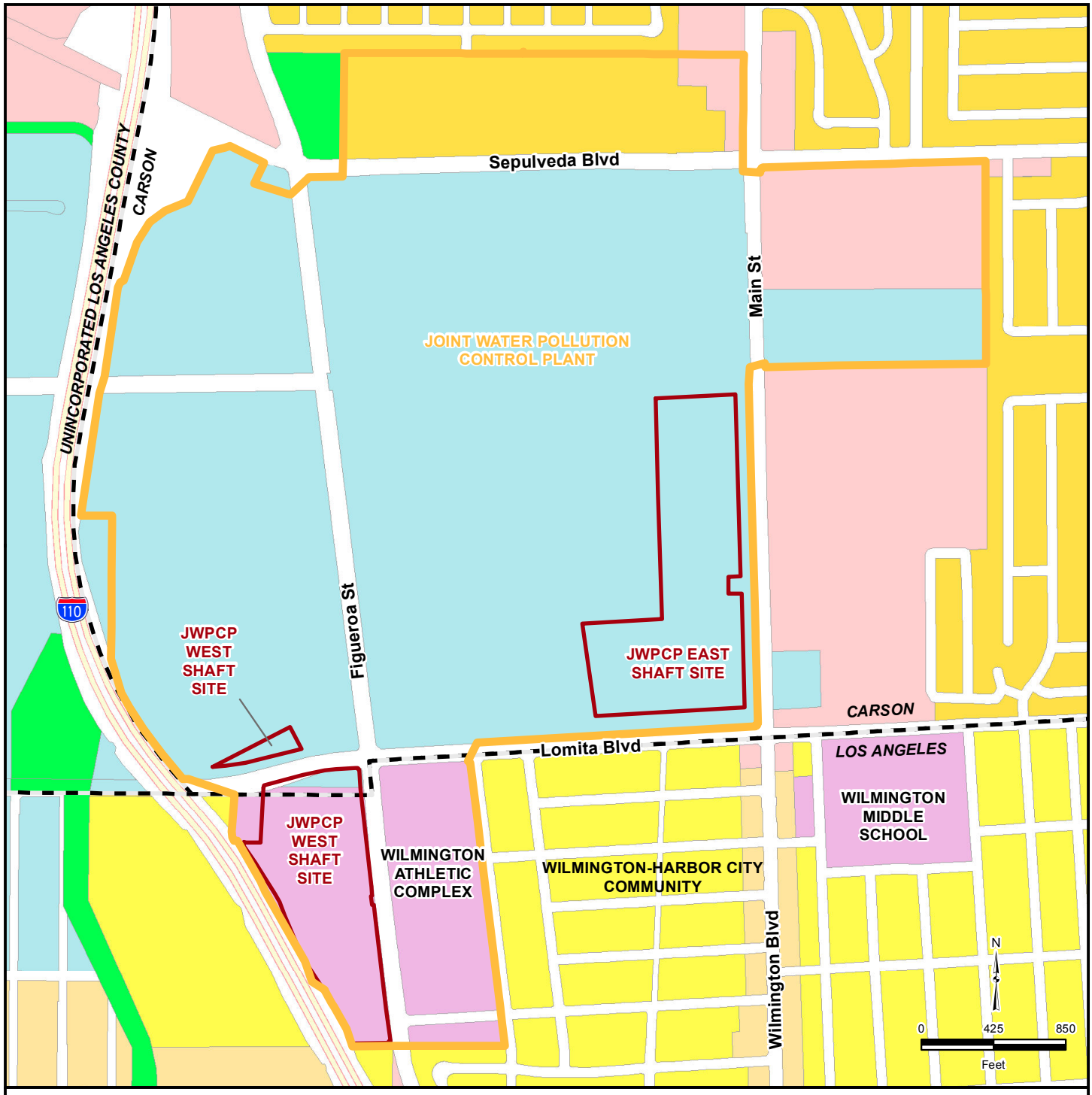
- Light Agriculture
- Open Space

FIGURE 12-5

CLEARWATER Program

Whittier Narrows Water Reclamation Plant
General Plan Land Use and Zoning

Source: Sanitation Districts of Los Angeles County 2011, County of Los Angeles 2011, ESRI 2011



GENERAL PLAN LAND USE

- Low Density Residential (1 to 6 dwelling unit/acre - du/ac)
- Low/Medium Density Residential (6 to 12 du/ac)
- Medium Density Residential (12 to 22 du/ac)
- Commercial (General, Major, Neighborhood, Business Park)
- Industrial (Light, Heavy, Major, Limited)
- Public and Semi-Public Facilities
- Open Space

FIGURE 12-6

CLEARWATER Program

Joint Water Pollution Control Plant General Plan Land Use

Source: Sanitation Districts of Los Angeles County 2011, Carson 2011, Los Angeles 2011, Los Angeles County 2011, ESRI 2011

ZONING

- Residential (Single-Family, Two Family, Residential Agriculture)
- Commercial (Restricted Business, Neighborhood, Unlimited)
- Light Manufacturing
- Public Facilities
- Specific Plan
- Heavy Manufacturing
- Open Space
- Mixed Use Development

FIGURE 12-7

CLEARWATER Program

Joint Water Pollution Control Plant Zoning

Source: Sanitation Districts of Los Angeles County 2011, Carson 2011, Los Angeles 2011, Los Angeles County 2011, ESRI 2011

station, a private parcel, on the corner of Lomita and Wilmington Boulevards. From Harry Bridges Boulevard, the onshore alignment would turn southeast to cross beneath the eastern end of the Trans Pacific Container Service Corporation (TraPac) container terminal, where an access shaft site would be constructed. The offshore portion of the Wilmington to SP Shelf tunnel alignment would begin at the TraPac shaft site, then continue southeast under the West Basin, Pier A, and the East Basin Channel in Los Angeles Harbor. The offshore alignment would then pass under Yusen terminal in the Port of Los Angeles and under the eastern end of the Vincent Thomas Bridge to the Los Angeles Export Terminal (LAXT) shaft site. From the LAXT shaft site, the offshore alignment would turn southwest, passing under Fish Harbor, to the Southwest Marine access shaft site. With a few exceptions, most of the land south of Harry Bridges Boulevard is within the Port of Los Angeles and is owned by the city of Los Angeles. The exceptions include some railroad-related parcels and possibly some private industrial properties. From the Southwest Marine access shaft site, the alignment would veer south and extend offshore to the SP Shelf.

The Wilmington to SP Shelf alignment would be tunneled approximately 100 to 200 feet below ground surface (bgs) through the city of Carson and the city of Los Angeles community of Wilmington-Harbor City. The following existing land uses are located along the route: commercial, residential, retail, industrial, and vacant land. The land use designations based on SCAG data along the route for both the city of Carson and city of Los Angeles generally include commercial and retail; schools; residential; vacant; industrial, manufacturing, and warehousing; public facilities, such as fire stations and government offices; harbor facilities; storage; railroads; petroleum and natural gas facilities; and religious facilities.

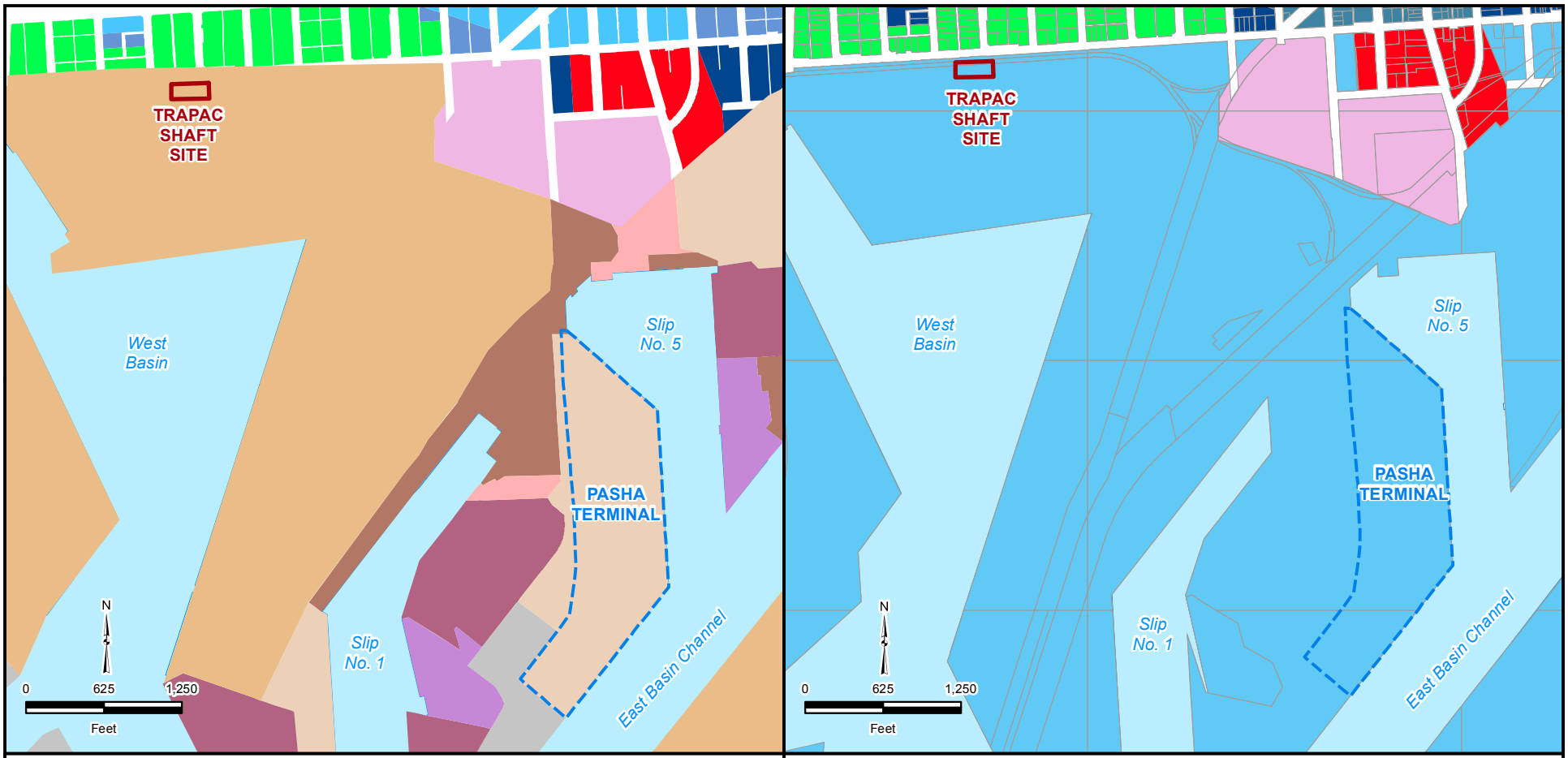
Wilmington to Palos Verdes Shelf Alignment

The Wilmington to Palos Verdes Shelf (PV Shelf) tunnel alignment is the same as described for the Wilmington to SP Shelf alignment except that, from the Southwest Marine access shaft site, the Wilmington to PV Shelf alignment would continue southwest and extend offshore to the PV Shelf at a depth of approximately 100 to 250 feet bgs or below the seafloor (see Figure 3-13). Therefore, the land use setting is also the same.

Figueroa/Gaffey to Palos Verdes Shelf Alignment

The onshore portion of the Figueroa/Gaffey to PV Shelf tunnel alignment would begin at the JWPCP West shaft site and follow Figueroa Street south to Harry Bridges Boulevard within the public right-of-way (see Figure 3-14). The alignment would then traverse underneath land owned by the city of Los Angeles, and follow John S. Gibson Boulevard. The onshore alignment would then leave John S. Gibson Boulevard and traverse I-110 right-of-way and private commercial properties, where it would join with Gaffey Street to the west near its intersection with Channel Street. The onshore alignment would turn south on Gaffey Street and stay within public right-of-way with a possible exception in the vicinity of the intersection with 25th Street, where it may traverse adjacent residential parcels. The onshore alignment would continue south on Gaffey Street in public right-of-way until veering southwest beneath city of Los Angeles-owned Angels Gate Park to the Angels Gate shaft site. From the Angels Gate shaft site, the offshore portion of the Figueroa/Gaffey to PV Shelf tunnel alignment would continue south crossing Pacific Avenue public right-of-way and city of Los Angeles-owned Point Fermin Park, and then extend offshore to the PV Shelf.

The Figueroa/Gaffey to PV Shelf alignment would be tunneled approximately 70 to 370 feet bgs through the city of Carson, the city of Los Angeles community of Wilmington-Harbor City, and the city of Los Angeles community of San Pedro. The following existing land uses are located along the route: commercial; residential; retail; schools; industrial, manufacturing, and warehousing; public facilities; railroads; petroleum and natural gas processing facilities; public facilities, such as fire stations and government offices; religious facilities; cemeteries; open space; and vacant land. The land use



GENERAL PLAN LAND USE

- Container
- Breakbulk
- Dry Bulk
- Liquid Bulk
- Maritime Support
- Institutional
- Vacant
- Community Commercial
- Light Manufacturing
- Heavy Manufacturing
- Limited Manufacturing
- Public and Semi-Public Facilities
- Open Space

ZONING

- Single-Family and Two-Family Residence
- Neighborhood Commercial
- Light Manufacturing
- Institutional
- Heavy Manufacturing
- Unclassified Manufacturing
- Open Space

FIGURE 12-8

CLEARWATER Program

TraPac Shaft Site and Pasha Terminal General Plan Land Use and Zoning

Source: Sanitation Districts of Los Angeles County 2011, Port of Los Angeles 2011, ZIMAS 2011

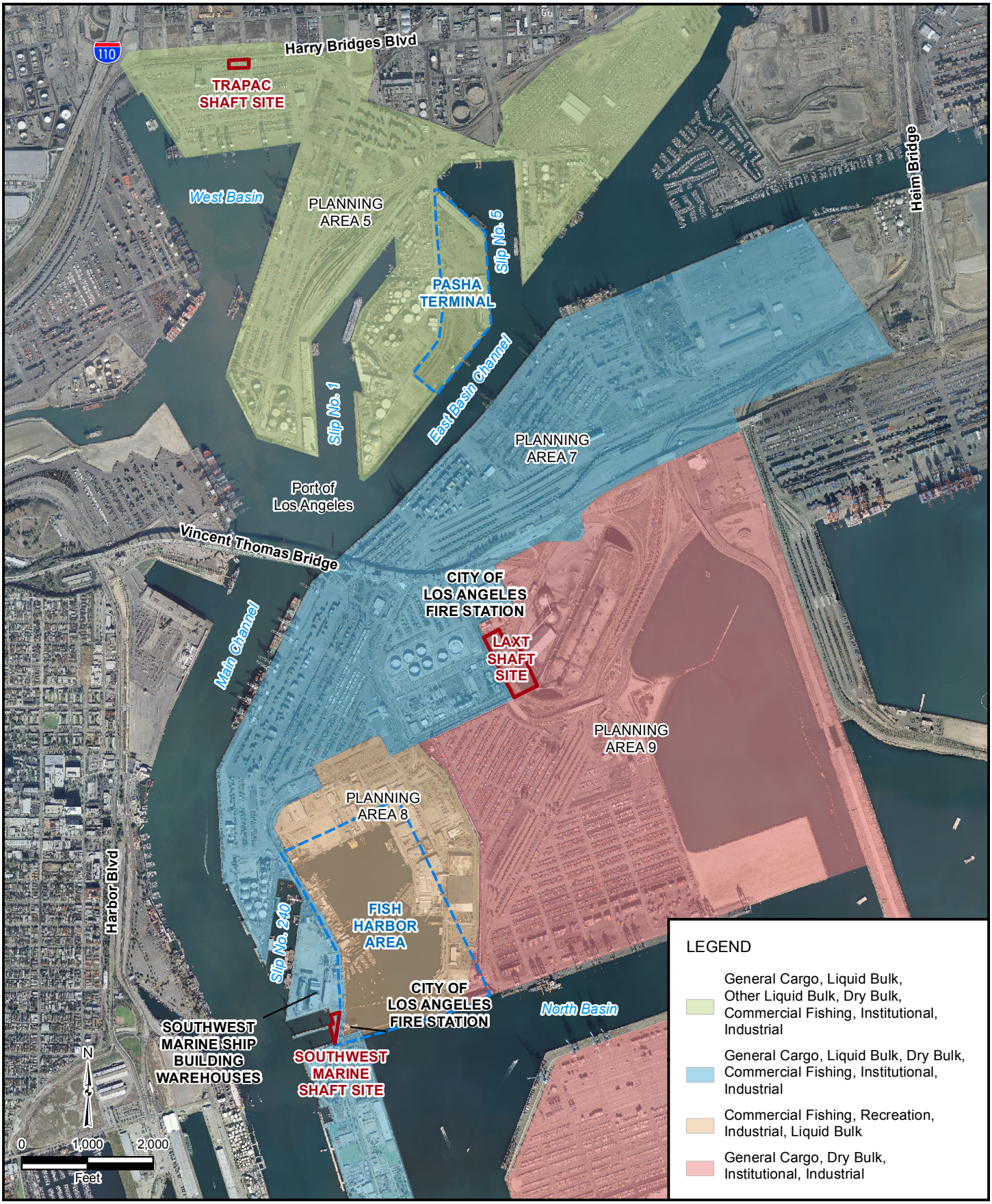
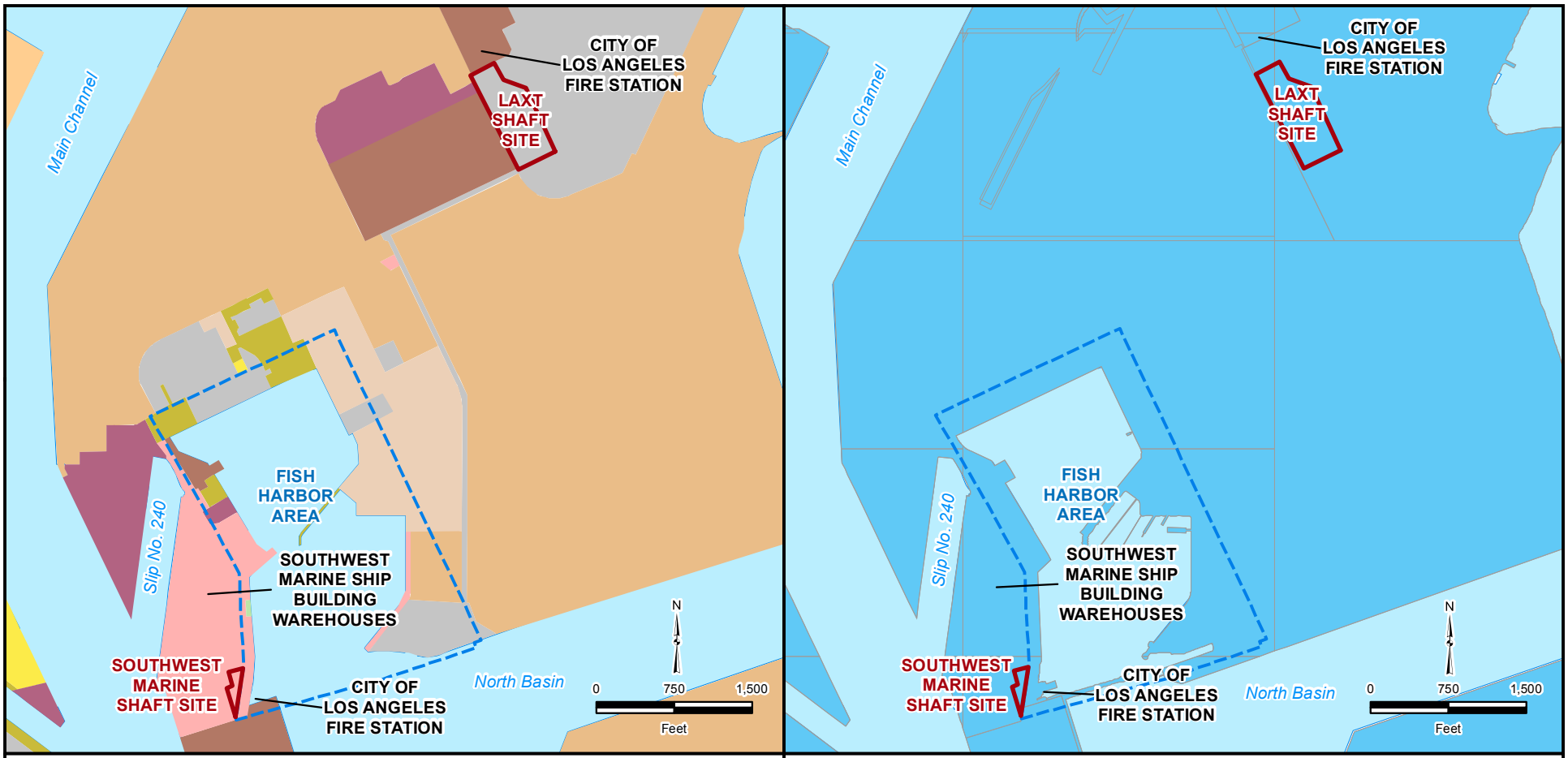


FIGURE 12-9

CLEARWATER Program

Master Plan for the Port of Los Angeles

Source: Sanitation Districts of Los Angeles County 2011, Port of Los Angeles 2011, LARIAC 2007



GENERAL PLAN LAND USE

- Container
- Breakbulk
- Liquid Bulk
- Maritime Support
- Passenger
- Institutional
- Commercial Fishing
- Commercial
- Recreational
- Vacant

ZONING

- Unclassified Manufacturing

FIGURE 12-10

CLEARWATER Program

LAXT and Southwest Marine Shaft Sites and Fish Harbor Area General Plan Land Use and Zoning

Source: Sanitation Districts of Los Angeles County 2011, Port of Los Angeles 2011, ZIMAS 2011

designations based on SCAG data generally found along the route are the same as those identified for the Wilmington to SP Shelf alignment, with the addition of petroleum and natural gas processing and open space.

Figueroa/Western to Royal Palms Alignment

The Figueroa/Western to Royal Palms tunnel alignment, the entire length of which is considered an onshore alignment, would begin at the JWPCP West shaft site, head south on Figueroa Street, turn southwest under I-110 right-of-way and the city of Los Angeles-owned Harbor Regional Park, continue south on North Gaffey Street, turn west on Capitol Drive, and south on Western Avenue to Royal Palms Beach (see Figure 3-15). Where the alignment turns from Figueroa Street to cross I-110, it may possibly traverse underneath a city of Los Angeles parcel and a private commercial parcel. Where the alignment turns to the west to follow Capitol Drive, it would pass beneath a commercial parcel and a strip owned by the city of Los Angeles. It would also cross under a private commercial parcel as it turns south onto Western Avenue from Capitol Drive. As the alignment joins Western Avenue, it would turn onto South Dodson Avenue where it would traverse beneath a public school parking lot and may possibly traverse under a private parcel. The alignment would also traverse underneath city of Los Angeles- and Los Angeles County-owned parcels before terminating at the Sanitation Districts' existing ocean outfalls manifold structure at Royal Palms Beach.

The Figueroa/Western to Royal Palms alignment would be tunneled approximately 70 to 450 feet bgs through the city of Carson, the city of Los Angeles community of Wilmington-Harbor City, a small portion of the city of Rancho Palos Verdes, and the city of Los Angeles community of San Pedro. The following existing land uses are located along the route: major medical health care facilities; commercial; residential; retail; industrial, manufacturing, and warehousing; petroleum and natural gas facilities; public facilities; schools; religious facilities; mineral extraction; and vacant land.

12.2.2.2 Shaft Site

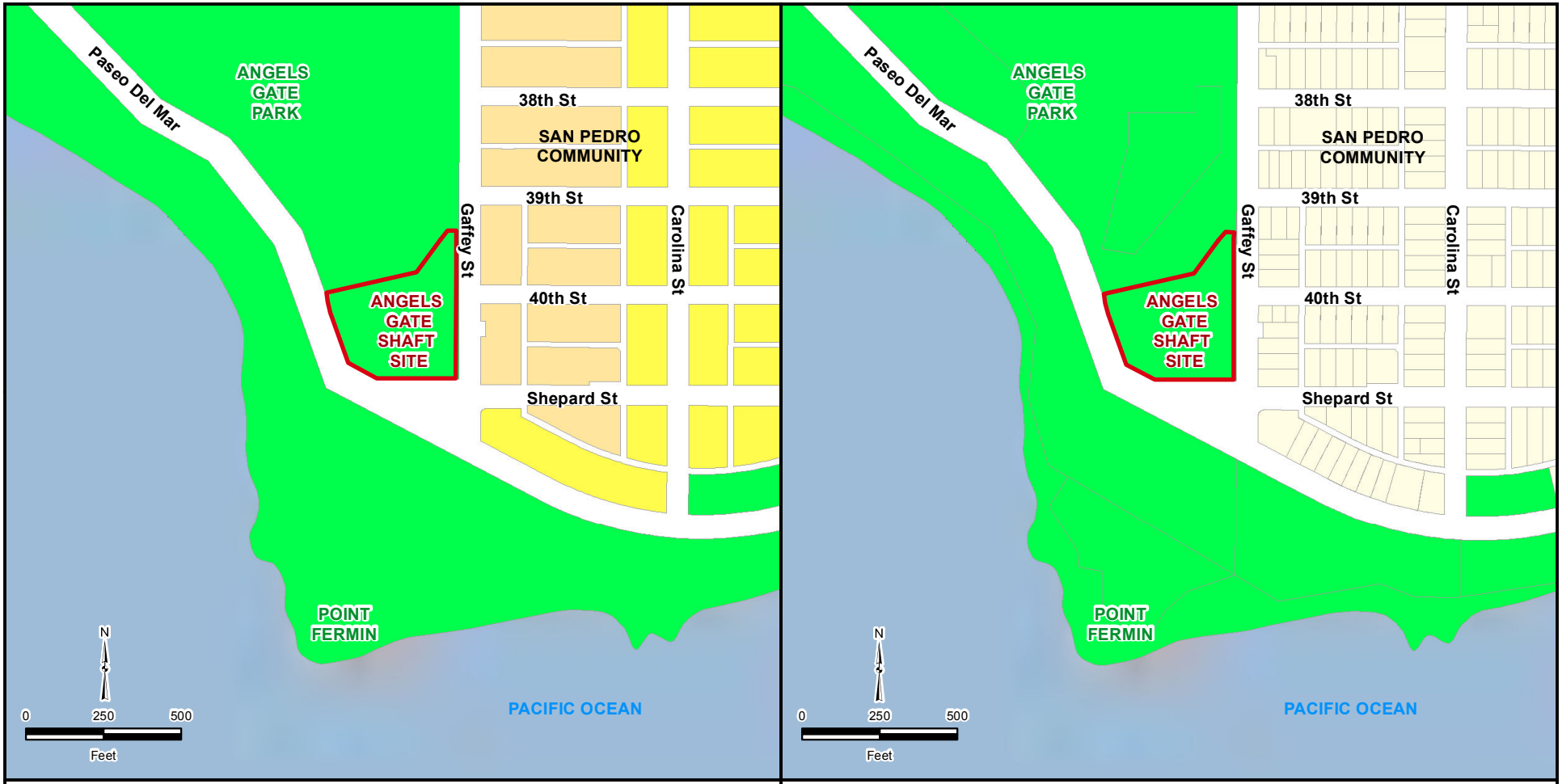
JWPCP East

The JWPCP East shaft site is located within the property boundaries of the JWPCP, which is owned by the Sanitation Districts (see Figure 3-17). It is within the jurisdiction of the City of Carson General Plan. The land use designation is industrial, and the zoning is heavy manufacturing (City of Carson 2004). The general plan land use designations and zoning for the JWPCP East shaft site and the surrounding area are identified on Figures 12-6 and 12-7. The site is approximately 25 acres and is currently undeveloped and fenced off from the public. It is generally flat and vacant with sparse ruderal vegetation. The site is bound by the JWPCP to the north and the west; Main Street in the city of Carson to the east; and Lomita Boulevard, which serves as the boundary line between the city of Carson and the city of Los Angeles, to the south.

Residential land uses exist to the south of the JWPCP East shaft site across Lomita Boulevard, and there are approximately 75 residences within 500 feet of this site. Additionally, there are residential and commercial land uses to the east across Main Street. Wilmington Middle School is located approximately 0.25 mile from the southeastern property boundary of the JWPCP at the intersection of Lomita Boulevard and Gulf Avenue.

JWPCP West

The JWPCP West shaft site is located within the property boundaries of the JWPCP. It is mostly within the jurisdiction of the City of Los Angeles' Wilmington-Harbor City Community Plan; a small portion to the north is within the jurisdiction of the City of Carson General Plan (City of Los Angeles 1999b; City of Carson 2004). It has a land use designation of public facility and a zoning designation of public facilities



GENERAL PLAN LAND USE

- Low Density Residential (1 to 6 dwelling units/acre - du/ac)
- Low/Medium Density Residential (6 to 12 du/ac)
- Open Space

ZONING

- Single-Family Residence
- Open Space

FIGURE 12-11

CLEARWATER Program

Angels Gate Shaft Site
General Plan Land Use and Zoning

Source: Sanitation Districts of Los Angeles County 2011, San Pedro Community Plan 2010, ZIMAS 2010, ESRI 2011

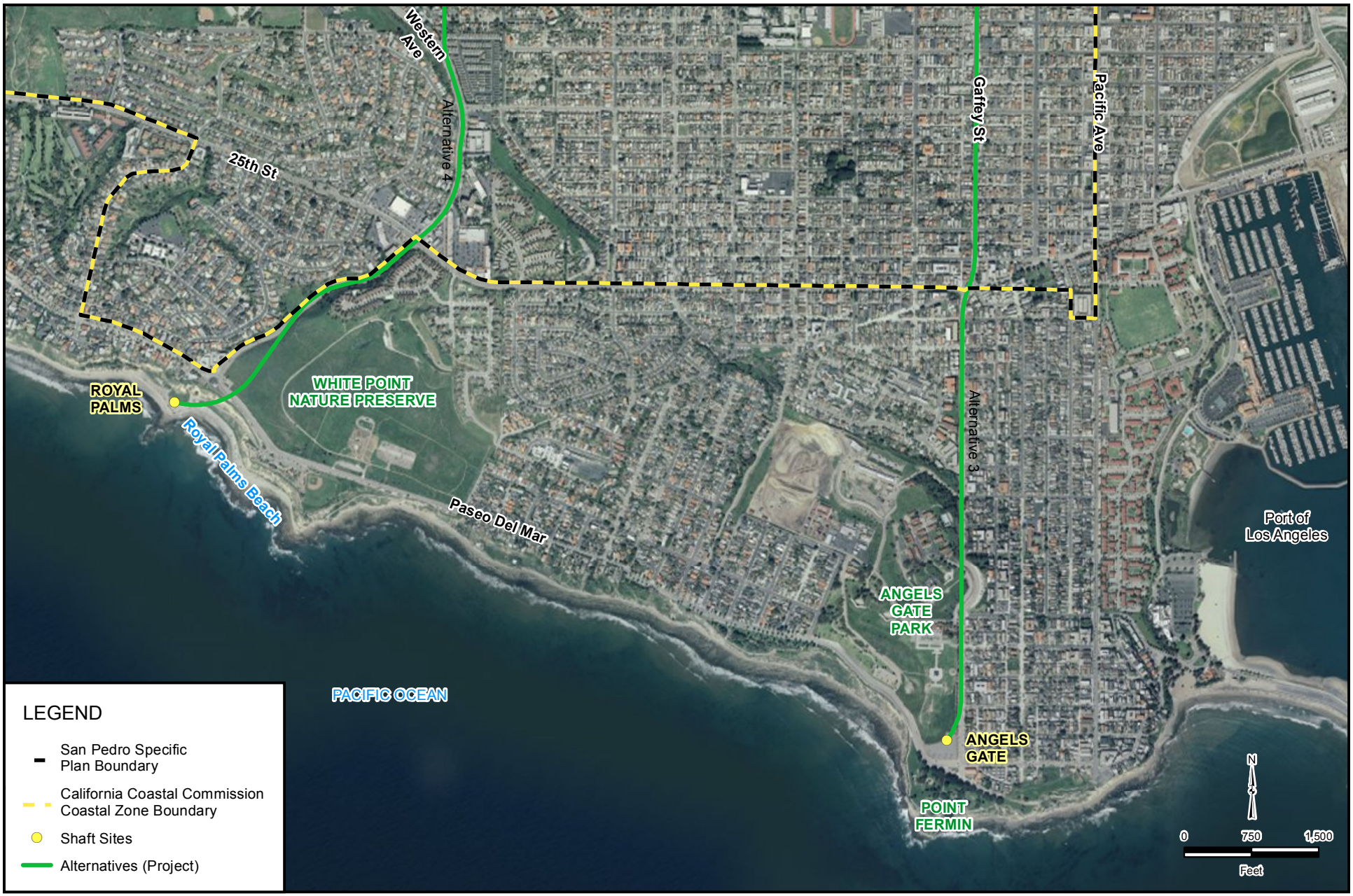
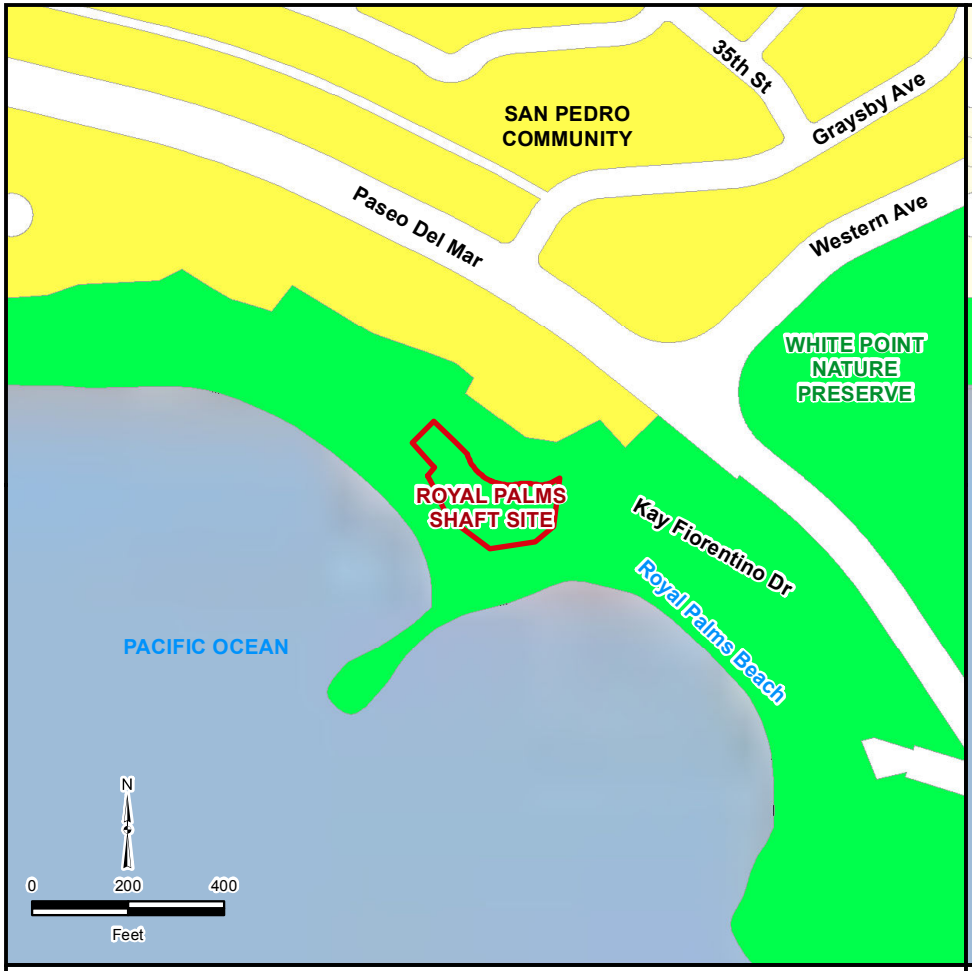


FIGURE 12-12

CLEARWATER Program

Coastal Zone Boundary

Source: Sanitation Districts of Los Angeles County 2011, Los Angeles County 2011, CalTrans 2009, ESRI 2011



GENERAL PLAN LAND USE

- Low Density Residential (1 to 6 dwelling units/acre - du/ac)
- Open Space

ZONING

- Single-Family Residence
- Open Space

FIGURE 12-13

CLEARWATER Program

Royal Palms Shaft Site
General Plan Land Use and Zoning

Source: Sanitation Districts of Los Angeles County 2011, San Pedro Community Plan 2010, ESRI 2011

(City of Los Angeles 1999b; City of Los Angeles 2010a). The small portion to the north has a land use and zoning designation that is the same as the JWPCP East shaft site. The general plan land use designations and zoning for the JWPCP West and the surrounding area are identified on Figures 12-6 and 12-7. The purpose of the public facilities zone is to provide regulations for the use and development of publicly owned land in order to implement the city's adopted general plan, including the service system element. The site is approximately 18 acres and is currently vacant. It is generally used for construction staging and storage. The northern portion of the site is transected by Lomita Boulevard. It is bound by the JWPCP facilities to the north, Figueroa Street to the east, I-110 to the west, and vacant land owned by the state of California to the south (see Figure 3-18). There are no residential land uses within the immediate vicinity of the site. There is a commercial property within the site just south of Lomita Boulevard. The Wilmington Athletic Complex and the Wilmington Boys and Girls Club are located to the east and southeast of the site, respectively, across from Figueroa Street. There are residential uses to the southeast just below the Wilmington Boys and Girls Club. There are also residential uses to the west; however, I-110 separates the site from these residences. Further west is the Wilmington Drain, a north/south flood control channel that flows into Machado Lake and then into the Los Angeles Harbor.

TraPac

The TraPac shaft site is located along Wilmington Boulevard just south of Harry Bridges Boulevard (see Figure 3-19). It is located within the Port of Los Angeles in Planning Area 5A at the existing TraPac Container Terminal. The land use designation for this site is container (Port of Los Angeles 2011). The Port of Los Angeles Master Plan identifies the land use as general cargo, liquid bulk, dry bulk, commercial fishing, institutional, and industrial (Port of Los Angeles 2002). The zoning for this area is identified as unclassified manufacturing (ZIMAS 2011). The general plan land use designations and zoning for the TraPac site and the surrounding area are identified on Figure 12-8. The Port of Los Angeles Master Plan land uses are identified on Figure 12-9. The site is less than 1 acre and the adjacent land use is the TraPac Container Terminal, which operates 24 hours per day.

LAXT

The LAXT shaft site is located on Terminal Island in the Port of Los Angeles on Ferry Street across from the city of Los Angeles's Terminal Island Water Reclamation Plant (TIWRP) (see Figure 3-20). The site is located in Planning Area 9 of the Port of Los Angeles (Port of Los Angeles 2002). It is located on the western portion of the former Petroleum Coke Storage and Reclaim Facility Site. The land use designation of this site is vacant (Port of Los Angeles 2011). It is designated in the Port of Los Angeles Master Plan as general cargo, dry bulk, institutional, and industrial (Port of Los Angeles 2002). The zoning is unclassified manufacturing (ZIMAS 2011). The general plan land use designations and zoning for the LAXT site and the surrounding area are identified on Figure 12-10. The Port of Los Angeles Master Plan land uses are identified on Figure 12-9. The site is approximately 7 acres and is currently developed with railroad tracks maintained by the Los Angeles Harbor Department, a bridge structure, and LAXT structures, which are being demolished. Demolition of the LAXT structures would be completed prior to the start of project construction. The railroad tracks and bridge structures would remain. North of the site are the Port of Los Angeles Fire Department buildings and training area as well as the Vincent Thomas Bridge. West of the site is the TIWRP.

Southwest Marine

The Southwest Marine shaft site is located in between the Main Channel of the Los Angeles Harbor (to the west) and Fish Harbor (to the east) in the Port of Los Angeles (see Figure 3-21). It is located in Planning Area 7 and has a designated land use of maritime support (Port of Los Angeles 2011). It is designated in the Port of Los Angeles Master Plan as general cargo, liquid bulk, dry bulk, commercial fishing, institutional, and industrial (Port of Los Angeles 2002). It is zoned as unclassified manufacturing (ZIMAS 2011). The general plan land use designations and zoning for the Southwest Marine site and the

surrounding area are identified on Figure 12-10. The Port of Los Angeles Master Plan land uses are identified on Figure 12-9.

The site is less than 1 acre. It does not contain any permanent buildings and it is partially located on wharf structures. Located just west and north of the site are the Southwest Marine buildings and dry docks. Beyond these structures is the Main Channel of the Port of Los Angeles. These buildings have been deemed eligible for listing in the National Register of Historic Places as the Bethlehem Shipyard Historic District because they represent the last remaining example of the World War II shipbuilding industry; however, the slipways themselves are not eligible for listing and do not contribute to the historic district due to the fact that they have undergone extensive demolition and reconfiguration. Located farther north of the site is Berth 240. South of the site is Reservation Point and the Federal Correctional Institution on Terminal Island.

Angels Gate

The Angels Gate shaft site would be located on a vacant lot used as overflow parking for Point Fermin Park. The site is near the southern boundary of Angels Gate Park at the intersection of South Gaffey Street and Shepard Street (see Figure 3-22). The property is owned by the city of Los Angeles and maintained by the City of Los Angeles Department of Recreation and Parks. It is designated by the San Pedro Community Plan, an element of the City of Los Angeles General Plan, as open space and it is zoned as open space (City of Los Angeles 1999a; City of Los Angeles 2010a). The general plan land use designations and zoning for the Angels Gate site and the surrounding area are identified on Figure 12-11. The purpose of the open space zone is to provide regulations for publicly owned land in order to implement the city's adopted general plan, including the recreation, parks, and open space designations in the city's adopted district and community plans, and other relevant elements, including the Open Space, Conservation, and Public Recreation Elements. It is within the boundary of the coastal zone and the San Pedro Specific Plan (City of Los Angeles 1999a). The coastal zone and San Pedro Specific Plan boundary are shown on Figure 12-12. It is identified as a location with Coastal Zone Commission Authority and as a dual jurisdictional coastal zone (City of Los Angeles 2010b). Section 30600B of the California Coastal Act gives authority to local jurisdictions such as the city of Los Angeles to permit projects in the coastal zone; however, the California Coastal Commission must also grant a permit in areas identified as dual jurisdictional. Additional details regarding the dual jurisdictional requirements for shaft sites are provided in Table 12-5. The site is approximately 3 acres. To the north of the site is the Korean Bell of Friendship and Angels Gate Park. Residential homes are located to the east of the site. Point Fermin Park and the Pacific Ocean are located to the south of the site.

Royal Palms

The Royal Palms shaft site would be located at Royal Palms Beach near the beach access road off West Paseo Del Mar, primarily on property owned by the Sanitation Districts (see Figure 3-23). The remaining property within Royal Palms Beach is owned and operated by the County of Los Angeles. It is designated by the San Pedro Community Plan as open space, and it is zoned as open space (City of Los Angeles 1999a; City of Los Angeles 2010a). The general plan land use designations and zoning for the Royal Palms site and the surrounding area are identified on Figure 12-13. It is also within the boundary of the coastal zone and the San Pedro Specific Plan (City of Los Angeles 1999a). The coastal zone and San Pedro Specific Plan boundary are shown on Figure 12-12. It is identified as a location with Coastal Zone Commission authority and as a dual jurisdictional coastal zone (City of Los Angeles 2010b). The site is approximately 1 acre. Immediately south and southwest of the site is the Pacific Ocean. A promenade of palm trees with picnic tables and benches is to the west of the site. On the bluff above the site are single-family residential homes, and the White Point Nature Preserve is located across from Paseo Del Mar.

12.2.2.3 Riser/Diffuser Area

A new riser and diffuser would be located on either the SP Shelf or the PV Shelf; the existing ocean outfalls are located on the PV Shelf. The Pasha Terminal and Fish Harbor may be utilized in connection with construction on the SP Shelf and PV Shelf and, therefore, they are discussed in the following section as well.

San Pedro Shelf

The SP Shelf riser and diffuser area is located more than 3 nautical miles off the Southern California coast. Therefore, it is located in federal waters, rather than state waters, and is primarily governed by the Coastal Zone Management Act (CZMA), which is discussed in Section 12.3.1.

Palos Verdes Shelf

The PV Shelf riser and diffuser area is located within 3 nautical miles off the Southern California coast. Therefore, it is located in state waters, primarily governed by the California Coastal Act and local coastal programs, which is discussed in Sections 12.3.2 and 12.3.3.

Existing Ocean Outfalls

The existing ocean outfalls are located within 3 nautical miles off the Southern California coast. Therefore, they are located in state waters, primarily governed by the California Coastal Act and local coastal programs, which are discussed in Sections 12.3.2 and 12.3.3.

Pasha Terminal

It is assumed that the Pasha Terminal (Berths 174–181) located within the Port of Los Angeles would be a suitable potential location for riser and diffuser assembly and marine transport to the construction site. The Pasha Terminal is located in Planning Area 5 of the Port of Los Angeles Plan. The land use designation, zoning, and Port of Los Angeles Master Plan designation are the same as those for the TraPac site. The general plan land use designations and zoning for the Pasha Terminal and the surrounding area are identified on Figure 12-8. The Port of Los Angeles Master Plan land uses are identified on Figure 12-9. Pasha Terminal is adjacent to the East Basin Channel. Slip No. 5 is located to the north and east of the Pasha Terminal, and bulk liquid storage tanks are located to the west. The TraPac Container Terminal is located farther west across Slip No. 1.

Fish Harbor

It is assumed that the Fish Harbor area within the Port of Los Angeles would be a potential location for the loading of excavated material from the offshore tunnel deemed to be suitable for ocean disposal onto barges for transport to an approved ocean disposal site. The Fish Harbor area is located in Planning Area 8 of the Port of Los Angeles. The land use designations of this area are commercial fishing, container, break bulk, liquid bulk, maritime support, institutional, recreational, and vacant (Port of Los Angeles 2011). The Port of Los Angeles Master Plan allows commercial fishing, recreation, industrial, liquid bulk, and other land uses in the Fish Harbor area (Port of Los Angeles 2002). The zoning is unclassified manufacturing (ZIMAS 2011). The general plan land use designations and zoning for the Fish Harbor area and the surrounding area are identified on Figure 12-10. The Port of Los Angeles Master Plan land uses are identified on Figure 12-9. Slip No. 240 and Southwest Marine are located to the west of the Fish Harbor area, and the North Basin is located to the south. LAXT is located approximately 0.5 mile north-northeast of the Fish Harbor area.

12.3 Regulatory Setting

Land use plans and policy documents set forth regulations pertaining to allowed development. For a description of applicable plans, laws, and regulations associated with specific resources, such as air quality, historical structures or cultural resources, marine environment, noise, recreation, and traffic and transportation, refer to each specific resource chapter in this document. For example, all applicable South Coast Air Quality Management District plans and regulations related to air quality are specifically discussed and addressed in Chapter 5. Program- and project-related land use plans, policies, and regulations are discussed in this section.

12.3.1 Federal

Federal land use planning regulations are typically not applicable to the program elements because land use and planning decisions are made at the local level (for a discussion of applicable federal regulations regarding United States [U.S.] Army Corps of Engineers [Corps] jurisdiction, see the National Environmental Policy Act [NEPA] Scope of Analysis discussion in Chapter 3). However, there is one federal land use policy, described in Table 12-4, applicable to the project elements located off of the California coast.

Table 12-4. Applicable Federal Land Use Policy

Summary of Applicable Federal Land Use Policy	Relevant Project Element or Location
Coastal Zone Management Act, 1972	
▪ The CZMA is a federal and state partnership for management of coastal resources that encourages states to develop coastal management programs, through, among other means, the federal consistency procedures of the CZMA. ▪ Upon certification of a state's coastal management program, a federal agency must conduct its activities (including federal development projects, permits and licenses, and assistance to state and local governments) in a manner consistent with the state's certified program. The federal government certified the California Coastal Management Program (CCMP) in 1977. The enforceable policies of that document are in Chapter 3 of the California Coastal Act of 1976. ▪ The process established to implement this requirement is called a consistency determination for federal activities and development projects; it is called a consistency certification for federal permits and licenses and federal support to state and local agencies (CCC 2010a). ▪ A federal agency may use its NEPA documents as a vehicle for its consistency determination (15 Code of Federal Regulations Section 930.37). However, a federal agency's federal consistency obligations under the act are independent of those required under NEPA. State agencies will not require federal agencies to submit NEPA documents as information required pursuant to Section 930.39. If a federal agency includes its consistency determination in a NEPA document, the federal agency will ensure that the NEPA document includes the information required.	▪ Wilmington to SP Shelf alignment[a] ▪ SP Shelf riser and diffuser area

[a] For Alternative 1, the portion of the offshore tunnel alignment that extends between 3 nautical miles offshore and the riser and diffuser area would be subject to a Coastal Zone Consistency determination performed by the Corps.

12.3.2 State

State, regional, and local governments provide regulatory guidance for land use decisions. The applicable state land use plans, policies, and regulations and the applicable program and project elements are summarized in Table 12-5.

Table 12-5. Applicable State Land Use Plans, Policies, and Regulations

Summary of Applicable State Land Use Plans, Policies, and Regulations	Relevant Project Element or Location
California Tidelands Trust Act, 1911	
▪ Submerged lands and tidelands within the Port of Los Angeles are held in trust by the city of Los Angeles and administered by the Harbor Department to promote and develop commerce, navigation, fisheries, and other uses of statewide interest and benefit, including commercial, industrial, and transportation uses; public buildings and public recreational facilities; wildlife habitat; and open space.	▪ Wilmington to SP Shelf alignment[a] ▪ Wilmington to PV Shelf alignment[a] ▪ Figueroa/Gaffey to PV Shelf alignment[b] ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site
California Coastal Act, 1976, and Local Coastal Programs (Various)	
▪ The California Coastal Act declares that the California Coastal Zone is a distinct and valuable resource of vital interest to all the people and exists as a balanced ecosystem. ▪ The act identifies the Port of Los Angeles and its facilities as a "one of the state's primary economic and coastal resources and…an essential element of the national maritime industry" (Public Resources Code [PRC] Section 30701). ▪ The act establishes that the highest priority for any water or land area use within the Port of Los Angeles will be for developments that are completely dependent on such harbor water areas and/or harbor land areas for their operations (Sections 30001.5 (d), 30255, and 31260). The act further provides that the "highest priority [be given] to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities" (Section 30708 (c)). ▪ In order to protect, maintain, and where feasible, enhance and restore the overall quality of this ecosystem, the act requires the local government to prepare a local coastal program (LCP) for those parts of the coastal zone within its jurisdiction. ▪ After an LCP has been finally approved, the California Coastal Commission's coastal permitting authority over most new development is transferred to the local government, which applies the requirements of the LCP in reviewing proposed new developments. The Commission retains permanent coastal permit jurisdiction over development proposed on tidelands, submerged lands, and public trust lands, and the Commission also acts on appeals from certain local government coastal permit decisions. The Commission reviews and approves any amendments to previously certified Local Coastal Programs (CCC 2010b). ▪ The act gives the Los Angeles Harbor Department coastal development permit authority for activities in the Port of Los Angeles. The Port of Los Angeles Master Plan (described further in Table 12-6) acts as the LCP for the Port of Los Angeles. ▪ The San Pedro Specific Plan acts as the LCP for the community of San Pedro. Although the city of Los Angeles does not have a implementing ordinance for the LCP, Section 30600B of the California Coastal Act gives authority to local jurisdictions such as the city of Los Angeles to permit projects in the coastal zone. The City of Los Angeles would play a similar role to that of the Los Angeles Harbor Department regarding coastal permitting within the San Pedro Specific Plan jurisdiction. However, certain areas within the specific plan are identified as dual jurisdiction areas, where the California Coastal Commission must also grant a permit. The specific plan is intended to promote a sense of community consistent with San Pedro's maritime heritage, while remaining consistent with the general plan, the San Pedro Community Plan (described further in Table 12-6), and the California Coastal Act Policies.	▪ Wilmington to SP Shelf alignment[c] ▪ Wilmington to PV Shelf alignment[c] ▪ Figueroa/Gaffey to PV Shelf alignment[d] ▪ Figueroa/Western to Royal Palms alignment[d] ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site ▪ Angels Gate shaft site ▪ Royal Palms shaft site ▪ PV Shelf riser and diffuser area ▪ Existing ocean outfalls

Table 12-5 (Continued)

Summary of Applicable State Land Use Plans, Policies, and Regulations	Relevant Project Element or Location
[a] For Alternatives 1 and 2, the portion of the onshore tunnel and the offshore tunnel located between the coastal zone boundary and the breakwaters of the Port of Los Angeles would be subject to permits granted by the Harbor Commission under the California Tidelands Trust Act.	
[b] For Alternative 3, the portion of the onshore tunnel under John S. Gibson Boulevard (where the tunnel would be constructed beneath land owned by the city of Los Angeles and operated by the Port of Los Angeles) would be subject to permits granted by the Harbor Commission under the California Tidelands Trust Act.	
[c] For Alternatives 1 and 2, the portion of the offshore tunnel that extends from the breakwater to up to 3 nautical miles offshore would require California Coastal Commission review and permits.	
[d] For Alternative 3, the portion of the onshore tunnel located within the coastal zone boundary and the offshore tunnel that extends from the shoreline up to 3 nautical miles offshore would require California Coastal Commission review and permits. For Alternative 4, the portion of the onshore tunnel located within the coastal zone boundary would also require California Coastal Commission review and permits.	

12.3.3 Regional and Local

The applicable regional and local land use plans and regulations are summarized in Table 12-6.

Table 12-6. Applicable Regional and Local Land Use Plans, Policies, and Regulations

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program/Project Element or Location/Facility
Southern California Association of Governments Regional Comprehensive Plan and Guide	
▪ SCAG Regional Comprehensive Plan and Guide (RCPG) covers SCAG's planning policy for important regional issues like housing, traffic/transportation, water, and air quality. The RCPG is based on the Compass Growth Vision and 2% Strategy adopted in April 2004, which are based on the principles of mobility, livability, prosperity, and sustainability.	▪ All program elements, except conveyance improvements, and water reclamation plant (WRP) effluent management, and all project elements
Congestion Management Program	
▪ The Congestion Management Program (CMP) is a state-mandated program intended as the analytical basis for transportation decisions made through the State Transportation Improvement Program process.	▪ All program elements, except conveyance improvements and WRP effluent management, and all project elements
Los Angeles County General Plan, 1980	
▪ The county of Los Angeles guides future development through the county's general plan goals and policies.	▪ SJCWRP ▪ WNWRP
City of Pomona General Plan, 1980	
▪ The city of Pomona guides future development through the city's general plan goals and policies.	▪ POWRP
City of Pomona Zoning Ordinance	
▪ The City of Pomona Zoning Ordinance is created to carry out the policies of the City of Pomona General Plan. It is the intent of the zoning ordinance to promote the orderly development of the city; promote and protect the public health, safety, peace, comfort, and general welfare; protect the character, social, and economic vitality of the neighborhoods; and to ensure the beneficial development of the city.	▪ POWRP
Long Beach General Plan, 1989	
▪ The city of Long Beach guides future development through the city's general plan goals and policies.	▪ LBWRP

Table 12-6 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program/Project Element or Location/Facility
Long Beach Municipal Code	
▪ The Long Beach Municipal Code codifies those ordinances of the city governing the establishment of certain offices and boards; the conduct of city government; organization to cope with disasters; fire prevention; police and traffic regulation; public safety; public welfare; public works; buildings and signs; prohibition of certain defined acts and punishment for violation of code provisions; regulation, control, and licensing of businesses, trades, professions, and other occupations; health and sanitation regulations; oil production; use of land in the city; municipal gas service and rates; regulation of city streets; operation of public facilities; and other matters of general interest.	▪ LBWRP
City of Cerritos General Plan, 2004	
▪ The city of Cerritos guides future development through the city's general plan goals and policies.	▪ LCWRP
City of Cerritos Zoning Ordinance	
▪ The City of Cerritos Zoning Ordinance is created to carry out the policies of the City of Cerritos General Plan. It is the intent of the zoning ordinance to promote the orderly development of the city; promote and protect the public health, safety, peace, comfort, and general welfare; protect the character, social, and economic vitality of the neighborhoods; and to ensure the beneficial development of the city.	▪ LCWRP
City of Carson General Plan, 2004	
▪ The city of Carson guides future development through the city's general plan goals and policies. ▪ The role of the general plan is to act as a constitution for the development and the foundation upon which all land use decisions are to be based. Land use decisions encompass not only zoning, but also circulation, design, open space, and other factors. The general plan is a policy document to assist and guide local decision makers. Projects within the jurisdiction of the general plan must be consistent with the land use plan and further the goals of the other elements of the general plan and meet the intent of the policies.	▪ JWPCP ▪ Wilmington to SP Shelf alignment ▪ Wilmington to PV Shelf alignment ▪ JWPCP East shaft site
City of Carson Zoning Ordinance	
▪ The zoning ordinance is to serve the public health, safety, comfort, convenience, and general welfare by establishing land use districts designed to obtain the physical, environmental, economic, and social advantages resulting from planned use of land in accordance with the City of Carson General Plan, and by establishing those regulations for the development and use of land and improvements within the various districts, which will ensure that the growth and development of the city of Carson will be orderly, attractive, and efficient for the maximum benefit of its citizens.	▪ JWPCP ▪ JWPCP East shaft site
City of Rancho Palos Verdes General Plan, 1975	
▪ The city of Rancho Palos Verdes guides future development through the city's general plan goals and policies.	▪ Figueroa/Western to Royal Palms alignment

Table 12-6 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program/Project Element or Location/Facility
City of Los Angeles General Plan Framework Element, 2001	
▪ The general plan framework is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. It is a comprehensive, long-range document containing purposes, polices, and programs for the development of the city of Los Angeles. The policies of the framework element in all instances are to seek solutions to public infrastructure and service deficiencies, including their expansion commensurate with the levels of demands experienced. ▪ The element responds to state and federal mandates to plan for the city of Los Angeles' future. The framework element supersedes Concept Los Angeles and the citywide elements of the City of Los Angeles General Plan. In many respects, the framework element is an evolution of the centers concept, adopted in 1974, that provides fundamental guidance regarding the city's future.	▪ Wilmington to SP Shelf alignment ▪ Wilmington to PV Shelf alignment ▪ Figueroa/Gaffey to PV Shelf alignment ▪ Figueroa/Western to Royal Palms alignment ▪ Angels Gate shaft site ▪ Royal Palms site
City of Los Angeles General Plan	
▪ The city of Los Angeles guides future development through the city's general plan goals and policies. It is a dynamic document that plans for the city's future growth and consists of the seven state-mandated elements, several optional elements, and the land use element or plan for each of the city's 35 community planning areas. ▪ It is the fundamental policy document of the city of Los Angeles that defines the framework by which the city's physical and economic resources are to be managed and utilized over time. Decisions by the city with regard to the use of land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, protection of the environmental resources, and protection of residents from natural and man-caused hazards are guided by the plan.	▪ JWPCP West shaft site ▪ Wilmington to SP Shelf alignment ▪ Wilmington to PV Shelf alignment ▪ Figueroa/Gaffey to PV Shelf alignment ▪ Figueroa/Western to Royal Palms alignment ▪ Angels Gate shaft site ▪ Royal Palms shaft site
City of Los Angeles General Plan – San Pedro Community Plan, 1982	
▪ The San Pedro Community Plan serves as a basis for future development of the community and it is the land use plan portion of the city's LCP for San Pedro. The San Pedro LCP and the land use plan emphasize that public access, recreational opportunities, and visual qualities are to be maximized. ▪ The community plan is intended to promote an arrangement of land uses, streets, and services that will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people who live and work in the community. ▪ The city of Los Angeles can grant coastal permits to locations within the San Pedro Specific Plan area per Section 30600B of the California Coastal Act (described in Table 12-5); however, areas designated within the dual jurisdictional coastal zone must also receive a permit from the California Coastal Commission.	▪ Figueroa/Gaffey to PV Shelf alignment ▪ Figueroa/Western to Royal Palms alignment ▪ Angels Gate shaft site ▪ Royal Palms shaft site
City of Los Angeles General Plan – Wilmington-Harbor City Community Plan, 1999	
▪ The Wilmington-Harbor City Community Plan is part of the general plan of the city of Los Angeles. ▪ The Wilmington-Harbor City Community Plan has the same intent as the San Pedro Community Plan described prior in this table.	▪ JWPCP West shaft site ▪ Wilmington to SP Shelf alignment ▪ Wilmington to PV Shelf alignment ▪ Figueroa/Gaffey to PV Shelf alignment
City of Los Angeles General Plan – Port of Los Angeles Plan, 2002	
▪ The Port of Los Angeles Plan is a part of the City of Los Angeles General Plan. It is intended to serve as the official 20-year guide to the continued development and operations of the port and is consistent with the Port of Los Angeles Master Plan (discussed later in this table). ▪ The Port of Los Angeles Plan's primary purposes are to promote an array of land and water uses, circulation, and services that contributed to the economic, social, and physical health, safety, welfare, and the convenience of the port within the larger context of the city of Los Angeles.	▪ Wilmington to SP Shelf alignment ▪ Wilmington to PV Shelf alignment ▪ Figueroa/Gaffey to PV Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site

Table 12-6 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program/Project Element or Location/Facility
City of Los Angeles Municipal Code and Zoning Ordinance	
▪ The city implements the general plan utilizing a variety of tools, mainly through the application of zoning regulations. Traditional zones, specific plans, overlay districts, special use permits such as conditional uses, and a variety of other instruments all regulate the use of land. The zoning portion of the municipal code, specific plans, and other regulatory tools establish development standards applicable to matters such as heights of structures, setbacks, lot coverage, open space, parking, design, and the like.	▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site
Port of Los Angeles Master Plan With Amendments, 2002	
▪ The Port of Los Angeles Master Plan provides for the development, expansion, and alteration of the port (both short-term and long-term) for commerce, navigation, fisheries, port-dependent activities, and general public access. Those objectives are consistent with the provisions of the California Coastal Act (1976), the charter of the city of Los Angeles, and applicable federal, state, and municipal laws and regulations.	▪ Wilmington to SP Shelf alignment ▪ Wilmington to PV Shelf alignment ▪ Figueroa/Gaffey to PV Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site
Port of Los Angeles Strategic Plan, 2006–2011	
▪ The Port of Los Angeles Strategic Plan has 11 objectives, each with initiatives/action items that respond to the strategic plan's mission, "To be the world's premier port in planning, design, and construction, and to promote a 'grow green' philosophy, while embracing evolving technology and meeting our fiduciary responsibilities while promoting global trade."	▪ Wilmington to SP Shelf alignment ▪ Wilmington to PV Shelf alignment ▪ Figueroa/Gaffey to PV Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site
Port of Los Angeles Sustainability Plan, 2007	
▪ The development of the Port of Los Angeles Sustainability Plan is in response to the mayoral initialized Executive Directive No. 10, Sustainable Practices in the City of Los Angeles. ▪ The Port of Los Angeles Sustainability Plan is still in progress and, because of its draft status, will not be analyzed in detail per each applicable policy for consistency with project elements.	▪ Wilmington to SP Shelf alignment ▪ Wilmington to PV Shelf alignment ▪ Figueroa/Gaffey to PV Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site
Public Street Right-of-Way and Subsurface Easements	
▪ Public roads are located within land that is referred to as a road right-of-way. Typically public utilities are found within the public right-of-way including electrical utilities, water utilities, wastewater utilities, shoulders, sidewalks, and traffic signs. Public right-of-way widths are established by deed, status, or through some other administrative process. ▪ A subsurface easement provides the use of the space under the ground by an entity that does not actually own the property on the surface of the ground. ▪ The Sanitation Districts would be required to obtain temporary occupational and permanent right-of-way easements (or similar instruments/agreements) through public and private property. The Sanitation Districts will make every attempt to obtain these easements from property owners voluntarily at fair market value. Qualified appraisers and established appraisal methodologies will be used to establish fair market value.	▪ Wilmington to SP Shelf alignment ▪ Wilmington to PV Shelf alignment ▪ Figueroa/Gaffey to PV Shelf alignment ▪ Figueroa/Western to Royal Palms alignment

Table 12-6 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program/Project Element or Location/Facility
▪ In the event that easements cannot be obtained voluntarily, the Sanitation Districts' Boards of Directors may approve the use of eminent domain to acquire the necessary easements. Under eminent domain proceedings, a property owner is entitled to the fair market value of the temporary and permanent loss of property value due to the easement. The property owner has the opportunity to argue the fair market value of these losses before an impartial judge or jury. Eminent domain also provides for relocation assistance. However, it is not anticipated that project construction and operation would require relocation.	

12.4 Environmental Impacts and Mitigation Measures

12.4.1 Methodology and Assumptions

This analysis evaluates the consistency or compliance of the program and project elements with relevant land use plans, policies, and regulations. The jurisdictions of the land use plans, policies, and regulations were determined based on the location of the various program and project elements. The analysis determines if there is the potential for physical incompatibilities between the program and project elements and onsite and/or adjacent land uses based on potential conflicts. This analysis is focused specifically on land use plans, policies, and regulations. Existing plans, policies, and regulations governing specific resources such as air quality, noise, hazards and hazardous materials, etc., are identified and discussed in the relevant resource chapters of this EIR/EIS. Furthermore, secondary effects (e.g., noise generated outside allowable zoning ordinance timeframes) associated with inconsistencies between program and project elements and applicable land use plans, policies, and regulations are discussed within the specific applicable resource chapters. Two program elements, conveyance improvements and WRP effluent management, are not analyzed for each land use jurisdiction. Conveyance improvements are primarily constructed within public rights-of-way, which do not present a land use conflict, and WRP effluent management does not have a physical impact tied to land use. Land use policies and regulations are not applicable to the portion of the tunnel alignments extending beyond the coastline or past the breakwaters of the Port of Los Angeles, the riser and diffuser area on the SP Shelf, the riser and diffuser area on the PV Shelf, or the existing ocean outfalls. However, the project must comply with the (CZMA), California Tidelands Trust Act, and California Coastal Act. Therefore, the analysis includes these project elements as they relate to these coastal acts. Additionally, Pasha Terminal and Fish Harbor are included in the analysis as described in Section 12.2.2.3. Compliance with the California State Ocean Plan and beneficial uses associated with the ocean are discussed in Chapter 13, which includes a discussion of impacts on the SP Shelf, PV Shelf, and the existing ocean outfalls.

Data used to perform the land use analysis was gathered from the existing general plans, municipal codes or zoning ordinances, and other relevant land use plans, policies, or regulations of primary agencies with jurisdiction over program or project elements. A review of the plans, policies, and regulations was conducted and relevant sections were selected on the basis of whether the plan, policy, or regulation was related to the program or project elements. Data was also used from Sanitation Districts' sources, including preliminary engineering reports for the project elements (Parsons 2011). Land ownership data to determine public right-of-way and the need for subsurface easements were compiled from the city of Los Angeles NavigateLA website, which allows access to maps developed by the Los Angeles County Assessor (Parsons 2011).

California law requires each county and city to develop and adopt a general plan. General plans for each program and project element within relevant jurisdictions were evaluated. General plans consist of a statement of development policies and sets forth goals and objectives. They are a comprehensive long-term plan for the physical development in a county or city. Therefore, construction that furthers the intent of general plans and is consistent under operating conditions with general plans is assumed to be overall consistent with applicable goals, policies, and objectives of the general plans. However, the analysis does acknowledge the temporary disruption during construction of the program and project elements to surrounding land uses where applicable.

For program elements where there may be a recently completed environmental impact report (EIR), the analysis incorporates the EIR by reference. For example, the Westlake Farms EIR was recently completed for the new Westlake Farm composting facility as a new facility for biosolids management. Therefore, the land use analysis incorporates herein the analysis performed in the Westlake Farms EIR. This new facility in Kings County would be used for composting biosolids as part of the Clearwater Program; however, it has already been analyzed under the Westlake Farms EIR. Therefore, all environmental impacts, including those associated with land use, have been appropriately analyzed and mitigated where needed and are not analyzed in this document.

The Corps needs evidence of compliance with the CCMP (CCC 2010c). Therefore, California Coastal Commission concurrence with a consistency certification of the federal consistency provisions would be required (CCC 2010c). Generally, the federal consistency unit will issue a waiver for the alternatives if local permits are appealable to the California Coastal Commission (such as at the Angels Gate shaft site and Royal Palms shaft site) (CCC 2010c). However, for Alternative 1, for the portion of the offshore tunnel from 3 nautical miles offshore to the riser/diffuser location, local permits would not be appealable to the California Coastal Commission because they have no jurisdiction over this area. Therefore, this portion of Alternative 1 requires a coastal zone consistency determination performed by the Corps. For project elements that are located in the coastal zone, the analysis assumes that if the project element is consistent with the California Coastal Act and the local coastal programs, it is consistent with the federal CZMA. The federal CZMA requires a federal agency to conduct its activities in a manner consistent with the state's certified coastal program. The state's coastal program is outlined and implemented through the California Coastal Act and the local coastal programs. Consistency with these state and local policies should result in consistency with the federal CZMA. However, the Corps would require a federal consistency determination from the California Coastal Commission as part of its permit process.

12.4.1.1 Baseline

CEQA Baseline

The California Environmental Quality Act (CEQA) baseline includes the existing land use designations and zoning for the locations where program and project elements would be constructed and operated. Furthermore, the baseline includes the existing surrounding land uses.

NEPA No-Federal-Action Baseline

The NEPA no-federal-action baseline for the Clearwater Program is described in Section 1.7.4.2. The NEPA baseline in general represents the condition of resources at the year 2022 when construction of project elements under the Corps jurisdiction would conclude.

The project area is fully developed and encompasses industrial, commercial, residential, and recreational uses. Furthermore, the project alternatives would not permanently change land use patterns. Therefore, the analysis assumes that the existing land use and planning patterns would continue to remain in a

comparable state through the completion of construction in 2022. As a result, the NEPA no-federal-action baseline is the same as the CEQA baseline.

Note that the NEPA analysis includes direct and indirect impacts as discussed in Section 3.5.2. Any impact associated with project elements located within the Corps' geographic jurisdiction (i.e., the marine environment) during construction would be the direct result of the Corps permit and considered a direct impact under NEPA. Any impact associated with project elements located outside the Corps' geographic jurisdiction during construction would be the indirect result of the Corps permit and considered an indirect impact under NEPA. Any impact that occurs during operation would be considered an indirect impact under NEPA.

12.4.2 Thresholds of Significance

The program and/or project would pose a significant impact if it exceeds any of the following thresholds for land use (LU):

LU-1. Physically divides an established community.

LU-2. Conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

LU-3. Is located within the vicinity of a private airstrip and results in a conflict with the airport land use plan, or where such a plan has not been adopted, is located within 2 miles of an airport or private airstrip and result in safety hazard for people residing or working in the project area.

Program and project elements were analyzed by threshold in the Preliminary Screening Analysis (Appendix 1-A) to identify potentially significant impacts on land use and planning before mitigation. Table 12-7 identifies which elements were brought forward for further analysis by threshold in this EIR/EIS for Alternatives 1 through 4. If applicable, Table 12-7 also identifies thresholds evaluated in this EIR/EIS if an emergency discharge into various water courses were to occur under the No-Project or No-Federal Action Alternatives, as described in Sections 3.4.1.5 and 3.4.1.6.

Table 12-7. Thresholds Evaluated

		Threshold		
	Alt.	**LU-1**	**LU-2**	**LU-3**
Program Element				
SJCWRP Plant Expansion	1–5		X	
SJCWRP Process Optimization	1–4		X	
POWRP Process Optimization	1–4		X	
LCWRP Process Optimization	1–4		X	
LBWRP Process Optimization	1–4		X	
JWPCP Solids Processing	1–5		X	
JWPCP Biosolids Management	1–5		X	

Table 12-7 (Continued)

		Threshold		
	Alt.	LU-1	LU-2	LU-3
Project Element				
Wilmington to SP Shelf (onshore tunnel)[a]	1,2		X	
Wilmington to SP Shelf (offshore tunnel)	1		X	
Wilmington to PV Shelf (onshore tunnel)[a]	1,2		X	
Wilmington to PV Shelf (offshore tunnel)	2		X	
Figueroa/Gaffey to PV Shelf (onshore tunnel)	3		X	
Figueroa/Gaffey to PV Shelf (offshore tunnel)	3		X	
Figueroa/Western to Royal Palms (onshore tunnel)	4		X	
JWPCP East Shaft Site	1,2		X	
TraPac Shaft Site	1,2		X	
LAXT Shaft Site	1,2		X	
Southwest Marine Shaft Site	1,2		X	
JWPCP West Shaft Site	3,4		X	
Angels Gate Shaft Site	3		X	
Royal Palms Shaft Site	4		X	
SP Shelf Riser/Diffuser Area	1		X	
PV Shelf Riser/Diffuser Area	2,3		X	
Existing Ocean Outfalls Riser/Diffuser Area	1–4		X	

[a] The onshore tunnel alignment for the Wilmington to SP Shelf is the same as the onshore tunnel alignment for the Wilmington to PV Shelf.
Alt. = alternative

In the alternatives analysis that follows, if a program or project element is common to more than one alternative, a detailed discussion is presented only in the first alternative in which it appears.

12.4.3 Alternative 1

12.4.3.1 Program

Impact LU-2. Would Alternative 1 (Program) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The general increase in intensity of program element operations does not create a conflict with applicable land use plans or policies. Any increase in intensity or operations at the water reclamation plants (WRPs) is consistent with the existing uses of those facilities and the areas in which they are located. In general, the WRPs have been located in areas that are not proximate to heavily populated areas or sensitive uses. The JWPCP is one facility that is closer to sensitive land uses than the other facilities. However, the JWPCP has commercial, retail, and vacant land uses, which generally provide a buffer from residential and other sensitive land uses in the area. The CEQA consistency analysis for each relevant land use plan, policy, or regulation and each program element is summarized in Table 12-8.

Table 12-8. Alternative 1 (Program) Consistency Analysis of Regional and Local Land Use Plans, Policies, and Regulations

Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program	CEQA Analysis
Southern California Association of Governments Regional Comprehensive Plan and Guide		
The SCAG RCPG Guiding Principles include: ▪ Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives. ▪ Foster livability in all communities. Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits. ▪ Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people. ▪ Promote sustainability for future generations. Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.	▪ All program elements, except conveyance improvements and WRP effluent management	All program elements would be **consistent** with the SCAG RCPG. ▪ All program elements would ensure adequate JOS wastewater system capacity and reliability through the year 2050. The SCAG population forecasts indicate the JOS service area population would increase from 5.1 million in 2008 to approximately 6.3 million by 2050. While the construction and operation of the program elements do not have direct impacts on mobility, prosperity, transportation, or the economy of the JOS service area, they do indirectly impact the livability and sustainability of the JOS service area. Plant expansion at the SJCWRP; process optimization at the SJCWRP, POWRP, LCWRP, and LBWRP; and expansion of solids processing at the JWPCP would all allow for the uninterrupted continuation of wastewater treatment system-wide. This service continuity is important to the region so that residential, commercial, and industrial uses do not experience prolonged, negative disruptions in wastewater treatment service. Furthermore, the general increase of beneficial reuse of recycled water produced at the WRPs supports the sustainability of the region through 2050. The recycled water could be beneficially reused for a wide variety of purposes including additional groundwater recharge, landscape irrigation, or industrial processes and purposes. This beneficial reuse could reduce the reliance on potable water for uses that may not necessarily require potable water. Therefore, the construction and operation of the program elements would foster the livability of the JOS service area and promote sustainability for future generations.
Congestion Management Program		
The CMP was developed to: ▪ Link land use, transportation, and air quality decisions; ▪ Develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and ▪ Propose transportation projects that are eligible to compete for state gas tax funds. The CMP also includes a Land Use Analysis Program, which requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system. For development projects, an EIR is required based on local determination, and a transportation impact analysis must be incorporated into the EIR.	▪ All program elements, except conveyance improvements and WRP effluent management	All program elements would be **consistent** with the CMP. ▪ The program elements would not conflict with the CMP. A full analysis and determination associated with the CMP is included in Chapter 18 per the Land Use Analysis Program.

Table 12-8 (Continued)

Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program	CEQA Analysis
Los Angeles County General Plan, 1980		
The three specific sections of the Los Angeles County General Plan that are most relevant to the program elements are the Goals and Policies Chapter, the Land Use Element, and the Water and Waste Management Element. Applicable goals and policies from both these elements are summarized below. Goals and Policies ▪ Public Services 59. Promote the development and use of new and improved water and waste management technology. Land Use Element ▪ Ensure Compatibility of Development. Policy No. 11. Promote planned industrial development in order to avoid land use conflicts with neighboring activities. ▪ Improve Inter-Agency Coordination in Land Use Planning. Policy No. 30. Promote improved inter-jurisdictional coordination of land use policy matters between the county, cities, adjacent counties, special districts, and regional and subregional agencies. Water and Waste Element ▪ Relate Expansion of Service to Demonstrated Need. Policy No. 13. Program water and sewer service extensions to be consistent with general plan policies and to mitigate situations that pose immediate health and safety hazards. ▪ Reduce Detrimental Impacts on Natural and Man Made Environments. Policy No. 18. Provide protection for ground water recharge areas to ensure water quality and quantity. ▪ Reduce Detrimental Impacts on Natural and Man Made Environments. Policy No. 19. Avoid or mitigate threats to pollution of the ocean, drainage ways, lakes, and groundwater reserves. ▪ Reduce Detrimental Impacts on Natural and Man Made Environments. Policy No. 21. Design and construct new water and waste management facilities to maintain or protect existing riparian habitats. ▪ Reduce Detrimental Impacts on Natural and Man Made Environments. Policy No. 22. Design water and waste management systems that enhance the appearance of the neighborhoods in which they are located and minimize negative environmental impacts. The land use designation for the SJCWRP and WNWRP are industrial and open space under the Los Angeles County General Plan.	▪ SJCWRP ▪ WNWRP	The program elements at the SJCWRP and WNWRP would be **consistent** with the Los Angeles County General Plan. ▪ The SJCWRP is located in an industrial park area and the expansion and process optimization would be constructed and operated within this area; therefore, it avoids land use conflicts and protects industrial uses from incompatible uses. ▪ The release of the NOP and the scoping outreach activities described in the Clearwater Program Public Participation Report (under separate cover) promoted inter-jurisdictional coordination and included other county departments, adjacent cities, and stakeholders in understanding the activities to occur at the SJCWRP and WNWRP. ▪ The improvements at the SJCWRP and WNWRP would provide a reliable network of wastewater services and facilities. ▪ The improvements at the SJCWRP would not change the volume of treated effluent discharged to the unlined portions of San Jose Creek; therefore, the creek would continue to naturally recharge groundwater in the area and would not interfere with the protection of a natural groundwater recharge area. ▪ The improvements at the WNWRP may decrease the volume of treated effluent discharged to unlined portions of the Rio Hondo River. The impacts of this decrease in volume are fully analyzed and determined in Chapter 11. The impacts would not result in a lack of protection of a natural groundwater recharge area. ▪ The improvements at the SJCWRP and WNWRP would include the opportunities for beneficial reuse of treated effluent and would support the development of this non-potable water supply for irrigation and industrial processes. ▪ The construction and operation of the improvements at the SJCWRP and WNWRP would be located within the existing site of the facilities. Most improvements would be below ground and, therefore, would be designed to enhance the neighborhoods in which they are located. All above ground improvements at the SJCWRP would be the same size and scale as the existing equipment located at the facility and would appropriately blend in with the existing equipment. The program elements at the SJCWRP and WNWRP would be **consistent** with the General Plan land use designations. ▪ The improvements would be contained within the existing site of the facilities and would not alter or change the purpose of the facilities to provide wastewater treatment services to the JOS service area.

Table 12-8 (Continued)

Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program	CEQA Analysis
Los Angeles County Zoning Ordinance		
▪ The zoning for the SJCWRP is residential agriculture. ▪ The zoning for the WNWRP is open space.	▪ SJCWRP ▪ WNWRP	The program elements at the SJCWRP and WNWRP would be **consistent** with the zoning. ▪ The improvements at the SJCWRP would be contained within the existing site of the facility. They would support the existing purpose of SJCWRP as a wastewater treatment plant and the future operation of the SJCWRP. Therefore, the improvements would not conflict with the residential-agriculture zoning. ▪ The potential change in volume of effluent discharged from the WNWRP would continue to be discharged from the same discharge points and, therefore, would not conflict with the open space zoning.
City of Pomona General Plan,1980		
There are no specific City of Pomona General Plan policies or elements that are relevant to the program elements. The land use designation for the POWRP is institutional.	▪ POWRP	The program elements at the POWRP would be **consistent** with the land use designation for the POWRP. ▪ The improvements at the POWRP would be contained within the existing site of the facility. They would support the existing purpose of the POWRP as a wastewater treatment plant and the future operation of the POWRP. The POWRP would be consistent with the surrounding industrial land uses and the open space of Elephant Hill. Therefore, the improvements would not conflict with the existing Institutional designation.
City of Pomona Zoning Ordinance		
▪ The zoning for the POWRP is public land/open space.	▪ POWRP	The program elements at the POWRP would be **consistent** with the zoning for POWRP. ▪ The improvements at POWRP would be contained within the existing site of the facility. They would support the existing purpose of POWRP as a wastewater treatment plant and the future operation of the POWRP. Therefore, the improvements would not conflict with the existing open space zoning.
City of Cerritos General Plan, 2004		
The two specific elements of the City of Cerritos General Plan that are most relevant to the project are the land use element and the growth management element. Applicable goals and policies from both these elements are summarized below. Land Use Element ▪ Goal LU-2; Policy LU-2.4. Attract and maintain land uses that generate revenue for the city of Cerritos, while maintaining a balance of other community needs such as housing, open space, and public facilities. ▪ Goal LU-4. Adjacent land uses shall be compatible with one another.	▪ LCWRP	The program elements at the LCWRP would be **consistent** with the City of Cerritos General Plan. ▪ The improvements at the LCWRP would meet community public service needs of efficient and reliable wastewater treatment. All improvements would be within the site of the facility. ▪ Once operational, process optimization would be consistent with the adjacent land uses of the golf course and the commercial/industrial uses to the north. Furthermore, process optimization as part of the existing wastewater facility is consistent with the surrounding land uses. During construction, the driving range of the golf course would

Table 12-8 (Continued)

Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program	CEQA Analysis
▪ Goal LU-9; Policy LU-9.4. Assure that the type and intensity of the land use shall be consistent with that of the immediate neighborhood. ▪ Goal LU-9; Policy LU-9.6. Allow development only with adequate physical infrastructure (e.g., transportation, sewers, utilities, etc.) and social services (e.g., education, public safety, etc.). Growth Management Element ▪ Goal GM-1. Water and sewer service shall be adequate to meet the health and safety needs of residents and businesses in Cerritos. ▪ Goal GM-1; Policy GM-1.3. Continue to maintain, improve, and replace aging water and sewer systems to ensure the provision of these services to all areas of the community. The general plan land use designation for the LCWRP is utility and flood control.		be temporarily impacted for 1 to 2 years. However, this temporary construction impact would not result in an incompatibility of adjacent land uses or an inconsistency with the type and intensity of the immediate neighborhood. Construction occurs throughout the general plan area on a regular basis and the intent of the policy is that the operation of land uses be compatible and consistent. For recreation impacts associated with construction at the LCWRP, see Chapter 17. ▪ The improvements to the LCWRP would allow for the maintenance of the physical wastewater infrastructure in the general plan area. These improvements are based on SCAG population forecasts through the year 2050. These population forecasts indicate the JOS service area population would increase from 5.1 million in 2008 to approximately 6.3 million by 2050. Therefore, the improvements to the LCWRP are in response to the SCAG projections of the JOS service area, including the general plan area. ▪ The improvements at the LBWRP would provide adequate sewer services to maintain and meet the needs of Cerritos. The program elements at the LCWRP would be **consistent** with the general plan land use designations. ▪ The improvements would be contained within the existing site of the facility and would not alter or change the purpose of the facility to provide wastewater treatment services to the JOS service area. ▪ For a discussion and analysis of direct impacts on the existing golf course at LCWRP associated with the construction of process optimization, refer to Chapter 17.
City of Cerritos Zoning Ordinance		
▪ The zoning for the LCWRP is open space.	▪ LCWRP	The process optimization would be **consistent** with the zoning for the LCWRP. ▪ The improvements at the LCWRP would be contained within the existing site of the facility. They would support the existing purpose of the LCWRP as a wastewater treatment plant and the future operation of the LCWRP. Therefore, the improvements would not conflict with the existing open space zoning.
Long Beach General Plan, 1989		
The two specific elements of the general plan of the city of Long Beach that are most relevant to the program elements are the Land Use Element and the Public Safety Element. Applicable goals and policies from both elements are summarized below.	▪ LBWRP	The program elements at the LBWRP would be **consistent** with the Long Beach General Plan. ▪ The improvements at the LBWRP would maintain the existing WRP and allow it to continue to treat wastewater in an efficient and safe manner. The improvements are preventing the deference of maintenance.

Table 12-8 (Continued)

Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program	CEQA Analysis
Land Use Element ▪ Goals for the Year 2000 – Facilities Maintenance. Long Beach will maintain its physical facilities and public rights-of-way at a high level of functional and aesthetic quality, manifesting the pride of the citizens in their city and ensuring that future generations need not bear the burden of deferred maintenance. Public Safety Element (reprint 2004) ▪ Public Safety Element Development Goals 6. Encourage transportation systems, utilities, industries, and similar uses to locate and operate in a manner consistent with public safety goals. The general plan land use designation for the LBWRP is open space/parks.		▪ The improvements at the LBWRP would be located within the existing site of the facility. It would not require an expansion of the facility boundary or operate inconsistently with the purpose of wastewater treatment at the facility. Therefore, the improvements encourage similar uses to be located and operated consistent with public safety goals. The program elements at the LBWRP would be **consistent** with the general plan land use designations. ▪ The improvements would be contained within the existing site of the facility and would not alter or change the purpose of the facility to provide wastewater treatment services to the JOS service area.
Long Beach Municipal Code		
▪ The zoning for the LBWRP is park.	▪ LBWRP	The program elements at the LBWRP would be **consistent** with the zoning for the LBWRP. ▪ The improvements at the LBWRP would be contained within the existing site of the facility. They would support the existing purpose of the LBWRP as a wastewater treatment plant and the future operation of the LBWRP. Therefore, the improvements would not conflict with the existing park zoning.
City of Carson General Plan, 2004		
The specific elements of the City of Carson General Plan that are most relevant to the project elements in the general plan are the land use element and the transportation and infrastructure element. Applicable goals from these elements are summarized below. ▪ Goal LU-6. A sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the city. ▪ Goal LU-7. Adjacent land uses that are compatible with one another. ▪ Goal TI-8. Provide sustainable water and wastewater systems that meet the needs of the community. The general plan land use designation for the JWPCP is heavy industrial.	▪ JWPCP	The program elements at the JWPCP would be **consistent** with the City of Carson General Plan. ▪ The construction and operation of the digesters would be within the existing site of the facility. They would not conflict with surrounding neighborhood land uses. The operation of biosolids management would result in additional truck trips. However, these truck trips would continue to use I-110 to Sepulveda to Figueroa. This route is compatible with the industrial and commercial land uses along it. Therefore, improvements at the JWPCP would be compatible with adjacent land uses. ▪ Furthermore, the biosolids management program would support the existing use of the JWPCP as a wastewater treatment facility; therefore, it would not introduce a land use that is different or inconsistent with what is currently at the JWPCP. It would be separated from the surrounding land uses by a fence and landscaping. The program elements at the JWPCP would be **consistent** with the general plan land use designations. ▪ The improvements would be contained within the existing site of the facility and would not alter or change the purpose of the facility to provide wastewater treatment services to the JOS service area.

Table 12-8 (Continued)

Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Program	CEQA Analysis
City of Carson Zoning Ordinance		
▪ The JWPCP is zoned heavy manufacturing.	▪ JWPCP	The program elements at the JWPCP would be **consistent** with the zoning for the JWPCP. ▪ The improvements at the JWPCP would be contained within the existing site of the facility. They would support the existing purpose of the JWPCP as a wastewater treatment plant and the future operation of the JWPCP. Therefore, the improvements would not conflict with the existing heavy manufacturing zoning.

Joint Water Pollution Control Plant – Biosolids Management

Operation

The land use analysis of biosolids management at the JWPCP is included in Table 12-8. The biosolids management at the JWPCP would be consistent with all applicable land use plans, policies, and regulations.

The biosolids management locations summarized in Table 12-3 at the beginning of this chapter would continue to be used under the Clearwater Program. Each location may receive more biosolids under the Clearwater Program; however, an increase in biosolids would not impact the land use designations because these facilities currently exist and are permitted to use biosolids for various purposes. Furthermore, an increase in biosolids would not impact the surrounding land uses because these facilities currently exist in areas generally surrounded by agricultural or industrial land uses. Therefore, there would be no change between the existing baseline and future conditions under the Clearwater Program for land use. All existing management locations under the Clearwater Program would be consistent with their existing land use plans, policies, and regulations. As analyzed under separate environmental documentation, the Puente Hills landfill would be eliminated as a landfill co-disposal location (Sanitation Districts 2001). The removal of Puente Hills landfill as an available co-disposal location would not result in an inconsistency with existing land use plans, policies, and regulations.

CEQA Impact Determination

Construction and operation of Alternative 1 (Program) would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impacts.

Mitigation

No mitigation is required.

Residual Impacts

No impacts would occur.

12.4.3.2 Project

Impact LU-2. Would Alternative 1 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Alternative 1 (Project) would not create a conflict with applicable land use plans or policies. Alternative 1 project elements would be consistent with all applicable land use plans or policies. The CEQA and NEPA consistency analysis for each relevant land use plan, policy, or regulation and each project element are summarized in Table 12-9 and Table 12-10. As described in Table 12-4, the federal CZMA would apply to the offshore tunnel and the SP Shelf riser and diffuser area under Alternative 1, and compliance would be required as described in Section 12.4.1. Thus, the Corps would require a federal consistency determination from the California Coastal Commission as part of its permit process.

Table 12-9. Alternative 1 (Project) Consistency Analysis of State Land Use Plans, Policies, and Regulations

Summary of Applicable State Land Use Plans, Policies, and Regulations	Relevant Project Element or Location	CEQA/NEPA Analysis
California Tidelands Trust Act, 1911		
Submerged lands and tidelands within the Port of Los Angeles are held in trust by the city of Los Angeles and administered by the Los Angeles Harbor Department to promote and develop commerce, navigation, fisheries, and other uses of statewide interest and benefit, including commercial, industrial, and transportation uses; public buildings and public recreational facilities; wildlife habitat; and open space. The act also allows the establishment of harbors, commercial and industrial purposes, airports, highways, streets, bridges, belt line railroads, parking facilities, transportation and utility facilities, public buildings, and any other uses or purposes of statewide, as distinguished from purely local or private interest and benefit, which are in fulfillment of those trust uses and purposes described in this act.	▪ Wilmington to SP Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site	The project elements, including Pasha Terminal and Fish Harbor, are **consistent** with the California Tidelands Trust Act. ▪ The project elements would establish new utility facilities. These facilities would consist of an offshore tunnel through the Port of Los Angeles to convey treated effluent from the JWPCP to the Pacific Ocean. These types of facilities are specifically identified by the California Tidelands Trust Act as being allowed in the port.
California Coastal Act, 1976, and Local Coastal Programs (Various)		
The California Coastal Act declared that the California Coastal Zone is a distinct and valuable resource of vital interest to all the people and exists as a balanced ecosystem. The Coastal Act outlines the following regarding the Port of Los Angeles and the coastal area: ▪ The port and its facilities are "one of the state's primary economic and coastal resources and…an essential element of the national maritime industry" (PRC Section 30701). ▪ The highest priority for any water or land area use within the port will be for developments that are completely dependent on such harbor water areas and/or harbor land areas for their operations (Sections 30001.5 (d), 30255, and 31260). ▪ The "highest priority [should be given] to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities" (Section 30708 (c)). ▪ The California Coastal Commission retains permanent coastal permit jurisdiction over development proposed on tidelands, submerged lands, and public trust lands.	▪ Wilmington to SP Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site ▪ Existing ocean outfalls	The project elements, including Pasha Terminal and Fish Harbor, are **consistent** with the California Coastal Act. ▪ The project elements would convey treated effluent from the JWPCP to the Pacific Ocean. These types of utility facilities would not interfere with the California Coastal Act's priority for existing land space being used for port purposes. Construction of the project elements would last between approximately 6.5 to 8 years and would primarily consist of activities in the subsurface. The activities above surface at the shaft sites, Pasha Terminal, and Fish Harbor would be located at available locations within the Port of Los Angeles and would not conflict or prohibit other port uses including navigational facilities, shipping industries, and necessary support facilities. Marine transportation and vessel traffic generated by construction of project elements would comply with all applicable laws and regulations as discussed in the regulations associated with marine transportation in Chapter 19 and, therefore, would not conflict or prohibit other vessel traffic or the use of navigational facilities.

Table 12-9 (Continued)

Summary of Applicable State Land Use Plans, Policies, and Regulations	Relevant Project Element or Location	CEQA/NEPA Analysis
▪ Local governments must prepare a LCP for those parts of the coastal zone within their jurisdictions.		▪ Rehabilitation of the existing ocean outfalls would place new ballast rocks within the footprint of the existing ocean outfalls. The California Coastal Act does not prohibit ocean outfalls to be constructed or operated. In addition, it identifies that the State Water Resources Control Board and the California regional water quality control boards are the state agencies with primary responsibility for the coordination and control of water quality. The act requires a consistency determination to be conducted by the California Coastal Commission to issue a coastal development permit for activities associated with this project element. Therefore, the rehabilitation of the existing ocean outfalls would require a coastal development permit prior to construction and operation and would be consistent with the California Coastal Act.

Table 12-10. Alternative 1 (Project) Consistency Analysis of Regional and Local Land Use Plans, Policies, and Regulations

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Element or Location	CEQA/NEPA Analysis
Southern California Association of Governments Regional Comprehensive Plan and Guide		
See Table 12-6 for a description of the SCAG RCPG.	▪ All Alternative 1 project elements, including Pasha Terminal and Fish Harbor	All project elements, including Pasha Terminal and Fish Harbor, would be **consistent** with the SCAG RCPG. ▪ All project elements do not have direct impacts on mobility, prosperity, transportation, or the economy of the JOS service area; however, they do indirectly impact the livability and sustainability of the JOS service area. ▪ All project elements would provide for overall system reliability by allowing for the inspection, maintenance, repair, and replacement of the aging infrastructure of the existing onshore tunnel. ▪ All project elements would provide uninterrupted continuation of wastewater conveyance system-wide. This service continuity is important to the region so that residential, commercial, and industrial uses do not experience prolonged, negative disruptions in wastewater treatment service. ▪ Therefore, the construction and operation of the project elements would foster the livability of the JOS service area and promote sustainability for future generations.

Table 12-10 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Element or Location	CEQA/NEPA Analysis
Southern California Association of Governments Land Use Designations		
See descriptions of SCAG land use designations in Section 12.2.2.1.	▪ Wilmington to SP Shelf alignment	The tunnel alignment would be **consistent** with the SCAG land use designations. ▪ The tunnel alignment would be constructed between 100 and 200 feet bgs. It would be constructed within the public street right-of-way with the exception of a few hundred feet (see discussion of public rights-of-way and subsurface easements below). The tunnel alignment would not conflict with the land use designations on the surface.
Congestion Management Program		
See Table 12-6 in Section 12.3.3 for a description of the CMP.	▪ All Alternative 1 project elements including Pasha Terminal and Fish Harbor	All project elements, including Pasha Terminal and Fish Harbor, would be **consistent** with the CMP. ▪ The projects elements would not conflict with the CMP. A full analysis and determination associated with the CMP is included in Chapter 18 per the land use analysis program.
City of Carson General Plan, 2004		
The specific elements of the City of Carson General Plan that are most relevant to the project elements in the general plan are the Land Use Element and the Transportation and Infrastructure Element. Applicable goals from these elements are summarized below. ▪ Goal LU-6. A sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the city. ▪ Goal LU-7. Adjacent land uses that are compatible with one another. ▪ Goal TI-8. Provide sustainable water and wastewater systems which meet the needs of the community. ▪ Policy TI-8.1. Continue to maintain, improve, and replace aging water and wastewater systems to ensure the provision of these services to all areas of the community. The general plan land use designation for the JWPCP East shaft site is heavy industrial.	▪ JWPCP East shaft site ▪ Wilmington to SP Shelf alignment	The project elements would be **consistent** with the goals of the City of Carson General Plan and the general plan land use designation. ▪ Currently there are residences and commercial uses to the east and south of the JWPCP East shaft site. The JWPCP East shaft site would be within the existing site of the JWPCP. It would support the existing use of the JWPCP as a wastewater treatment facility; therefore, it would not introduce a land use that is different or inconsistent with what is currently at the JWPCP. It would be separated from the surrounding land uses by a fence and landscaping. ▪ The tunnel alignment would be located below the ground surface and would not conflict with surface land uses. ▪ The project elements would provide wastewater system support to existing non-residential and residential land uses in the city of Carson.

Table 12-10 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Element or Location	CEQA/NEPA Analysis
City of Carson Zoning Ordinance		
The zoning for the JWPCP East shaft site is heavy manufacturing.	▪ JWPCP East shaft site	The JWPCP East shaft site would be **consistent** with the zoning of heavy manufacturing. ▪ The JWPCP East shaft site would be contained within the existing site of the JWPCP. It would support the existing purpose of JWPCP as a wastewater treatment plant and the future operation of the JOS service area. Therefore, the JWPCP East shaft site would not conflict with the existing heavy manufacturing zoning.
City of Los Angeles General Plan Framework Element, 2001		
The framework element chapter most relevant to the project elements is Chapter 9. The applicable goals and policies from this element are summarized below. ▪ Goal 9A. Adequate wastewater collection and treatment capacity for the city and in basins tributary to city-owned wastewater treatment facilities. ▪ Objective 9.2. Maintain the wastewater collection and treatment system, upgrade it to mitigate current deficiencies, and improve it to keep pace with growth as measured by the city's monitoring and forecasting efforts.	▪ Wilmington to SP Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site	The project elements, including Pasha Terminal and Fish Harbor, would be **consistent** with the framework element of the city of Los Angeles. ▪ The Sanitation Districts' JWPCP treats a portion of the city's wastewater flow. ▪ The project elements would serve to maintain the wastewater collection and treatment system of the JOS service area and the JWPCP. The project elements would allow the continuation of service to certain areas of the city of Los Angeles. This continuation would allow the city-owned wastewater treatment facilities to provide adequate wastewater collection and treatment capacities for the parts of the city to which they provide services.
City of Los Angeles General Plan[1]		
The City of Los Angeles General Plan is comprised of community plans. Each local community of the city of Los Angeles has a community plan that governs the future development in that community through specific goals and policies. The community plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people living and working in the community. The relevant community plans include: ▪ Wilmington-Harbor City Community Plan ▪ Port of Los Angeles Plan	▪ Wilmington to SP Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site	The project elements, including Pasha Terminal and Fish Harbor, would be **consistent** with the City of Los Angeles General Plan. ▪ All applicable plans and policies associated with the community plans are discussed in this table within their respective community plan.

[1] The general plan also includes the Infrastructure System Element and the Public Services Element. However, these elements are currently unavailable from the city of Los Angeles; therefore, these elements are not evaluated in the draft EIR/EIS. Should they become available prior to the release of the final EIR/EIS, they will be included and appropriately analyzed.

Table 12-10 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Element or Location	CEQA/NEPA Analysis
City of Los Angeles General Plan – Wilmington-Harbor City Community Plan, 1999		
The Wilmington-Harbor City Community Plan is part of the City of Los Angeles General Plan. The plan recommends interagency coordination in the planning and implementation of projects occurring in the port to facilitate efficiency in port operations and to serve the interests of the adjacent communities. Issues identified in the plan include: ▪ Compatibility between residential and adjacent commercial and other uses ▪ Protection of residents from noxious environmental impacts of industrial activities ▪ Adequate buffering of industrial areas from nearby residential and commercial uses ▪ Truck traffic related to nearby industrial or container storage facilities invading local residential streets	▪ Wilmington to SP Shelf alignment	The project element would be **consistent** with the community of Wilmington-Harbor City goals and policies. ▪ The tunnel alignment would be below the ground surface and would be compatible with above ground surface residential or other land uses.
City of Los Angeles General Plan – Port of Los Angeles Plan, 1992		
The objectives of the Port of Los Angeles Plan were prepared through the joint efforts of the Harbor and Planning Department with input from other city departments as appropriate. The relevant objectives and policies include the following: ▪ Objective 4. To assure priority for water and coastal dependent development within the port while maintaining and, where feasible, enhancing the coastal zone environment and public views of, and access to coastal resources. ▪ Policy 7. Decisions to undertake individual and specific development projects within the harbor shall be based on considerations of alternative locations and designs in order to minimize adverse environmental impacts. ▪ Policy 16. Location, design, construction, and operation of all new or expanded development projects under the port's jurisdiction shall be based on the latest safety standards appropriate to the intended facility. ▪ Policy 18. Port development projects shall be consistent with the specific provisions of this plan; the certified Port of Los Angeles Master Plan; the California Coastal Act of 1976; and other applicable federal, state, county, and municipal laws and regulatory requirements. ▪ Policy 19. The following long-range preferred water and land uses shall guide future port development, as indicated by planning area. ▪ Area 5 Wilmington District: Non-hazardous liquid and non-hazardous dry bulk cargo (within the parameters of Policy No. 11), general cargo, commercial fishing operations, and port-related commercial and industrial uses ▪ Area 7 Terminal Island/Main Channel: Non-hazardous liquid and non-hazardous dry bulk cargo (within the parameters of Policy No. 11), general cargo, commercial fishing, port-related commercial and industrial uses, and institutional uses	▪ Wilmington to SP Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site	The project elements, including Pasha Terminal and Fish Harbor, would be **consistent** with the objectives and policies of the Port of Los Angeles Plan. ▪ The tunnel alignment and shaft sites would not prohibit priority given to water and coastal dependent development at the port. The tunnel alignments would be located 100 to 200 feet bgs and would not interfere with water or coastal dependent development. During construction of the shaft sites and tunnel alignments, the shaft sites would consist of a total of less than 15 acres in the port's 4,300 acres. Furthermore, once operational, the locations would be returned to their existing conditions. The shafts would be converted into a below ground drop structure. A low profile or flush above ground means of access to the tunnel may be necessary for future operations and maintenance activities; however, they would not include manned or habitable structures. ▪ The project elements are part of two alternatives being evaluated in the EIR/EIS. The other project elements are located outside the port. Furthermore, these six project elements are being fully evaluated and mitigation measures are proposed as necessary to reduce impacts to less than significant in the EIR/EIS. Therefore, alternative locations are being considered in order to minimize adverse environmental impacts. ▪ The project elements would be constructed with state-of-the-art tunneling technology and construction methods. All

Table 12-10 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Element or Location	CEQA/NEPA Analysis
▪ Area 9 Terminal Island/Seaward extension: Hazardous and non-hazardous liquid bulk cargo (with relocation preference for existing hazardous liquid bulk facilities), hazardous and non-hazardous dry bulk cargo (with relocation preference for existing hazardous dry bulk facilities), general cargo, and industrial and institutional uses		construction crews would be specifically trained to work within tunnels and would have standard operating procedures in case of a tunneling-construction related emergency. The Sanitation Districts' contractor would prepare and abide by a Confined Space Entry Program addressing all potential physical and environmental hazards and contain procedures for safe entry into confined spaces, including, but not limited to the following: training of personnel; controlled access to the space; ventilation of the space; personal protective equipment; and rescue plan provision. Contractors would also be required to operate and maintain their own safety equipment. Tunneling operations must comply with strict California Occupational Safety and Health Administration (OSHA) and federal OSHA requirements. The contractor would prepare emergency and evacuation plans that all construction workers would be trained on and abide by. The emergency plan would outline duties and responsibilities of all personnel on the project during an emergency. The plan would include ventilation controls, firefighting equipment, rescue procedures, evacuation plans, and communications. Therefore, construction and operation of all the six project elements under the port's jurisdiction would be based on the latest safety standards appropriate to the intended elements. ▪ The project elements would be consistent with all applicable laws and regulations as discussed in this chapter and the regulations associated with other resource chapters (e.g., air quality, noise, etc.). Furthermore, the California Coastal Act, which governs much of the land development in the port, allows the development and maintenance of utilities, such as this project. ▪ The project elements would not interfere or prohibit the long-range preferred water and land uses, as indicated by planning area. The six project elements are part of a treated effluent conveyance system that would serve the JOS service area and allow the continued timely processing of wastewater. Although utilities are not specifically identified in the long-range plan for each of the planning areas, utilities ensure that the development of the area can take place as planned and support the development.

Table 12-10 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Element or Location	CEQA/NEPA Analysis
City of Los Angeles Municipal Code		
The zoning for Planning Area 5(a), the location of the TraPac shaft site and Pasha Terminal assembly area; Planning Area 9, the location of the LAXT shaft site; and Planning Area 7, the location of the Southwest Marine shaft sites, is heavy industrial. Among the multiple uses allowed in the heavy industrial zone of these various planning areas are public facilities, including fire stations, utility systems, and customs. The zoning for Planning Area 8, the location of the Fish Harbor area, is heavy industrial, which allows warehouses; open and enclosed storage facilities; marine services; and public facilities, including fire stations, utility systems, and custom houses.	▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site	The project elements, including Pasha Terminal and Fish Harbor, would be **consistent** with the zoning of these locations. ▪ The shaft sites at TraPac, LAXT, and Southwest Marine would support the wastewater utility system of the JOS service area. Utilities are allowed in heavy industrial zones. The activities at the Pasha Terminal would be consistent with heavy industrial activities currently conducted at the port. Furthermore, the activities at the Pasha Terminal would only occur during assembly and marine transit of the riser and diffuser pieces for a short duration.
Port of Los Angeles Master Plan With Amendments, 2002		
The objectives of the Port of Los Angeles Master Plan were prepared through the joint efforts of the Harbor and Planning Department with input from other city of Los Angeles departments. ▪ To consistently develop, expand, and alter the port in both the short-term period and long-range period for purposes of commerce, navigation, fisheries, port-dependent activities, and general public recreation consistent with the provisions of the California Coastal Act of 1979; the charter of the city of Los Angeles; and all other applicable federal, state, county, and municipal laws and regulations. ▪ The Port of Los Angeles Master Plan designation for the TraPac shaft site and the Pasha Terminal is general cargo. General cargo designations are generic and include container, unit, break-bulk, neo-bulk, and passenger facilities. ▪ The Port of Los Angeles Master Plan designation for the LAXT shaft site is dry bulk. Dry bulk designations are comprised of metallic ores, coal, chemicals and allied products, primary metal products, waste, and scrap materials and grains. ▪ The Port of Los Angeles Master Plan designation for the Southwest Marine shaft site is industrial. Industrial uses include shipbuilding/yard/repair facilities, light manufacturing/industrial activities, and ocean resource-oriented industries. ▪ The Port of Los Angeles Master Plan designation for the Fish Harbor area allows commercial fishing, recreation, industrial, liquid bulk, and other land uses.	▪ Wilmington to SP Shelf alignment ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site ▪ Pasha Terminal ▪ Fish Harbor area	The project elements, including Pasha Terminal and Fish Harbor, would be **consistent** with the Port of Los Angeles Master Plan. ▪ The project elements would be consistent with all applicable laws and regulations as discussed in this chapter and the regulations associated with other resource chapters (e.g., air quality, noise, etc.). Furthermore, the California Coastal Act, which governs much of the land development in the port, allows the development and maintenance of utilities, such as this project. ▪ The project elements would not interfere or prohibit the long-range preferred water and land uses, as indicated by the Port of Los Angeles Master Plan for each planning area. The six project elements are part of a wastewater system that would serve the JOS service area and allow the continued timely processing of wastewater. Although utilities are not specifically identified in the long-range plan for each of the planning areas, utilities ensure that the development of the area can take place as planned and support the development.

Table 12-10 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Element or Location	CEQA/NEPA Analysis
Port of Los Angeles Strategic Plan, 2006–2011		
The Port of Los Angeles Strategic Plan has 11 objectives, each with initiatives/action items that respond to the strategic plan's mission. The following objectives are relevant to the project elements: ▪ Ensure the port maintains and efficiently manages a diversity of cargo and land uses, maximizes land use compatibility, and minimizes land use conflicts.	▪ Wilmington to SP Shelf alignment ▪ Pasha Terminal ▪ Fish Harbor area ▪ TraPac shaft site ▪ LAXT shaft site ▪ Southwest Marine shaft site	The project elements, including Pasha Terminal and Fish Harbor, would be **consistent** with the Port of Los Angeles Strategic Plan. ▪ The project elements would be compatible with surrounding port land uses and would be appropriate for the existing activities of the port.
Public Right-of-Way and Subsurface Easements		
A subsurface easement provides the use of the space under the ground by an entity that does not actually own the property on the surface of the ground. ▪ For the tunnel alignment, both temporary construction easements and permanent easement will be centered on the centerline of the tunnel and will measure approximately 25 feet horizontal by 25 feet vertical (Parsons 2011). ▪ The tunnel alignments would require a minimum radius of up to 1,000 feet (Parsons 2011). ▪ The Wilmington to SP Shelf tunnel alignment would travel beneath approximately 9,435 square feet or 0.2 acre of private property. The alignments would travel beneath approximately 356,684 square feet or 8 acres of public property.	▪ Wilmington to SP Shelf alignment	The tunnel alignment would be **consistent** with the use of public street right-of-way and private easements. ▪ Public right-of-way is regularly used to place a variety of public utilities, including utilities such as the tunnel alignments. ▪ There is one privately owned parcel under the tunnel alignment: APN 7440-019-001. Easements would be obtained prior to construction as described in Table 12-6.

CEQA Impact Determination

Construction and operation of Alternative 1 (Project) would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impacts under CEQA.

Mitigation

No mitigation is required.

Residual Impacts

No impacts would occur.

NEPA Impact Determination

Construction and operation of Alternative 1 (Project) would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impacts under NEPA with respect to the No-Federal-Action Alternative (see Section 3.4.1.6).

Mitigation

No mitigation is required.

Residual Impacts

No impacts would occur.

12.4.3.3 Impact Summary – Alternative 1

Impacts on land use and planning analyzed in this EIR/EIS for Alternative 1 are summarized in Table 12-11 and Table 12-12. The proposed mitigation, where feasible, and the significance of the impacts before and following mitigation are also listed in the tables.

Table 12-11. Impact Summary – Alternative 1 (Program)

Program Element	Impact Determination Before Mitigation	Mitigation	Residual Impact After Mitigation
Impact LU-2. Would Alternative 1 (Program) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			
SJCWRP			
Plant Expansion	CEQA No Impact During Construction	No mitigation is required.	CEQA No Impact During Construction
	CEQA No Impact During Operation	No mitigation is required.	CEQA No Impact During Operation
Process Optimization	CEQA No Impact During Construction	No mitigation is required.	CEQA No Impact During Construction
	CEQA No Impact During Operation	No mitigation is required.	CEQA No Impact During Operation

Table 12-11 (Continued)

Program Element	Impact Determination Before Mitigation	Mitigation	Residual Impact After Mitigation
POWRP			
Process Optimization	CEQA No Impact During Construction	No mitigation is required.	CEQA No Impact During Construction
	CEQA No Impact During Operation	No mitigation is required.	CEQA No Impact During Operation
LCWRP			
Process Optimization	CEQA No Impact During Construction	No mitigation is required.	CEQA No Impact During Construction
	CEQA No Impact During Operation	No mitigation is required.	CEQA No Impact During Operation
LBWRP			
Process Optimization	CEQA No Impact During Construction	No mitigation is required.	CEQA No Impact During Construction
	CEQA No Impact During Operation	No mitigation is required.	CEQA No Impact During Operation
JWPCP			
Solids Processing	CEQA No Impact During Construction	No mitigation is required.	CEQA No Impact During Construction
	CEQA No Impact During Operation	No mitigation is required.	CEQA No Impact During Operation
Biosolids Management	CEQA No Impact During Operation	No mitigation is required.	CEQA No Impact During Operation

Table 12-12. Impact Summary – Alternative 1 (Project)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
Impact LU-2. Would Alternative 1 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
Tunnel Alignment				
Wilmington to SP Shelf (Onshore)	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation

Table 12-12 (Continued)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
Wilmington to SP Shelf (Offshore)	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Shaft Site				
JWPCP East	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
TraPac	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
LAXT	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Southwest Marine	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction

Table 12-12 (Continued)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Riser/Diffuser Area				
SP Shelf	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Existing Ocean Outfalls	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation

12.4.4 Alternative 2

12.4.4.1 Program

Alternative 2 (Program) is the same as Alternative 1 (Program).

12.4.4.2 Project

The impacts for the onshore and offshore tunnels, and the JWPCP East, TraPac, LAXT, and Southwest Marine shaft sites for Alternative 2 (Project) would be the same as for Alternative 1 (Project).

Impact LU-2. Would Alternative 2 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Alternative 2 (Project) would include the construction and operation of the PV Shelf riser and diffuser. As discussed in Table 12-9, the California Coastal Act does not prohibit ocean outfalls to be constructed or operated. In addition, the act identifies that the State Water Resources Control Board and the California regional water quality control boards are the state agencies with primary responsibility for the coordination and control of water quality. The act requires a consistency determination to be conducted by the California Coastal Commission to issue a coastal development permit for activities associated with the PV Shelf. Therefore, the PV Shelf riser and diffuser would require a coastal development permit prior to construction and operation and would be consistent with the California Coastal Act. The state and local land use consistency analysis is the same for all other project elements under Alternative 2 (Project) as for Alternative 1. For a detailed discussion of the consistency analysis, see Table 12-9 and Table 12-10 under Alternative 1.

CEQA Impact Determination

Construction and operation of Alternative 2 (Project) would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impacts under CEQA.

Mitigation

No mitigation is required.

Residual Impacts

No impacts would occur.

NEPA Impact Determination

Construction and operation of Alternative 2 (Project) would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impacts under NEPA with respect to the No-Federal-Action Alternative (see Section 3.4.1.6).

Mitigation

No mitigation is required.

Residual Impacts

No impacts would occur.

12.4.4.3 Impact Summary – Alternative 2

Impacts on land use and planning for Alternative 2 (Program), which are the same as Alternative 1 (Program), are summarized in Table 12-11. Impacts analyzed in this EIR/EIS for Alternative 2 (Project) are summarized in Table 12-13. The proposed mitigation, where feasible, and the significance of the impact before and following mitigation are also listed in the tables.

Table 12-13. Impact Summary – Alternative 2 (Project)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
Impact LU-2. Would Alternative 2 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
Tunnel Alignment				
Wilmington to PV Shelf (Onshore)	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Wilmington to PV Shelf (Offshore)	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Shaft Site				
JWPCP East	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
TraPac	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation

Table 12-13 (Continued)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
LAXT	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Southwest Marine	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Riser/Diffuser Area				
PV Shelf	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Existing Ocean Outfalls	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation

12.4.5 Alternative 3

12.4.5.1 Program

Alternative 3 (Program) is the same as Alternative 1 (Program).

12.4.5.2 Project

The impacts for the riser and diffuser area on the PV Shelf for Alternative 3 (Project) would be the same as for Alternative 2 (Project).

Impact LU-2. Would Alternative 3 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Alternative 3 (Project) elements would not create a conflict with applicable land use plans or policies, with the exception of the Angels Gate shaft site. Construction activities at the Angels Gate shaft site would conflict with the land use designation and zoning and would conflict with the City of Los Angeles General Plan, the San Pedro Community Plan, and the San Pedro Specific Plan, which also serves as the local coastal plan. Therefore, construction impacts would be significant. Implementation of Mitigation Measure (MM) LU-2, which requires consistency between the construction activities and land use designation and zoning, would reduce construction impacts to less than significant. Once MM LU-2 was implemented and construction ceased, operations at the shaft site would not conflict with the land use designation and zoning. Furthermore, operation would not prohibit the appropriate use of Angels Gate Park or the overflow parking as open space upon completion of construction. Therefore, operation impacts would be less than significant. The CEQA and NEPA consistency analysis for each relevant land use plan, policy, or regulation and each project element is summarized in Table 12-14 and Table 12-15.

Table 12-14. Alternative 3 (Project) Consistency Analysis of State Land Use Plans, Policies, and Regulations

Summary of Applicable State Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
California Tidelands Trust Act, 1911		
Submerged lands and tidelands within the Port of Los Angeles are held in trust by the city of Los Angeles and administered by the Los Angeles Harbor Department to promote and develop commerce, navigation, fisheries, and other uses of statewide interest and benefit, including commercial, industrial, and transportation uses; public buildings and public recreational facilities; wildlife habitat; and open space. The act also allows the establishment of harbors, commercial and industrial purposes, airports, highways, streets, bridges, belt line railroads, parking facilities, transportation and utility facilities, public buildings, and any other uses or purposes of statewide importance, as distinguished from purely local or private interest and benefit, which are in fulfillment of those trust uses and purposes described in this act.	▪ Figueroa/Gaffey to PV Shelf (only the portion of the alignment under John S. Gibson Boulevard, where the tunnel would be constructed beneath land owned by the city of Los Angeles that is operated by the Port of Los Angeles)	The project elements would be **consistent** with the California Tidelands Trust Act. ▪ The project elements would establish new utility facilities. These facilities would consist of an offshore tunnel through the Port of Los Angeles to convey treated effluent from the JWPCP to the Pacific Ocean. These types of facilities are specifically identified by the California Tidelands Trust Act as being allowed in the port.
California Coastal Act, 1976, and Local Coastal Programs (Various)		
The California Coastal Act declared that the California Coastal Zone is a distinct and valuable resource of vital interest to all the people and exists as a balanced ecosystem. The Coastal Act outlines the following regarding the coastal area: ▪ The California Coastal Commission retains permanent coastal permit jurisdiction over development proposed on tidelands, submerged lands, and public trust lands. ▪ Local governments must prepare a LCP for those parts of the coastal zone within their jurisdictions.	▪ Figueroa/Gaffey to PV Shelf alignment ▪ Angels Gate shaft site ▪ PV Shelf riser and diffuser area ▪ Existing ocean outfalls	The Angels Gate shaft site during construction would be **inconsistent** with the California Coastal Act. ▪ The inconsistency of construction at the Angels Gate shaft site with applicable local coastal programs, such as the San Pedro Specific Plan, is discussed in the regional and local analysis (Table 12-15). The inconsistency with the local plan makes the Angels Gate shaft site inconsistent with the California Coastal Act because the act governs the local coastal programs. Construction of PV Shelf riser and diffuser and rehabilitation of the existing ocean outfalls would be **consistent** with the California Coastal Act. See Table 12-9 and Section 12.4.3.2 for additional details.

Table 12-15. Alternative 3 (Project) Consistency Analysis of Regional and Local Land Use Plans, Policies, and Regulations

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
Southern California Association of Governments Regional Comprehensive Plan and Guide		
See Table 12-6 in Section 12.3.3 for a description of the SCAG RCPG.	▪ All Alternative 3 project elements	All project elements would be **consistent** with the SCAG RCPG. ▪ See Table 12-10 under Alternative 1 for details regarding the consistency analysis that are applicable to the project elements under Alternative 3.
Southern California Association of Governments Land Use Designations		
See descriptions of SCAG land use designations in Section 12.2.2.1.	▪ Figueroa/Gaffey to PV Shelf alignment	The tunnel alignment would be **consistent** with the SCAG land use designations. ▪ The tunnel alignment would be constructed between 70 and 370 feet bgs. See Table 12-10 under Alternative 1 for details regarding the consistency analysis that are applicable to the tunnel alignment under Alternative 3.
Congestion Management Program		
See Table 12-6 in Section 12.3.3 for a description of the CMP.	▪ All Alternative 3 project elements	All project elements would be **consistent** with the CMP. ▪ The projects elements would not conflict with the CMP. A full analysis and determination associated with the CMP is included in Chapter 18 per the land use analysis program.
City of Los Angeles General Plan Framework Element, 2001		
See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of the framework element of the city of Los Angeles.	▪ Figueroa/Gaffey to PV Shelf alignment ▪ JWPCP West shaft site ▪ Angels Gate shaft site	The project elements would be **consistent** with the framework element of the city of Los Angeles. ▪ See Table 12-10 under Alternative 1 for details regarding the consistency analysis that are applicable to the project elements under Alternative 3. ▪ Although the Angels Gate shaft site would result in a land use inconsistency during construction, as described in this table in the City of Los Angeles General Plan, the San Pedro Community Plan, the San Pedro Specific Plan, and the zoning for the site, the operation of the shaft site and all project elements associated with Alternative 3 would further the intent of the framework to provide comprehensive wastewater facilities for the region and would be consistent with the framework under operation. Therefore, the Angels Gate shaft site is assumed to be consistent overall with the applicable goals and policies of the framework.

Table 12-15 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
City of Los Angeles General Plan		
See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of the City of Los Angeles General Plan.	▪ Figueroa/Gaffey to PV Shelf alignment ▪ JWPCP West shaft site ▪ Angels Gate shaft site	The project elements would be **consistent** with the City of Los Angeles General Plan, with the exception of the Angels Gate shaft site, which would be **inconsistent** before mitigation during construction, but **consistent** during operation because mitigation would be in effect. ▪ All applicable plans and policies associated with the community plans are discussed in this table within their respective community plan. ▪ The Angels Gate shaft site would result in an inconsistency during construction with the City of Los Angeles General Plan because of the inconsistency with the land use designation as defined by the general plan and described further in the San Pedro Community Plan and San Pedro Specific Plan.
City of Los Angeles General Plan – San Pedro Community Plan, 1982, and City of Los Angeles General Plan – San Pedro Specific Plan, 1990		
The San Pedro Community Plan emphasizes that public access, recreational opportunities, and visual qualities are to be maximized. The San Pedro Community Plan also includes the goals and policies associated with the San Pedro LCP specific plan. Development in the coastal zone is subject to the provisions of the California Coastal Act of 1976. San Pedro has a specific plan and approved coastal land use plan that guide the development in the coastal zone. Relevant goals and policies associated with the community plan and the specific plan include: ▪ Community Plan: Objective 5-1: To preserve existing open space resources and where possible develop new open space. ▪ Community Plan: Objective 6-2: To protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and man-made resources. The land use designation for the Angels Gate shaft site is open space. Open space designations on the plan map must conform to the definition of "Open Space Land" set forth in Article 10.5 of the state of California code and to the city's open space plan. Article 10.5 identifies open space as: ▪ Land for the preservation of natural resources; for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands; for outdoor recreation, including but not limited to, areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and	▪ Figueroa/Gaffey to PV Shelf alignment ▪ Angels Gate shaft site	The onshore tunnel alignment would be **consistent** with the community of San Pedro goals and policies. The Angels Gate shaft site would be **inconsistent** before mitigation during construction, but **consistent** during operation because mitigation would be in effect. ▪ The tunnel alignment would be below the ground surface and would not conflict with existing open space resources or degrade the overall quality of the coastal zone environment. ▪ The Angels Gate shaft site would temporarily limit the use of an existing open space resource during shaft site and tunnel construction activities, which would last approximately 3 years.[2] Furthermore, the construction activities at the shaft site would not act to maintain the overall quality of the coastal zone environment. It would temporarily introduce activities that are incompatible with the coastal zone and that generate visual impacts, noise impacts, and other impacts (for specific resource impacts, refer to the applicable resource chapters within this document). However, once operational, the site would be returned to existing conditions. Once construction is complete and the new ocean discharge system becomes operational, the Angels Gate shaft would

[2] The construction duration at Angels Gate Park only includes activities associated with the construction of the shaft site first and then all tunneling activities past the Angels Gate shaft site to the PV shelf. Because this is an access shaft site, tunneling would not occur northbound; therefore, a shorter time period would actually be needed for all construction activities when compared to shaft sites that are working shaft sites.

Table 12-15 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
recreation purposes; open space for public health and safety, including but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs; and in support of the mission of military installations. ▪ The city's open space element identifies these definitions: enhances the economic base of the city; preserves or creates community scale and identity; and buffers or defines activity areas.		be converted into a below ground drop structure. A low profile or flush above ground means of access to the tunnel may be necessary for future operations and maintenance activities; however, they would not include manned or habitable structures. Therefore, under operating conditions, the Angels Gate shaft site would continue to support the preservation of open space resources and maintain the quality of the coastal zone environment. ▪ The construction of the Angels Gate shaft site would be inconsistent with the land use designation of open space. This designation does not include the construction of public facility uses associated with wastewater treatment. ▪ Operation of the Angels Gate shaft site would be consistent with the land use designation after implementation of MM LU-2 for construction. Furthermore, operation of the shaft site would not prohibit the use of Angels Gate Park or the shaft site area as overflow parking for Point Fermin Park.
City of Los Angeles General Plan – Wilmington-Harbor City Community Plan, 1999		
See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of the Wilmington-Harbor City Community Plan. The land use designation for the JWPCP West shaft site is public facilities.	▪ JWPCP West shaft site ▪ Figueroa/Gaffey to PV Shelf alignment	The project elements would be **consistent** with the community of Wilmington-Harbor City goals and policies and with the land use designation for the JWPCP West shaft site. ▪ The tunnel alignment would be below the ground surface and would be compatible with above ground surface residential or other land uses. ▪ The JWPCP West shaft site is located adjacent to I-110, the Wilmington Athletic Complex, and the Wilmington Boys and Girls Club. I-110 acts as a buffer between the shaft site and the residential homes to the west of I-110, and the Wilmington Athletic Complex and Wilmington Boys and Girls Club act as buffers between the shaft site and the residences to the west and southwest. Therefore, these buffers would protect residents from the activities at the shaft site and adequately buffer the industrial location from residents and commercial uses. ▪ However, during construction there would be a temporary incompatibility between the shaft site and the Wilmington Athletic Complex and Wilmington Boys and Girls Club. For specific resource impacts associated with air quality, noise, and traffic that would contribute to the temporary incompatibility, refer to the respective resource chapters (Chapter 5, Chapter 14, and Chapter 18). The incompatibility would last the approximately 5 years required to complete tunnel construction. But once operational, the shaft site

Table 12-15 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
		would house a surge tower approximately three stories tall that would not be incompatible with the existing Wilmington Athletic Complex and Wilmington Boys and Girls Club. The surge tower would support the wastewater treatment activities at the JWPCP and within the JOS service area. As discussed under the framework element of the city of Los Angeles analysis, this would support the policy to provide adequate wastewater service. ▪ Truck traffic associated with the JWPCP West shaft site construction would not utilize local residential streets. Trucks would access the shaft site from Figueroa Street via Lomita Boulevard, Pacific Coast Highway, or Sepulveda Boulevard. There are no residential uses along Sepulveda Boulevard and Figueroa. There are approximately 15 residential homes along the east side of Figueroa north of Pacific Coast Highway. These homes could be subject to an increase of truck traffic along Figueroa during construction activities; however, Figueroa is designated a Major Highway Class II, which is not a local residential street but rather a large divided street meant to accommodate significant flows of truck and vehicle traffic. ▪ The JWPCP West shaft site land use designation of public facilities includes the types of facilities and activities associated with wastewater treatment. Furthermore, the site has never historically been used as an open space area, but rather a staging and storage area for the Sanitation Districts.
City of Los Angeles General Plan – Port of Los Angeles Plan, 1992		
See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of the Port of Los Angeles Plan.	▪ Figueroa/Gaffey to PV Shelf alignment	The tunnel alignment would be **consistent** with the objectives and policies of the Port of Los Angeles Plan. ▪ See Table 12-10 under Alternative 1 for details regarding the tunnel alignment consistency analysis that are applicable to this tunnel alignment under Alternative 3.
City of Los Angeles Municipal Code		
The zoning for the JWPCP West shaft site is public facilities. The following uses are allowed in public facilities zones by a conditional use permit: ▪ Sewage treatment facilities, flood control facilities, sanitary landfills, covered reservoirs, etc. The zoning for the Angels Gate shaft site is open space. The following uses are allowed in open space zones: ▪ Parks and recreation facilities (Amended by Ord. No. 176,545, Eff. 5/2/05.); natural resource preserves for the managed production of resources; agricultural lands used for food and plant production; areas containing major	▪ JWPCP West shaft site ▪ Angels Gate shaft site	The JWPCP West shaft site would be **consistent** with the existing zoning. The Angels Gate shaft site would be **inconsistent** with existing zoning before mitigation during construction, but **consistent** during operation because mitigation would be in effect. ▪ The shaft site at JWPCP West would support the wastewater utility system of the JOS service area. Utilities and wastewater facilities are allowed within the public facilities zone.

Table 12-15 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
mineral deposits; marine and ecological preserves; sanctuaries and habitat protection sites; sanitary landfill sites that have received certificates of closure in compliance with federal and state regulations; public water supply reservoirs (uncovered) and accessory uses which are incidental to the operation and continued maintenance of such reservoirs; and water conservation areas (Section 12.04.05 City of Los Angeles Municipal Code).		▪ Public facilities such as wastewater utilities are not included as approved uses in an open space zone. Construction activities would temporarily restrict if not prohibit the use of the Angels Gate shaft site as overflow parking for Point Fermin Park. Construction would last approximately 3 years at Angels Gate. Implementation of MM LU-2 would require consistency between construction activities and the zoning. ▪ Operation of the Angels Gate shaft site would be consistent with the land use designation after implementation of MM LU-2 for construction. Furthermore, once construction is complete, operation of the shaft site would not prohibit the use of Angels Gate Park, Point Fermin Park, or overflow parking during operation.
Port of Los Angeles Master Plan With Amendments, 2002		
See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of the Port of Los Angeles Master Plan.	▪ Figueroa/Gaffey to PV Shelf alignment	The tunnel alignment would be **consistent** with the Port of Los Angeles Master Plan. ▪ See Table 12-10 under Alternative 1 for details regarding the tunnel alignment consistency analysis that are applicable to this tunnel alignment under Alternative 3.
Port of Los Angeles Strategic Plan, 2006–2011		
See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of the Port of Los Angeles Strategic Plan.	▪ Figueroa/Gaffey to PV Shelf alignment	The tunnel alignment would be **consistent** with the Port of Los Angeles Strategic Plan. ▪ See Table 12-10 under Alternative 1 for details regarding the tunnel alignment consistency analysis that are applicable to this tunnel alignment under Alternative 3.
Public Right-of-Way and Subsurface Easements		
A subsurface easement provides the use of the space under the ground by an entity that does not actually own the property on the surface of the ground. See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of tunneling construction requirements also applicable to Alternative 3. ▪ The Figueroa/Gaffey to PV Shelf alignment would travel beneath approximately 11,645 square feet or 0.3 acre of private property. The private properties are located where the alignment leaves John S. Gibson Boulevard to join with Gaffey Street. The Figueroa/Gaffey to PV Shelf alignment would travel beneath approximately 94,981 square feet or 2 acres of public property. ▪ Easements would be needed from the City of Los Angeles Department of Recreation and Parks for the use of the Angels Gate shaft site.	▪ Figueroa/Gaffey to PV Shelf alignment	The tunnel alignment would be **consistent** with the use of public street right-of-way and private easements. ▪ There are 11 privately owned parcels under the tunnel alignment: APN 7414 001 009, 7445 008 016, 7445 008 046, 7463 012 028, 7463 012 040, 7463 012 041, 7463 012 042, 7463 012 043, 7463 012 044, 7463 012 045, and 7465 009 023. ▪ See Table 12-10 under Alternative 1 for details regarding the tunnel alignment consistency analysis that are applicable to this tunnel alignment under Alternative 3. ▪ Easements would be obtained prior to construction as described in Table 12-6.

CEQA Impact Determination

Construction at the Angels Gate shaft site for Alternative 3 (Project) would conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts under CEQA would be significant before mitigation. Operation of Alternative 3 (Project) would result in less than significant impacts.

Mitigation

MM LU-2. Prior to construction, the existing land use designation and zoning will be amended as required through a general plan amendment, specific plan amendment, and/or zone change.

Residual Impacts

Construction occurs throughout the community plan and specific plan area on a regular basis, and the intent of the policy is that the operation of land uses be compatible and consistent. Once the land use amendment and zone change are performed, the operation of land uses would be compatible and consistent; therefore, operational impacts would be less than significant. Because the construction impacts would be temporary, residual impacts would be less than significant.

NEPA Impact Determination

Construction at the Angels Gate shaft site for Alternative 3 (Project) would conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts under NEPA would be significant before mitigation with respect to the No-Federal-Action Alternative (see Section 3.4.1.6). Operation of Alternative 3 (Project) would result in less than significant impacts.

Mitigation

Implement MM LU-2.

Residual Impacts

Residual impacts would be less than significant as described under the CEQA impact determination.

12.4.5.3 Impact Summary – Alternative 3

Impacts on land use and planning for Alternative 3 (Program), which are the same as Alternative 1 (Program), are summarized in Table 12-11. Impacts analyzed in this EIR/EIS for Alternative 3 (Project) are summarized in Table 12-16. The proposed mitigation, where feasible, and the significance of the impact before and following mitigation are also listed in the tables.

Table 12-16. Impact Summary – Alternative 3 (Project)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
Impact LU-2. Would Alternative 3 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
Tunnel Alignment				
Figueroa/ Gaffey to PV Shelf (Onshore)	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Figueroa/ Gaffey to PV Shelf (Offshore)	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Shaft Site				
JWPCP West	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Angels Gate	CEQA Significant Impact During Construction	N/A	MM LU-2. Prior to construction, the existing land use designation and zoning will be amended as required through a general plan amendment, specific plan amendment, and/or zone change.	CEQA Less Than Significant During Construction
	NEPA Significant Impact During Construction	Indirect	MM LU-2	NEPA Less Than Significant Impact During Construction

Table 12-16 (Continued)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
	CEQA Less Than Significant Impact During Operation	N/A	No mitigation is required.	CEQA Less Than Significant Impact During Operation
	NEPA Less Than Significant Impact During Operation	Indirect	No mitigation is required.	NEPA Less Than Significant Impact During Operation
Riser/Diffuser Area				
PV Shelf	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Existing Ocean Outfalls	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation

12.4.6 Alternative 4 (Recommended Alternative)

12.4.6.1 Program

Alternative 4 (Program) is the same as Alternative 1 (Program).

12.4.6.2 Project

The impacts for the JWPCP West shaft site for Alternative 4 (Project) would be the same as for Alternative 3 (Project), except tunnel construction would occur over a period of 4 years instead of 5 years.

Impact LU-2. Would Alternative 4 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Alternative 4 (Project) would not create a conflict with applicable land use plans or policies, with the exception of the Royal Palms shaft site. Construction activities at the Royal Palms shaft site would conflict with the land use designation and zoning and would conflict with the City of Los Angeles General Plan, the San Pedro Community Plan, and the San Pedro Specific Plan. Therefore, construction impacts would be significant. Implementation of MM LU-2, which requires consistency between construction activities and land use designations and zoning, would reduce construction impacts to less than significant. Once MM LU-2 is implemented and construction is completed, operations at the shaft site would not conflict with the land use designation and zoning. Furthermore, operation of the shaft site would not prohibit the appropriate use of Royal Palms Beach as open space for recreational purposes. Therefore, operation impacts would be less than significant. The CEQA and NEPA consistency analysis for each relevant land use plan, policy, or regulation and each program element is summarized in Table 12-17 and Table 12-18.

Table 12-17. Alternative 4 (Project) Consistency Analysis of State Land Use Plans, Policies, and Regulations

Summary of Applicable State Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
California Coastal Act, 1976, and Local Coastal Programs (Various)		
The California Coastal Act declared that the California Coastal Zone is a distinct and valuable resource of vital interest to all the people and exists as a balanced ecosystem. The Coastal Act outlines the following regarding the Port and the Coastal Area: ▪ Local governments must prepare a LCP for those parts of the coastal zone within their jurisdictions.	▪ Royal Palms shaft site	The project element is **inconsistent** with the California Coastal Act before mitigation during construction, but **consistent** during operation because mitigation would be in effect. ▪ The inconsistency of the Royal Palms shaft site with applicable local coastal programs, such as the San Pedro Specific Plan, is discussed in the Regional and Local analysis (Table 12-18). The inconsistency with the local plan makes the Royal Palms shaft site inconsistent with the California Coastal Act because the act governs the local coastal programs.

Table 12-18. Alternative 4 (Project) Consistency Analysis of Regional and Local Land Use Plans, Policies, and Regulations

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
Southern California Association of Governments Regional Comprehensive Plan and Guide		
See Table 12-6 in Section 12.3.3 for a description of the SCAG RCPG.	▪ All Alternative 4 project elements	All project elements would be **consistent** with the SCAG RCPG. ▪ See Table 12-10 under Alternative 1 for details regarding the consistency analysis, which are applicable to the project elements under Alternative 4.
Southern California Association of Governments Land Use Designations		
See descriptions of SCAG land use designations in Section 12.2.2.1.	▪ Figueroa/Western to Royal Palms alignment	The tunnel alignment would be **consistent** with the SCAG land use designations. ▪ See Table 12-10 under Alternative 1 for details regarding the consistency analysis, which are applicable to the tunnel alignment under Alternative 4.
Congestion Management Program		
See Table 12-6 in Section 12.3.3 for a description of the CMP.	▪ All Alternative 4 project elements	All project elements would be **consistent** with the CMP. ▪ The projects elements would not conflict with the CMP. A full analysis and determination associated with the CMP is included in Chapter 18 per the land use analysis program.

Table 12-18 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
City of Rancho Palos Verdes General Plan, 1975		
The element most relevant to the project elements is the urban environment element. Applicable goals and policies from both these elements are as summarized: ▪ Infrastructure Policy 2: Prohibit the extension of any infrastructural component in to any area known to be unstable or of major environmental significance. ▪ Safety Policy 9: Ensure that services are provided to deal adequately with health and sanitation problems.	▪ Figueroa/Western to Royal Palms alignment	The Figueroa/Western to Royal Palms alignment would be **consistent** with the goals of the City of Rancho Palos Verdes General Plan. ▪ The tunnel alignment would travel south along Western Avenue, which is the boundary between the city of Rancho Palos Verdes and the city of Los Angeles community of San Pedro. ▪ The environmental impacts associated with all resources are discussed in each resource chapter of this document. There may be some significant and unavoidable impacts associated with construction that would not occur during operation. Mitigation measures are incorporated where necessary to reduce significant impacts to less than significant. Therefore, the infrastructure improvement would comply with Policy 2 for the purposes of this land use consistency analysis. ▪ The tunnel alignment would maintain the existing wastewater treatment system and would ensure that services deal adequately with sanitation.
City of Los Angeles General Plan Framework Element, 2001		
See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of the framework element of the city of Los Angeles.	▪ JWPCP West shaft site ▪ Figueroa/Western to Royal Palms alignment ▪ Royal Palms shaft site	The project elements would be **consistent** with the framework element of the city of Los Angeles. ▪ See Table 12-10 under Alternative 1 for details regarding the consistency analysis that are applicable to the project elements under Alternative 4. ▪ Although the Royal Palms shaft site would result in a land use inconsistency during construction, as described in this table, with the City of Los Angeles General Plan, the San Pedro Community Plan, the San Pedro Specific Plan, and the zoning for the site, the operation of the shaft site and all project elements associated with Alternative 4 would further the intent of the framework to provide comprehensive wastewater facilities for the region. Therefore, the Royal Palms shaft site is assumed to be consistent overall with the applicable goals and policies of the framework.
City of Los Angeles General Plan		
See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of the City of Los Angeles General Plan.	▪ JWPCP West shaft site ▪ Figueroa/Western to Royal Palms alignment	The project elements would be **consistent** with the City of Los Angeles General Plan, with the exception of the Royal Palms shaft site, which would be **inconsistent** before mitigation during construction, but **consistent** during operation because mitigation would be in effect.

Table 12-18 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
	▪ Royal Palms shaft site	▪ All applicable plans and policies associated with the community plans are discussed in this table within their respective community plan. ▪ The Royal Palms shaft site would result in an inconsistency with the City of Los Angeles General Plan during construction because of the inconsistency with the land use designation as defined by the general plan and described further in the San Pedro Community Plan and San Pedro Specific Plan.
City of Los Angeles General Plan – San Pedro Community Plan, 1982, and City of Los Angeles General Plan – San Pedro Specific Plan, 1990		
▪ See under Alternative 3 for a description of the San Pedro Community Plan and the San Pedro Specific Plan. ▪ The land use designation for Royal Palms Beach is open space. See under Alternative 3 for a description and definition of open space.	▪ Figueroa/Western to Royal Palms alignment ▪ Royal Palms shaft site	The onshore tunnel alignment would be **consistent** with the community of San Pedro goals and policies. The Royal Palms shaft site would be **inconsistent** before mitigation during construction, but **consistent** during operation because mitigation would be in effect. ▪ The tunnel alignments would be below the ground surface and would not conflict with existing open space resources or degrade the overall quality of the coastal zone environment. ▪ The Royal Palms shaft site would temporarily limit the use of an existing open space resource during construction activities, which would last approximately 2.5 years.[3] Furthermore, the construction activities at the shaft site would not act to maintain the overall quality of the coastal zone environment. It would temporarily introduce activities that are incompatible with the coastal zone and that generate visual impacts, noise impacts, and other impacts (for specific resource impacts, refer to applicable chapters within this document). However, once operational, the site would be returned to its existing conditions. Once operational, the Royal Palms shaft would be converted into a below ground drop structure. A low profile or flush above ground means of access to the tunnel may be necessary for future operations and maintenance activities; however, it would not include manned or habitable structures. Therefore, under operating conditions, the Royal Palms shaft site would continue to support the preservation of open space resource and maintain the quality of the coastal zone environment.

[3] The construction duration at Royal Palms Beach only includes activities associated with the initial construction of the shaft site and then the activities to connect the onshore tunnel with the offshore outfalls. Since this is an exit shaft site, tunneling would not occur northbound; therefore, a shorter time period would actually be needed for all construction activities when compared to shaft sites that are working shaft sites.

Table 12-18 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
		▪ The construction of the Royal Palms shaft site would be inconsistent with the land use designation of open space. This designation does not include the construction or operation of public facility uses associated with wastewater treatment. ▪ Operation of the Royal Palms shaft site would be consistent with the land use designation after implementation of MM LU-2 for construction. Furthermore, operation would not prohibit the use of Royal Palms Beach or the shaft site area for recreational and open space purposes.
City of Los Angeles General Plan – Wilmington-Harbor City Community Plan, 1999		
See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of the Wilmington-Harbor City Community Plan. The land use designation for the JWPCP West shaft site is public facilities.	▪ JWPCP West shaft site ▪ Figueroa/Western to Royal Palms alignment	The project elements would be **consistent** with the community of Wilmington-Harbor City goals and policies with the land use designation for the JWPCP West shaft site. ▪ See under Alternative 3 for details regarding the consistency analysis, which are applicable to the project elements under Alternative 4.
City of Los Angeles Municipal Code		
See Table 12-15 under Alternative 3 for a description of the zoning under the City of Los Angeles Municipal Code. The zoning for Royal Palms Beach is open space.	▪ JWPCP West shaft site ▪ Royal Palms shaft site	The JWPCP West shaft site would be **consistent** with the existing zoning. The Royal Palms shaft site would be **inconsistent** with the existing zoning before mitigation during construction, but **consistent** during operation because mitigation would be in effect. ▪ See Alternative 3 for details regarding the JWPCP West shaft site that are applicable to Alternative 4. ▪ Public facilities such as wastewater utilities are not included as approved uses in an open space zone. Construction activities would temporarily restrict if not prohibit the use of the Royal Palms shaft site for recreational purposes that support the open space zoning. Construction would last approximately 2.5 years. However, once constructed, the inconsistency does not restrict or prohibit the use of Royal Palms Beach during operation. Under operating conditions, the shaft site area would be returned to its existing condition. Therefore, it is a temporary inconsistency during construction activities.

Table 12-18 (Continued)

Summary of Applicable Regional and Local Land Use Plans, Policies, and Regulations	Relevant Project Elements	CEQA/NEPA Analysis
Public Right-of-Way and Subsurface Easements		
A subsurface easement provides the use of the space under the ground by an entity that does not actually own the property on the surface of the ground. ▪ See Table 12-6 in Section 12.3.3 and Table 12-10 under Alternative 1 for a description of tunneling construction requirements also applicable to Alternative 4. ▪ The Figueroa/Western to Royal Palms alignment would travel beneath approximately 53,555 square feet or 1 acre of private property, where the alignment leaves North Gaffey Street to join Capitol Drive and where the alignment leaves Capitol Drive to join Western Avenue. The Figueroa/Western to Royal Palms alignment would travel beneath approximately 219,281 square feet or 5 acres of public property. ▪ Easements would be needed from City of Los Angeles Department of Recreation and Parks for the portion of the tunnel alignment going beneath Harbor Park and from Los Angeles County for the portion of the tunnel alignment going into Royal Palms Beach.	▪ Figueroa/Western Royal Palms alignment	The project elements would be **consistent** with the use of public street right-of-way and private easements. ▪ There are six privately owned parcels under the tunnel alignment: APN 7414 001 009, 7412 022 008, 7412 022 009, 7442 023 019, 7445 010 041, and 7560 002 021. ▪ See Table 12-10 under Alternative 1 for details regarding the tunnel alignment consistency analysis that are applicable to this tunnel alignment under Alternative 4. ▪ Easements would be obtained prior to construction as described in Table 12-6.

CEQA Impact Determination

Construction at the Royal Palms shaft site for Alternative 4 (Project) would conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts under CEQA would be significant before mitigation. Operation of Alternative 4 (Project) would result in less than significant impacts.

Mitigation

Implement MM LU-2.

Residual Impacts

Construction occurs throughout the community plan and specific plan area on a regular basis, and the intent of the policy is that the operation of land uses be compatible and consistent. Once the land use amendment and zone change are performed, project operation would not conflict with the land use and zoning designations; therefore, operational impacts would be less than significant. Because the construction impacts would be temporary, residual impacts would be less than significant.

NEPA Impact Determination

Construction at the Royal Palms shaft site for Alternative 4 (Project) would conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts under NEPA would be significant before mitigation with respect to the No-Federal-Action Alternative (see Section 3.4.1.6). Operation of Alternative 4 (Project) would result in less than significant impacts.

Mitigation

Implement MM LU-2.

Residual Impacts

Residual impacts would be less than significant as described under the CEQA impact determination.

12.4.6.3 Impact Summary – Alternative 4

Impacts on land use and planning for Alternative 4 (Program), which are the same as Alternative 1 (Program), are summarized in Table 12-11. Impacts analyzed in this EIR/EIS for Alternative 4 (Project) are summarized in Table 12-19. The proposed mitigation, where feasible, and the significance of the impact before and following mitigation are also listed in the tables.

Table 12-19. Impact Summary – Alternative 4 (Project)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
Impact LU-2. Would Alternative 4 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
Tunnel Alignment				
Figueroa/ Western to Royal Palms (Onshore)	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Shaft Site				
JWPCP West	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation
Royal Palms	CEQA Significant Impact During Construction	N/A	MM LU-2. Prior to construction, the existing land use designation and zoning will be amended as required through a general plan amendment, specific plan amendment, and/or zone change.	CEQA Less Than Significant Impact During Construction
	NEPA Significant Impact During Construction	Indirect	MM LU-2	NEPA Less Than Significant Impact During Construction
	CEQA Less Than Significant Impact During Operation	N/A	No mitigation is required.	CEQA Less Than Significant Impact During Operation
	NEPA Less Than Significant Impact During Operation	Indirect	No mitigation is required.	NEPA Less Than Significant Impact During Operation

Table 12-19 (Continued)

Project Element	Impact Determination Before Mitigation	NEPA Direct or Indirect	Mitigation	Residual Impact After Mitigation
Riser/Diffuser Area				
Existing Ocean Outfalls	CEQA No Impact During Construction	N/A	No mitigation is required.	CEQA No Impact During Construction
	NEPA No Impact During Construction	N/A	No mitigation is required.	NEPA No Impact During Construction
	CEQA No Impact During Operation	N/A	No mitigation is required.	CEQA No Impact During Operation
	NEPA No Impact During Operation	N/A	No mitigation is required.	NEPA No Impact During Operation

12.4.7 Alternative 5 (No-Project Alternative)

Pursuant to CEQA, an EIR must evaluate a no-project alternative. A no-project alternative describes the no-build scenario and what reasonably would be expected to occur in the foreseeable future if the project were not approved. Under the No-Project Alternative for the Clearwater Program, the Sanitation Districts would continue to expand, upgrade, and operate the JOS in accordance with the JOS 2010 Master Facilities Plan (2010 Plan) (Sanitation Districts 1994), which includes all program elements proposed under the Clearwater Program, excluding process optimization at the WRPs, as described in Section 3.4.1.5. A new or modified ocean discharge system would not be constructed. As a result, there would be a greater potential for an emergency discharge into various water courses, as described in Section 3.4.1.5.

Because there would be no construction of a new or modified JWPCP ocean discharge system, the Corps would not make any significance determinations under NEPA and would not issue any permits or discretionary approvals for dredge or fill actions or for transport or ocean disposal of dredged material.

12.4.7.1 Program

Alternative 5 (Program) would consist of the implementation of the 2010 Plan. The impacts for conveyance improvements, plant expansion at the SJCWRP, WRP effluent management, JWPCP solids processing, and JWPCP biosolids management for Alternative 5 (Program) would be the same as for Alternative 1 (Program) and would be subject to mitigation in accordance with the EIR prepared for the 2010 Plan (Jones & Stokes 1994). The program elements that are part of Alternative 5 (Program) would be consistent with the land use plans and policies described under Alternative 1 and in Table 12-8. Therefore, no impacts would occur.

12.4.7.2 Project

Alternative 5 does not include a project; therefore, a new or modified ocean discharge system would not be constructed. As a consequence of taking no action, there would be a greater potential for emergency discharges into various water courses, as described in Section 3.4.1.5. Because construction would not take place under Alternative 5 (Project), there would be no construction inconsistencies with land use plans, policies, or regulations. As such, there would be no inconsistency with land use designations or

zoning at Angels Gate Park or Royal Palms Beach, as identified in Alternatives 3 and 4, respectively. Under Alternative 5 (Project), operating conditions of the JWPCP and the existing ocean discharge system would remain the same, and the Sanitation Districts would operate these facilities within the existing permitted capacities. Although an emergency discharge would be considered a violation of the JWPCP National Pollutant Discharge Elimination System permit and of the Clean Water Act, it would result in no impacts with regard to land use and planning.

12.4.7.3 Impact Summary – Alternative 5

Impacts on land use and planning for Alternative 5 (Program) would be the same as those summarized for Alternative 1 (Program) in Table 12-11, excluding process optimization. Note that the mitigation measures for Alternatives 1 through 4 (Program) are not applicable to Alternative 5 (Program). There would be no impacts on land use and planning for Alternative 5 (Project).

12.4.8 Alternative 6 (No-Federal-Action Alternative)

Pursuant to NEPA, an environmental impact statement (EIS) must evaluate a no-federal-action alternative. The No-Federal-Action Alternative for the Clearwater Program consists of the activities that the Sanitation Districts would perform without the issuance of the Corps' permits. The Corps' permits would be required for the construction of the offshore tunnel, construction of the riser and diffuser, the rehabilitation of the existing ocean outfalls, and the ocean disposal of dredged material. Without a Corps permit to work on the aforementioned facilities, the Sanitation Districts would not construct the onshore tunnel and shaft sites. Therefore, none of the project elements would be constructed under the No-Federal-Action Alternative. The Sanitation Districts would continue to use the existing ocean discharge system, which could result in emergency discharges into various water courses, as described in Sections 3.4.1.6 and 12.4.7.2. The program elements for the recommended alternative would be implemented in accordance with CEQA requirements. However, based on the NEPA scope of analysis established in Sections 1.4.2 and 3.5, these elements would not be subject to NEPA because the Corps would not make any significance determinations and would not issue any permits or discretionary approvals.

12.4.8.1 Program

The program elements are beyond the NEPA scope of analysis.

12.4.8.2 Project

The impact analysis for Alternative 6 (Project) is the same as described for Alternative 5 (Project).

12.4.8.3 Impact Summary – Alternative 6

The program is not analyzed under Alternative 6. Impacts for Alternative 6 would be the same as discussed under Alternative 5 (Project); therefore, there would be no impacts on land use and planning for Alternative 6.

12.4.9 Comparison of Significant Impacts and Mitigation for All Alternatives

A summary of significant impacts on land use and planning resulting from the construction and/or operation of program and/or project elements is provided in Table 12-20. Impacts are compared by alternative. Proposed mitigation, where feasible, and the significance of the impact following mitigation under CEQA and NEPA are also listed in the table.

Table 12-20. Comparison of Significant Impacts and Mitigation for Land Use and Planning for All Alternatives

Element	Impact Before Mitigation	Mitigation Measure	Residual Impact After Mitigation
Alternative 3 (Project)			
Impact LU-2. Would Alternative 3 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			
Shaft Site – Angels Gate	CEQA Significant Impact During Construction	MM LU-2. Prior to construction, the existing land use designation and zoning will be amended as required through a general plan amendment, specific plan amendment, and/or zone change.	CEQA Less Than Significant Impact During Construction
	NEPA Significant Impact (Indirect) During Construction	MM LU-2	NEPA Less Than Significant Impact (Indirect) During Construction
Alternative 4 (Project)			
Impact LU-2. Would Alternative 4 (Project) conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			
Shaft Site – Royal Palms	CEQA Significant Impact During Construction	MM LU-2	CEQA Less Than Significant Impact During Construction
	NEPA Significant Impact (Indirect) During Construction	MM LU-2	NEPA Less Than Significant Impact (Indirect) During Construction