

SUBCHAPTER 4.6

LAND USE AND PLANNING

Introduction

2012 AQMP Control Measures with Potential Land Use Impacts

Significance Criteria

Potential Impacts and Mitigation

Summary of Land Use Impacts

4.6 LAND USE AND PLANNING

4.6.1 Introduction

This subchapter examines impacts on the potential land use impacts associated with implementation of the proposed control measures in the 2012 AQMP.

4.6.2 2012 AQMP Control Measures with Potential Land Use Impacts

All control measures in the 2012 AQMP were evaluated to determine whether or not they could generate land use impacts based on the anticipated methods of control. Control measures that may result in land use impacts are included in Table 4.6-1. Some of the control measures could require construction activities which could generate land use impacts. Specifically, ONRD-05, ADV-01, and ADV-02 propose to advance zero-emission and cleaner combustion emission technologies for on-road heavy-duty vehicles and locomotives. Possible methods associated with these control measures could result in the construction of "wayside" electric or magnetic power built into roadway infrastructure to boost the pulling capacity or range of the heavy-duty vehicles. This may include battery charging or fueling infrastructure as well as transportation infrastructure such as overhead electrical catenary lines.

4.6.3 Significance Criteria

Implementation of the 2012 AQMP will be considered to have significant adverse land use impacts if any of the following conditions occur:

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

4.6.4 Potential Impacts and Mitigation

Potential land use impacts associated with the 2012 AQMP are associated primarily with the construction of support systems (e.g., catenary overhead electrical lines or magnetic infrastructure related to operation of zero- and near-zero transport systems). For purposes of evaluating potential land use impacts, it has been assumed herein that no new rail or truck traffic routes would be constructed, but rather that existing truck and rail routes/corridors would be modified. The truck and rail corridors likely to be involved with the 2012 AQMP modifications are located primarily in commercial and industrial zones within the Southern California area. Examples of these areas include, but are not limited to, the Port of Los Angeles (e.g., Navy Way) Port of Long Beach, and industrial areas in and around container transfer facilities (railway and truck routes) near the Terminal Island Freeway, along the Alameda Corridor, as well as inland railyards near downtown Los Angeles. Since only existing transportation routes would be modified (e.g., electric lines installed) and no new

transportation routes are anticipated as part of the 2012 AQMP, no land use conflicts, or inconsistencies with any general plan, specific plan, local coastal program, or zoning ordinance are expected.

TABLE 4.6-1
Control Measures with Potential Land Use Impacts

CONTROL MEASURE	CONTROL MEASURE DESCRIPTION (POLLUTANT)	CONTROL METHODOLOGY	LAND USE IMPACT
OZONE CONTROL MEASURES			
ONRD-05	Further Emission Reductions from Heavy-Duty Vehicles Serving Near-Dock Railyards (NOx, PM)	Incentives to replace older medium-duty vehicles with low-emitting vehicles.	Construction and operation of wayside power, catenary lines or other similar technologies could generate land use impacts and divide established communities.
ADV-01	Proposed Implementation Measures for the Deployment of Zero- and Near-Zero Emission On-Road Heavy-Duty Vehicles (NOx)	Construct "wayside" electric or magnetic infrastructure, construction battery charging and fueling infrastructure.	Construction and operation of battery charging or fueling infrastructure, as well as transportation infrastructure, could generate land use impacts and divide established communities.
ADV-02	Proposed Implementation Measures for the Deployment of Zero- and Near-Zero Emission Locomotives (NOx)	Construct "wayside" electric or magnetic infrastructure, construct battery charging or fueling infrastructure.	Construction and operation of wayside power, catenary lines or other similar technologies could generate land use impacts and divide established communities.

Construction activities would require the use of heavy equipment to install the electric or magnetic systems. Heavy construction equipment such as backhoes, cranes, aerial lifts, front end loaders, and other types of equipment would be required for installation. The electrical or magnetic systems would be installed within or adjacent to existing roadways. These construction activities are expected to occur along heavily travelled roadways (e.g., roads near the ports, such as Sepulveda Boulevard, Terminal Island Freeway, and Alameda Street). Construction activities may require barriers and closures to protect construction workers, prevent unintentional public entrance to the site, and avoid traffic conflicts.

Therefore, it is possible that construction activities could temporarily disrupt or divide a community. However, because construction of new traffic routes/corridors or widening of existing routes/corridors are not part of the proposed project, once construction activities are finished and the physical barriers removed, no long-term land use impacts are anticipated by the project. Therefore, from a land use perspective, none of the above construction impacts are considered to be significant.

The installation of electric and/or magnetic infrastructure is only expected to occur along existing roadways/freeways and transportation corridors (e.g., Sepulveda Boulevard, Terminal Island Freeway, and Alameda Street). These roads and freeways are already

heavily traveled and in many cases already divide existing communities. For example, through portions of Carson and Los Angeles, the Alameda Corridor separates communities and there are a limited number of streets available to cross the Alameda Corridor in an east/west direction. The same is true with respect to Sepulveda Boulevard and the Terminal Island Freeways – both are heavy transportation corridors with limited opportunities to cross these roadways. Installation of electric and/or magnetic infrastructure will not change the existing condition (i.e., there will be limited opportunities to cross these major transportation corridors); however, the installation of the electric and/or magnetic infrastructure is not expected to create any new barriers or physically divide an established community.

Further, the electric and/or magnetic infrastructure would be expected to be construction within or adjacent to the existing rights-of-way of existing streets and freeways, so no conflict with existing land uses, general plans, specific plans, local coastal program, zoning ordinance, or other policies would be expected.

Any proposed modification to an existing rail or truck traffic route/corridor will require a separate CEQA evaluation. As discussed in Chapter 4.9 - Impacts Transportation and Traffic, Section 4.9.5, the traffic management plan should include identification of alternative routes of travel, which will identify a means of connecting established communities that have been temporarily divided by the construction activities associated with the project.

Project-specific Mitigation: No significant land use impacts were identified for the installation of catenary or overhead power lines associated with the 2012 AQMP so no mitigation measures are required.

Remaining Land Use Impacts: The land use impacts from proposed project are not expected to be significant; therefore, no mitigation measures are required.

4.6.5 Summary of Land Use Impacts

The following is the summary of the conclusions of the analysis of the land use impacts associated with implementation of the 2012 AQMP.

The 2012 AQMP control measures are not expected to conflict with applicable land use plans, policies, or regulations or physically divide an established community. Therefore, no significant adverse land use impacts are expected.

Summary of PM_{2.5} Control Measure Impacts: PM_{2.5} Control Measures were evaluated in the NOP/IS and it was determined that the PM_{2.5} Control Measures would not generate any potentially significant land use impacts.

Summary of Ozone Control Measure Impacts: Three Ozone Control Measures could result in the construction of overhead catenary lines; however, the potential land use impacts associated with the Ozone Control Measures were determined to be less than significant, as no land use conflicts were identified.