5.9 LAND USE PLANS

5.9.1 Environmental Setting

The Project lies within the bounds of Los Angeles County and the City of Los Angeles. Within these two jurisdictions, each community has a local land use. The Community Plans in this Project area are designed to ensure that each area within the City meets the state requirements of the California Coastal Act.

Existing land uses within the Venice area, extending north from Via Marina Way on the south, consist of six major land-use designations: single- and multi-family residential, commercial, industrial, open space, and public utilities. The proposed alignments north of the Marina Del Rey Channel and on the southeast side of the Ballona Lagoon are in areas zoned single and multi-family residential. Areas to the west are zoned open space along the Ballona Lagoon and low to medium residential. The area surrounding the VPP is primarily zoned multi-family residential to the north, and open space on the south along the Ballona Lagoon. Along the alternative alignments south of the channel, and under consideration by the City, the zoning is also primarily residential and light commercial.

The proposed new force main does not require a zone change, as the Project is a component of the municipal infrastructure and is a not a land use, nor does the proposed Project require a change in a land use.

Land uses within the Westchester/Playa Del Rey area and adjacent to the Project footprint include public facility open space. There are no land use impacts associated with this Project because the Project will not require changes to the land uses designated in Westchester/Playa Del Rey land use map.

5.9.1.1 Relationship to Regional and/or Local Plans

The project is subject to meeting the requirements of the following regional and local plans.

MARINA DEL REY

Los Angeles County General Plan

A portion of the project lies within the jurisdiction of Los Angeles County, as well as in the City of Los Angeles’ community of Marina Del Rey. The General Plan is comprised of LUPs (see Figure 5.9-1), which describe designated land uses and policies. The policies set forth in the LUP for Marina Del Rey address future land use, new access, recreation and resource protection areas, and improvement of existing facilities. In accordance with the California Coastal Act, and in consideration for this project, the Marina Del Rey LUP provides for the following:

- Minimizing risks to life and property in areas of high geologic, flood, and fire hazard;
- Assuring stability and structural integrity, and neither creating, nor contributing to erosion, geologic instability, or destruction of the site or surrounding area or in any way requiring protective devices that would substantially alter natural land forms along the coastal land; and
- Being consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.
The County General Plan Ordinance No. 30254 states that new or expanded Public Works facilities shall be designed and limited to accommodate the needs generated by development or uses permitted consistent with these provisions; provided, however, that it is the intent of the Legislature that State Highway Route 1 (Pacific Coast Highway) in rural areas of the coastal zone remain a scenic two-lane road. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

County policies and actions described in the Marina Del Rey LUP that are associated with infrastructure are listed below:

- Public works in the study area shall be designed to accommodate new development permitted in the area and provide for future public access needs;
- As indicated in Section 22.46.1090 of the County’s Marina Del Rey Specific Plan, phasing of developing also requires necessary public improvements to be constructed in a timely and orderly manner, to minimize possible adverse impacts of new development on coastal resources (such as sensitive habitat resources or recreation areas) and to protect the ability of the public to travel to coastal attractions; and
- Installation of new sewer and water lines shall be accomplished via the least environmentally damaging method.

**MARINA DEL REY LOCAL COASTAL PROGRAM IMPLEMENTATION PLAN**

The certified Marina Del Rey LCP Implementation Plan has been integrated into the Los Angeles County Zoning Ordinance as the Marina Del Rey Specific Plan, beginning at Section 22.46.900.

**MARINA DEL REY SPECIFIC PLAN**

Major infrastructure systems serving the Marina Del Rey Specific Plan Area (see Figure 5.9-2) include sewer, water, storm drains and utilities. The County of Los Angeles maintains a contractual agreement with the City of Los Angeles to provide sewer services for the marina area. The purchase of flow rights includes the use of the sewers and pumping system, as well as treatment at the Hyperion Treatment Plant near Imperial Highway. Maintenance of the sanitary sewers within the marina is the responsibility of the Department of Public Works, Waterworks, and the Sewer Maintenance Division. The Marina Del Rey Specific Plan indicates that there is currently sufficient sewage capacity to handle only a portion of the development permitted by this Specific Plan.
The Marina Del Rey Specific Plan constitutes the primary implementation mechanism for the Marina Del Rey LUP as certified by the CCC in December 1986 and subsequently amended. Applicable Marina Del Rey Specific Plan guidelines within the Project area include site-specific development guidelines under Section 22.46.1130 which state the following:

- Section 22.46.1090 states that phasing of development also requires necessary public improvements to be constructed in a timely and orderly manner, to minimize possible adverse impacts of new development on coastal resources (such as sensitive habitat resources or recreation areas) and to protect the ability of the public to travel to coastal attractions.
- Appropriate phasing of new development may be necessary because of capacity limitations at the Hyperion Treatment Plant. Proof of adequate sewer and waste treatment capacity for new development will be required per the provisions of subsection (A) (14) of Section 22.46.1180 of the Marina Del Rey Specific Plan.
- Installation of new sewer and water lines shall be accomplished via the least environmentally damaging method.

The Project supports the intent of Section 22.46.1130 for the Marina Del Rey Specific Plan by providing added capacity for potential new development within the area.

VENICE

City of Los Angeles General Plan
The City of Los Angeles General Plan is comprised of 11 citywide elements: transportation, infrastructure systems, housing, noise, air quality, conservation, open space, historic preservation and cultural resources, safety, and public facilities and services, and the land use element. The land use element is composed of 35 local area plans, known as community plans, with associated counterpart plans for the Port of Los Angeles and LAX. The parts of these plans, which are relevant to the project, are considered in each of the studies and analysis in Chapter 5.0 of this EIR.

The following are brief descriptions of the plans for the Project areas are as follows:

Venice Land Use Plan (LUP)
The LUP 1998-0119 LCP consists of the City of Los Angeles land use plans, zoning ordinances, and other actions, which implement the provisions and policies of the California Coastal Act at the local level. The CCC has the authority to approve the City’s alignment of the proposed Project. Specifically, the CCC is responsible for key issues of concern in the Venice LUP, which may be impacted by this Project, which are as follows:

- Enforcement and regulation of encroachments into public ROW;
- Protection of existing natural and recreational resources, including the Venice Canals Ballona Lagoon, Grand Canal south of Washington Boulevard, and Venice Beach;
- Protection of coastal views and vistas;
- Preservation of significant archaeological sites;
- Conflict between residential and beach visitor parking;
- Inadequate off-street parking near or on the beach frontage for visitors and residents;
- Intrusion of non-resident vehicles on residential streets to locate available parking spaces;
- Preventing polluted stormwater runoff from parking lots from entering the Venice canals and Ballona Lagoon;
- Lack of adequate alternate public transportation systems, including shuttle systems, park and ride facilities (bikeways) and public bus services;
- Inadequate traffic management to facilitate coastal access to and within the Venice Coastal Zone;
- Inadequate access to walkways due to lack of adequate parking facilities;
- Impacts to recreation and visitor-serving facilities;
- Impacts to water and marine resources;
- Impacts to ESHA;
- Enhancement and maintenance of habitat value, including foraging habitat for the least tern, an endangered species; and
- Prevention of hazards, such as liquefaction and flooding.

VENICE COMMUNITY PLAN
The Venice Community Plan (see Figure 5.9-3, Venice Community Plan Land Use Designations) is comprised of specific plan areas (see Figure 5.9-4, Venice Specific Plan Areas). Each are described as follows:

Venice Coastal Zone Specific Plan
The Venice Coastal Zone Specific Plan (Ordinance No. 175, 963 effective January 19, 2004) is divided into eight sub-areas. The following describes only those areas within the Venice Coastal Zone Specific Plan, which may be impacted by the Project (see Figure 5.9-5).

Ballona Lagoon West Bank Sub-area: This area is bounded by Driftwood Street on the north, Via Marina on the south, Ballona Lagoon on the east, and Strong Drive, Canal Court and Pacific Avenue on the west. The Pacific Avenue alignment alternative is located in this area.

Ballona Lagoon (Grand Canal) East Bank Sub-area: This area is bounded by Washington Boulevard on the north, the northern terminus of the Ballona Lagoon on the south, Via Dolce on the east, and Grand Canal on the west. The VPP is located at the southwest corner of this area where the Grand Canal and the Ballona Lagoon intersect at Hurricane Street.

Silver Strand Sub-area: This area is bounded by the eastern extension of Driftwood Street on the north, Via Marina on the south, the Los Angeles County boundary on the east, and Ballona Lagoon on the west. Both the VPP and the proposed Via Marina/Marquesas Way alternative alignment are located in this area.

Marina Peninsula Sub-area: This area is bounded by Thirty Second Place and the Washington Boulevard Pier on the north, Via Marina on the south, Strong Drive, Canal Court and Pacific Avenue on the east, and the Pacific Ocean on the west. Both the VPP and the proposed Pacific Avenue and Dockweiler Beach alternative alignments are located in this area.
Subarea: Marina Peninsula • Silver Strand • Ballona Lagoon West • Ballona Lagoon East

Source: Los Angeles City, Department of City Planning
The purposes of the Venice Specific Plan are as follows:

- To implement the goals and policies of the California Coastal Act;
- To implement the LCP for that portion of the Venice community within the coastal zone as designated by the state legislature;
- To protect, maintain, enhance and, where feasible, restore the overall quality of the coastal zone environment and its natural and human-made resources;
- To assure that public access to the coast and public recreation areas is provided as required by the California Coastal Act and the LCP;
- To prepare specific provisions tailored to the particular conditions and circumstances of Venice coastal zone, consistent with the general policies of the adopted Los Angeles General Plan; and
- To regulate all development, including use, height, density, setback, buffer zone and other factors in order that it is compatible in character with the existing community and to provide for the consideration of aesthetics and scenic preservation and enhancement, and to protect environmentally sensitive areas.

The regulations of the Venice Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code, as amended, and any other relevant ordinances. They do not convey any rights not otherwise granted under those provisions except as specifically provided in the Venice Specific Plan. Wherever provisions of Venice Specific Plan differ from the provisions contained in Chapter 1 of the Municipal Code (with regard to use, density, lot area, floor area ratio, height of buildings or structures, setbacks, yards, buffers, parking, drainage, fences, landscaping, design standards, light, trash and signage, etc.), the Venice Specific Plan supersedes those other regulations. Whenever the Venice Specific Plan is silent, the regulations of the Municipal Code apply.

**WESTCHESTER/PLAYA DEL REY**

**Westchester/Playa Del Rey Community Plan**

The Westchester Playa Del Rey Community Plan area (Ordinance No. 160.521 - Effective December 27, 1985) is located in the western portion of the Los Angeles Basin, adjacent to LAX (see Figure 5.9-6). This area is located south of Palms- Mar Vista-Del Rey and Venice; adjacent to the Cities of Culver City, Inglewood, El Segundo; and the Los Angeles County unincorporated areas of Del Aire, Ladera Heights, Lennox, and Marina Del Rey.

**Westchester/Playa Del Rey Specific Plans**

The Westchester/Playa Del Rey Specific Plan area (see Figure 5.9-7) is located within the County of Los Angeles. Land uses adjacent to the project footprint include the Los Angeles Airport/El Segundo Dunes Specific Plan and the Coastal Transportation Corridor Specific Plan (SP-3).
5.9.2 Thresholds of Significance

Land use thresholds are determined by a project’s location, its relationship to the immediate plan area, and its ability to meet specified zoning requirements and land use ordinances. A project that cannot meet land use requirements can mitigate the effect of the project and its inability to meet land use requirements, by petitioning for a variance or an exemption approved by the City/County Planning Commission, the City Council, and the County Board of Supervisor, the ruling authorities of the local General and/or Local Plans.

5.9.3 Environmental Impacts

Protection of the environment against impacts resulting from a project are generally achieved through the land use process by providing means of regulatory requirements specified within a given land designation, as adopted by the regulating agency from City and County authorities.

Because this is a municipal project providing improvements to public facilities through the City of Los Angeles Department of Public Works, this Project will adhere to all local and regional regulatory requirements necessary for the construction of the sewer. Additionally, this Project is not a land use, nor does it require a change/variance in land use; therefore, there are no impacts to land uses within the Project areas.

Rules set forth in specific plan areas pose certain limitations to various activities within those areas that may be impacted as a result of potential Project requirements.

The Project could impose temporary construction impacts in the Coastal Transportation Corridor Specific Plan area due to construction-related transport to and from construction areas north of the Marina Del Rey/Ballona Lagoon channels.

5.9.4 Mitigation Measures

Potential impacts to the Coastal Transportation Corridor Specific Plan should be addressed with the county prior to starting Project activities.

5.9.5 Unavoidable Adverse Impacts

There are no unavoidable adverse impacts to local LUP or policies resulting from this Project.

5.9.6 Cumulative and Secondary Impacts

There are no cumulative or secondary impacts to local LUPs or policies resulting from this Project.