

C.9 LAND USE AND RECREATION

This section addresses the environmental setting and impact assessment in the project area in relation to land use and recreation. For each portion of the project area, land use and recreation are described, along with a description of the regulatory setting. The section also identifies the sensitive land uses adjacent to the proposed pipeline alignment. The land use descriptions provided herein are based on examination and verification of data provided by the applicant, evaluation of Thomas Brothers Guide street maps, aerial photographs and field reconnaissance.

Land use refers to the use of land for various activities, such as commercial, industrial, recreational and residential uses. In general terms, local land use policies and development regulations control the type of land use and the intensity of development on private property. Recreational resources considered in this section include parks and open space and dedicated recreational facilities such as swimming pools.

For the purposes of this section, the “project area” includes lands immediately adjacent to the proposed alignment, and lands that are beyond the alignment but conceivably subject to impacts from construction and operation of the pipeline.

This section describes the land use along the proposed alignment in detail, beginning at the point of connection to the Southern California Water Company system in the City of Cypress, and moving progressively south to the terminus of the alignment on the Bolsa Chica Mesa. Land use is described for each of the segments described in Table B.6-1 and, since the regulatory setting varies according to jurisdiction, the land use is also described for each City the alignment passes through.

C.9.1 ENVIRONMENTAL BASELINE AND REGULATORY SETTING

C.9.1.1 Land Use

Overview of Land Use in the Project Area

The project area is located in northwestern Orange County. The pipeline alignment would begin north of Interstate 405 and proceeds in a generally southerly direction to the coast near the Bolsa Chica State Beach.

The proposed underground water line would extend from the Southern California Water Company’s existing domestic water system in the City of Cypress to the Bolsa Chica Planned Community site – a total distance of approximately 6.7 miles. The water line would cross through portions of the cities of Cypress, Los Alamitos, Garden Grove, Seal Beach, Westminster, and Huntington Beach before terminating at the Bolsa Chica Planned Community site. The pipeline would be entirely constructed in public street rights of way, the right-of-way for the Bolsa Chica Channel, or other existing rights-of-way. Urban land uses predominate, both along the proposed pipeline alignment and in the wider project area. The most important land uses are: residential, commercial, industrial, military and a few open spaces. Figure C.9-1 provides an aerial view of land use surrounding the proposed alignment. Industrial,

residential, and military uses are readily discernible. The length of the pipeline within each jurisdiction is presented in Table C.9-1.

Table C.9-1 Waterline Length by Jurisdiction

| Jurisdiction | Length of Pipeline |
|--------------------------|---------------------------|
| City of Cypress | 1,250 feet |
| City of Los Alamitos | 6,960 feet |
| City of Seal Beach | 3,365 feet |
| City of Garden Grove | 590 feet |
| City of Westminster | 7,670 feet |
| City of Huntington Beach | 14,200 feet |
| County of Orange | 1,300 feet |

These are highly urbanized environments. Table C.9-2 below describes the population and median household income of the jurisdictions through which the pipeline alignment would pass. It shows that this western sector of Orange County is largely middle class – explaining land use dominated by single-family residences.

Table C.9-2 Jurisdiction by Population and Median Income

| Jurisdiction | Population | Median Income |
|--------------------------|-------------------|----------------------|
| City of Cypress | 46,963 | \$50,981 |
| City of Los Alamitos | 12,180 | \$45,171 |
| City of Seal Beach | 25,098 | \$32, 834 |
| City of Garden Grove | 148,065 | \$39,882 |
| City of Westminster | 83,287 | \$41,364 |
| City of Huntington Beach | 184,962 | \$50,633 |
| County of Orange | 127,603 | \$46,539 |

Based on current and projected rates of growth, it is estimated that the final portions of available land in the County will achieve first generation build out by the year 2020 (County of Orange, 1982).

Overview of Land Use Regulation

Federal, state and local laws and regulations govern and regulate the development of the Proposed Project. General Plan and zoning requirements of local jurisdictions are of particular importance to the Proposed Project. The following sections briefly discuss the regulatory authority of federal, state and local agencies that are anticipated to have jurisdiction over all or some segments of the proposed project. A policy consistency analysis is presented in Section C.9.2.4.



**Bolsa Chica Water Line
and Wastewater Project**

Figure C.9-1
**Aerial Photograph
of Project Area**

Aspen
Environmental Group

Federal Regulations. The proposed pipeline alignment utilizes public street rights of way and the right-of-way for the Bolsa Chica channel. Segments 2 and 3 (as described in Table B.6.1) of the proposed alignment would utilize a public utilities right-of-way on the perimeter of the Los Alamitos Armed Forces Reserve Center (LAAFRC) property. Accordingly, it is not anticipated that any federal agencies will have jurisdiction over the Proposed Project.

California State Regulations. While there are a number of state agency plans and decisions that may impact the land use of the region and the planning activities of local jurisdictions, the California Coastal Commission and the State Department of Transportation (Caltrans) wield special influence on land use planning in the project area. The California Coastal Commission enforces the State Coastal Act in Orange County's coastal zone. The Coastal Commission regulates proposed developments and coordinates preparation of local coastal programs for land within the coastal zone in order to achieve the resource protection goals of the Coastal Act. Caltrans is the state agency responsible for planning state highway projects; consequently, its decisions influence growth trends and land use patterns in the Orange County region.

Local Regulations. Local jurisdictions are required by the State of California to prepare general plans identifying goals and policies to guide the development of land within their respective jurisdictions. Policies and goals regarding land use are addressed in these general plans. The general plans and zoning ordinances of cities along the proposed route would generally apply to the Proposed Project. These general plans, however, do not contain specific policies pertaining to water pipeline development.

A description of the applicable local plans and policies of affected jurisdictions is provided under "Regulatory Setting."

Detailed Description of Land Use Along Proposed Alignment

Segment 1

Land Use. The portion of the alignment that passes through the City of Cypress is Segment 1 (as described in Table B.6.1). The pipeline would be connected to SCWC's existing water distribution system in Oranewood Avenue, near the intersection with Valley View Avenue, in the City of Cypress. Land use in the vicinity of this area is residential with some commercial and light industrial uses on major streets. On the south side of Oranewood Avenue is a neighborhood park and further west along the south side of the street are residential uses (single-family residences). On the north side of Oranewood Avenue along the proposed alignment is a large business complex. The portion of Oranewood Avenue that would be used for the pipeline is a relatively quiet street, with the majority of traffic generated by the Los Alamitos Armed Forces Reserve Center golf course, the entrance for which is at the westerly terminus of Oranewood Avenue.

Regulatory Setting. Land adjacent to this segment of the alignment falls within the City of Cypress and is therefore subject to the City of Cypress General Plan (adopted in 1993). Lands to the west of the

proposed alignment, the Los Alamitos Armed Forces Reserve Center (LAAFRC), are located in the City of Los Alamitos.

The Goals of the City of Cypress General Plan are summarized as follows:

1. To promote a balanced land use pattern accommodating housing, commercial and industrial needs while providing adequate recreation and community services
2. To promote compatible and complimentary development
3. To provide for revitalization of older areas
4. To provide for improved City-wide urban design
5. To coordinate development with public facilities and services.

The proximity of the LAAFRC airport to residential areas in the City poses particular problems. Accordingly, the General Plan includes the Airport Environs Land Use Plan that prohibits residential development in noise-impacted areas and limits building heights and high-density development.

The residential areas south of Orangewood Avenue, and those north and east of the Valley View Street-Orangewood intersection, are low-density residential neighborhoods. They are zoned RS-6000, denoting low-density residential areas with 6000 square foot lots. There are also two “public spaces” (zoning: PS) immediately adjacent to the alignment. There are two Specific Plan Areas (SPAs) in the project area: SPA 1 (the Cypress Corporate Center) and SPA 3 (the Warland/Cypress area) lie immediately to the north of the alignment (i.e., north of Orangewood Avenue). Both of these Specific Plans are concerned with the promotion and management of development in these areas. These areas, which are both north of Orangewood Avenue, are designated as a business park and zoned PC-4 – Planned Community Business Park Zone.

The Los Alamitos Armed Forces Reserve Center, located in the City of Los Alamitos, is zoned CF – Community Facilities.

Segments 2 and 3

Land Use. Segments 2 and 3 of the proposed alignment, as described in Table B.6-1, are in the City of Los Alamitos. The pipeline passes through the parking lot associated with the LAARFC golf course before turning south in the service road adjacent to the Orange County Flood Control District (OCFCD) flood control channel. The land uses in the vicinity of the alignment in Segment 2 are: the LAAFRC golf course, clubhouse and parking lot. Southeast of the alignment and the LAAFRC golf course are residential uses. The residential precinct to the east is in the City of Cypress.

The LAAFRC is a military, helicopter reserve training facility. Ninety-seven percent of its air traffic are helicopters, and the remainder is small twin-engine aircraft. The eastern perimeter of the facility is a Naval Base Golf Course. The clubhouse and related facilities are located at the eastern perimeter at the terminus of Orangewood Avenue. The Naval Base Golf Course attracts numerous visitors on weekdays and weekends and traffic generation is therefore high.

The land uses in the vicinity of Segment 3 (where the alignment utilizes the service road adjacent to the OCFCD channel) are: residential areas to the east in the City of Garden Grove, and the LAAFRC golf course and airstrip to the west in the City of Los Alamitos.

Regulatory Setting. The Los Alamitos Armed Forces Reserve Center, located in the City of Los Alamitos, is zoned CF – Community Facilities.

The City of Cypress General Plan governs and regulates land use in the city. The General Plan has zoned the area east of the alignment as RS-6000 – low density residential.

The City of Garden Grove governs and regulates land east of the alignment in Segment 3. According to the City’s General Plan, the main local planning issues are the aesthetics of the City, the preservation of residential neighborhoods, population density, and the promotion of alternative patterns of commercial development (rather than strip development). The main aim of the plan is to maintain residential neighborhoods through the use of zoning, code enforcement, special assistance for the elderly, and the use of volunteers. In general, the area adjacent to the proposed alignment is a stable, low-density residential area. Designated low-density areas are zoned R1 – denoting a housing density of 0-6 du/ac (i.e., dwelling units per acre). There are, in addition, some small pockets of medium density housing that are zoned R2 – denoting a housing density of 7-10 du/ac.

The City’s concern for the maintenance and revitalization of residential neighborhoods, where appropriate, has led to the establishment of a number of “redevelopment areas.” The nearest of these to the project area is the Valley View Corridor. This is an important commercial corridor that is showing some signs of urban decay which detracts from the aesthetics of the area and its role as a commercial hub for surrounding residential areas. As a result, city planners have identified a series of redevelopment and other special efforts to improve the streetscape.

Segment 4

Land Use. Segment 4 continues in a southerly direction on the eastern edge of the OCFCD right-of-way to the I-405 freeway. There are residential lands uses on both sides of the right-of-way. These residential areas are dense, quiet precincts dominated by single-family residences. Rear yards of residences abut the OCFCD right-of-way throughout this segment.

The City of Seal Beach has jurisdiction to the west of the proposed alignment, while the City of Garden Grove has jurisdiction to the east.

The City of Seal Beach General Plan refers to the residential precinct to the west of the proposed alignment as College Park West. College Park West is a stable, low density residential neighborhood in which little change is expected in the intermediate term. This precinct suffers from a lack of parks and open space and from noise generated by the nearby military uses.

Regulatory Setting. The City of Seal Beach General Plan (adopted in 1993) governs land use in the City. The area is zoned and designated as low density residential, providing for a minimum lot size of 5000 square feet, and an allowable density of 8.0 du/ac.

The City of Garden Grove General Plan (adopted in 1995) regulates the land use in the vicinity of the proposed alignment. In general, the residential areas adjacent to the proposed alignment in this segment are low-density areas. Designated low density areas are zoned R1 – denoting a housing density of 0-6 du/ac, while designated areas of medium density housing zoned R2 – denoting a housing density of 7-10 du/ac. Further east, the Valley View Street commercial corridor is subject to a redevelopment plan to overcome difficulties associated with urban decay as discussed under Segment 3.

Segment 5 and 6

Land Use. In Segment 5, the pipeline would be bored and jacked under the I-405/SR-22 freeways. Surrounding land consists of the two freeways, adjacent embankment, and landscaped areas in the freeway right-of-way.

In Segment 6, the alignment continues south along Old Bolsa Chica Road toward Bolsa Chica Road. This portion of Segment 6 is in the City of Seal Beach. The Seal Beach U.S. Naval Weapons Station to the west and the I-405 freeway immediately to the north dominate the land use in the vicinity of this area. There are some private land uses along the eastern side of Old Bolsa Chica Road: four businesses and a Caltrans Maintenance Station. This area is characterized by low traffic but has relatively high ambient noise levels due to its proximity to the freeways and the heavily traveled Bolsa Chica Road.

The pipeline alignment would continue south along Bolsa Chica Road to Westminster Boulevard in the City of Westminster. In this more southerly portion of Segment 6, the pipeline would be constructed in a busy public street. Bolsa Chica Road is a high volume, multiple lane street, with a raised or striped median strip for most of its length. It is a major entry and exit point for the I-405 and S-22 freeways. The land use on the eastern side of this street is residential (single-family residences), while the Seal Beach U.S. Naval Weapons Station dominates land to the west. The southern end of this segment is Westminster Boulevard. This is another high volume traffic street that is an important street for east-west travel in the district. Based on average daily traffic volumes (See Section C.3.1.1), the Westminster- Bolsa Chica Road intersection, which is controlled by traffic signals, is the busiest along the proposed pipeline alignment.

Regulatory Setting. The use of land within the freeway right-of-way is controlled by Caltrans.

The City of Westminster has jurisdiction over land use to the east of the proposed alignment. The City has designated most of the land in the vicinity of the alignment as residential. From the I-405 freeway south to Westminster Avenue, this area is zoned R-1 (i.e., low density residential), comprising single-family residences with a minimum lot size of 6000 square feet.

Segment 7

Land Use. This segment, which lies in the City of Westminster, ends at the intersection of Rancho Road with Bolsa Chica Road. Land use in the vicinity of this segment of the proposed alignment is similar to that described for Segment 6. Residential land uses exist to the east of the alignment and the Seal Beach U.S. Naval Weapons Station lies to the west.

There are two other features worth noting. First, the U.S. Navy Railway crosses Bolsa Chica Road (immediately south of Westminster Avenue), before swinging southeast through the residential precinct to the east of Bolsa Chica Road. Second, the Anaheim-Barber City Channel lies just to the north of Rancho Road.

Regulatory Setting. The City of Westminster General Plan governs the urban land to the east of the proposed alignment in this section. The urban area is designated as low to medium residential. This residential precinct is zoned as either R-1, denoting low density residential, or R-3, being medium density residential, allowing multi-family residences at a density of 13-14 du/ac. There is only one commercial land use in this area.

The Seal Beach U.S. Naval Weapons Station lies to the west of this segment of the alignment. Although this facility is in the City of Seal Beach, local land use policies and zoning are not applicable to a federal facility.

Segment 8

Land Use. The alignment in this segment – from Rancho Road to Edinger Avenue along Bolsa Chica Street – is surrounded by similar land uses as described for previous segments. There is a mixture of commercial, industrial and residential uses on the eastern side of Bolsa Chica Road, and the Seal Beach U.S. Navy Weapons Station is the land use to the west. Single-family residences dominate the residential land uses to the east of the alignment, which are in the City of Huntington Beach. The U.S. Navy Weapons Station is in the City of Seal Beach.

Industrial land uses are important in this area. The industrial areas on the eastern side of Bolsa Chica Street are located in an area referred to in the General Plan as Urban District No. 16 – the Northwest Industrial District. This industrial precinct is dominated by a Boeing Company complex, on Bolsa Chica Street, near Bolsa Avenue. This is the largest single land use on the east side of Bolsa Chica Road. Bolsa Chica Road and nearby Graham Street carry traffic associated with this plant.

South of Bolsa Avenue is the Bolsa-Springdale industrial park which contains a variety of light industrial uses.

Regulatory Setting. The City of Huntington Beach General Plan, adopted in 1996, governs and regulates land use on the eastern side of this segment. The Land Use Element of this plan sets out the policies and goals for land use in the City. In general terms, the General Plan seeks to promote a balance of residential,

commercial, and industrial land uses. In relation to residential uses, the Plan seeks to achieve the development of a range of housing units to provide for the diverse, economic and social needs, existing and future, of the residents of Huntington Beach. The Plan also seeks to promote the introduction of a diversity of commercial uses in designated commercial areas. The Plans also encourages the development of industrial uses that provide job opportunities for existing and future residents, as well as the surrounding region, and to generate revenue for the City.

The Boeing Company site is zoned I-F2A-d; a zoning for industrial uses with a maximum permitted floor area ratio of 0.75. The Bolsa-Springdale Industrial Park is zoned I-F2-d; a zoning for industrial uses with a maximum permitted floor area ratio of 0.5. Both of these areas are also subject to a General Plan ‘design overlay’ concerned with improving site design and layout.

The residential land uses on Bolsa Chica Street (south of McFadden) are zoned RL – denoting low density residential (0-7.9 du/ac).

West of the alignment in this segment is the US Seal Beach Navy Weapons Station. The proposed alignment does not cross these Federal lands. Although Federal facilities are not subject to local regulation, the General Plan of the City of Seal Beach (adopted in 1993) addresses the Seal Beach Navy Weapons Station. The Land Use Element of the Seal Beach General Plan assumes the continuation of this Naval facility for the life of the Plan.

Segment 9

Land Use. The alignment in Segment 9 (see Table 3.1) continues south on Bolsa Chica Street, across Warner Avenue to Los Patos Avenue. The land use surrounding the alignment in this segment is residential, with single-family residences being the dominant dwelling type. The land use on Bolsa Chica Street is a mixture of residential and commercial. Commercial land uses dominate at the intersections of Bolsa Chica Street with Edinger Avenue, Heil Avenue, and Warner Avenue. Residential land uses (single-family residences) are dominant on the eastern side of Bolsa Chica Road.

Regulatory Setting. The City of Huntington Beach General Plan governs land use on both sides of the alignment in this segment. The existing zoning for land uses adjacent to the alignment are:

- RL Residential Low Density
- RM Residential Medium Density
- RMH Residential High Density
- CG Commercial General.

Residential densities tend to be greater west of the alignment in this segment. This mixture of zoned densities reflects one of the Plan’s aims: to provide a range of housing types to accommodate diverse housing needs.

Segment 10

Land Use. The alignment in this Segment (which runs parallel to Los Patos Avenue) is located on the private property of the Bolsa Chica Planned Community in an easement created for this purpose. The land to the south is the currently open space on the Mesa. At the eastern end of Los Patos Avenue, a small residential development is under construction. Referred to as the Sandover Project, this development will provide 16 single-family residential units. Adjacent to this project is a utility pole-recycling business. South of the Mesa is more open space, including the Bolsa Chica Ecological Preserve (i.e., wetlands) and Bolsa Chica State Beach. To the north of Los Patos Avenue there is a quiet residential neighborhood made up of single- and multiple-family residences.

Regulatory Setting. Areas on the Mesa generally west of Bolsa Chica Street are in unincorporated Orange County. Since much of the Bolsa Chica Mesa falls under the jurisdiction of Orange County, land use is regulated in accordance with the Orange County General Plan. The General Plan regulates land use and development over a 15- to 20-year time frame. The main land use aims of this plan are to:

- Provide for balanced land use
- Provide for phased development
- Provide for a variety of housing densities
- Provide an integrated transportation and land use system
- Locate commercial/industrial centers in proximity to transportation facilities
- Ensure new development is compatible
- Use innovative responses to land use problems
- Enhance the quality of the physical environment
- Encourage the development of employment land uses
- To encourage the provision of childcare facilities.

The portion of the Mesa under the jurisdiction of Orange County is currently zoned “General Agricultural,” a zoning that allows agricultural uses, community care facilities, parks, and open spaces or single-family residences. Other uses require a permit. A change in existing zoning is required to facilitate the proposed residential development on the Mesa. The Bolsa Chica Local Coastal Program sets forth new land use policies for the Mesa. The area would be used for the development of 1,235 dwelling units, with limited land provided for open space and commercial uses.

The City of Huntington Beach General Plan governs land use north of Los Patos Avenue. This is a well-established, stable residential precinct that is zoned Residential Low Density (RL) and Residential Medium Density (RM).

C.9.1.2 Recreation

This section describes the recreational resources within each City along the proposed alignment, beginning at the point of connection in the City of Cypress, and moving progressively south to the terminus of the alignment. The recreational resources in the immediate vicinity of the entire route are described.

City of Cypress

The City of Cypress has a total of 78.4 acres dedicated to park and recreation land. There are two community level parks, 14 at the neighborhood level, and three small mini park lots. Near the Proposed Project area are five neighborhood-level parks, with the largest being the Manzanita Park located at the intersection of Orangewood and Seneca near the beginning of the proposed water line. The Eucalyptus Park has community rooms and is located just west of the intersection of Orangewood and Valley View where the Proposed Project originates. Part of the alignment of the proposed water pipeline is next to the Naval Base Golf Course adjacent to the LAAFRC facility, which is located in the southwest corner of the City.

City of Los Alamitos

The City of Los Alamitos has a total of 14.27 acres of park and recreation land. A small neighborhood park called Labourdette is the only park near to the Proposed Project, which only briefly touches the eastern boundary of the City.

City of Garden Grove

The City of Garden Grove has a total of 126.9 acres of park and recreation land. There are 17 parks in the City, of which only three are located near the Proposed Project. All three are community parks designed to serve residents living as much as two miles away. The closest park to the Proposed Project is West Grove, located just east at the intersection of Casper and Stanford.

City of Seal Beach

The City of Seal Beach has a total of 15 parks and recreation facilities. In addition, the city is home to the U.S. Naval Weapons Station (USNWS), which has its own park and recreation facilities. The city has three small neighborhood parks located near the Proposed Project, which briefly intersects the city's eastern boundary along Bolsa Chica and Old Bolsa Chica Roads extending north of the I-405. The closest park to the Proposed Project is Almond Park, a small neighborhood park located on Almond and Oleander. Old Ranch Country Club is also located nearby on Lampson Avenue. The USNWS has two park facilities, including a large national wildlife refuge and an aquatic regional park, located just north of Edinger on federal property.

City of Westminster

The City of Westminster has a total of 79.75 acres of park and recreational land. There are 23 parks including seven community and 16 neighborhood parks. Within close proximity to the Proposed Project are six parks (two community and four neighborhood parks). The closest park to the Proposed Project is Westminster Village, a small neighborhood park located southwest of Westminster Boulevard and University Street. Bolsa Chica Park is the closest community park located adjacent to Eastwood Elementary School at Vallecito Avenue and University Street.

City of Huntington Beach

The City of Huntington Beach has 601.7 acres of park and recreation land. There are 63 park and recreation facilities in the city, of which 48 are neighborhood parks, 14 are community parks and one is Huntington Central Park, a 300-acre facility which draws patrons from all over the city and county. Located near the Proposed Project are 20 parks, only three are community parks and 17 are neighborhood. Either Robinwood or Haven View Park is the closest neighborhood park to the Proposed Project. Marina Park is the closest community park located at the northeast intersection of Edinger Avenue and Graham Street.

The proposed pipeline alignment is adjacent to four areas of park or open space. These are described below:

- **Segment 1:** There is a neighborhood park, known as Eucalyptus Park, on the south side of Orangewood Avenue.
- **Segment 2:** The Los Alamitos Armed Forces Reserve Center Golf Course is adjacent to the alignment in this segment. In addition, there are two areas of open space within the residential neighborhood east of the proposed alignment (within the City of Garden Grove).
- **Segment 3:** The LAAFRC Naval Base Golf Course abuts the alignment in this segment.
- **Segment 10:** The Bolsa Chica Mesa, an area of open space contiguous with the Bolsa Chica Ecological Preserve, has been, although privately-owned, used (informally) and valued as open space.

C.9.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Implementation of the Proposed Project could result in short-term conflicts with surrounding land uses as well as potential inconsistencies with land use/recreational policies, ordinances and regulations.

C.9.2.1 Significance Criteria

Land use impacts resulting from future development in the project area could be considered significant if they cause any of the following results:

- The creation of substantial incompatibilities between existing or planned uses
- The creation of substantial land use nonconformities
- Inconsistencies with the policies of local General Plans or the regulations of local zoning ordinances.

Impacts on recreation and use of recreational facilities could be considered significant if the following occurs:

- The creation of significant disruption to access
- Construction or operational activities substantially conflict with recreational uses.

In general, the impacts of the Proposed Project would occur during the construction period. The proponent estimated that construction of the pipeline would proceed at a daily rate of 100 feet in three separate segments. Particular locations along the alignment may be subject to land use impacts - particularly difficulties of access – for up to one week. This is variable depending upon: (i) the precise rate of construction, which may vary along the proposed alignment; (ii) traffic flow traffic patterns; and (iii) the type of land use. In general terms, the rate of construction (and hence the magnitude and duration of land use impacts) will be slower at major intersections and where boring and jacking is required. The extent and duration of impacts will also tend to be greater in areas of higher traffic. Bolsa Chica Road north of Rancho Road to the I-405 freeway, for instance, is an area where impacts might be greater.

Impacts to adjacent and surrounding land uses are discussed in the following sections.

C.9.2.2 Impacts to Residential, Commercial and Industrial Land Uses

Construction of the proposed pipeline is likely to cause increased noise, dust and odor levels due to truck traffic, the operation of construction equipment, and trenching activities (see Sections C.1 and C.2). Construction of the pipeline in public streets, such as Bolsa Chica Road, is likely to cause delays in traffic. This increased congestion is likely to be a further source of noise and air pollution. In addition, access to residences and commercial and industrial properties along the route is likely to be disrupted by trenching activities, construction equipment, and traffic congestion (see also Section C.3). The inconvenience caused to residents, property owners, and other users would occur for approximately one week at any given point along the proposed alignment. This disruption is likely to be adverse, but not significant (**Class III**) due to the temporary nature of construction activities at any one point along the alignment and the mitigation measures described below.

Residences and other properties along the alignment in Bolsa Chica Road may have their driveways cut or access disrupted as part of trenching activities. However, these disruptions should only occur for a few hours at a time. Again, the impacts caused, although adverse, would not be significant due to the temporary nature of construction and the mitigations measures described below.

Impact: Short-term disruption during construction to residents, workers, and others seeking access to residential, commercial, and industrial land uses along the proposed pipeline route (**Class III**).

Mitigation Measures: The mitigation measures listed in the Noise (Section C.2), Air Quality (Section C.1), and Traffic and Circulation (Section C.3) impact analyses would reduce land use disturbances to residential, commercial and industrial land uses. SCWC has also proposed to provide advance notice to property owners along the pipeline route in order to reduce the disruption (Tetra Tech, 1999). In addition, the construction noticing requirements set forth in Mitigation Measures N-1, N-2, and T-3 would further reduce impacts on adjacent and neighboring land uses.

C.9.2.3 Impacts To Recreational Land Uses

Construction of the pipeline may cause temporary interference with access to Eucalyptus Park, located immediately adjacent to the alignment of the proposed pipeline at the intersection of Orangewood Avenue and Samoa Street. Construction activity adjacent to the park is estimated to last for less than one week. The significance criteria for recreational resources state that major impacts result from significant disruption to access. Since access to Eucalyptus Park will be partially disrupted for a short time, these impacts are not considered to be significant (**Class III**).

Impact: Temporary interference with access to the Eucalyptus Park on Orangewood Avenue (**Class III**).

Mitigation Measures: None required.

Construction of the pipeline may cause temporary interference with access to and use of the Los Alamitos Armed Forces Reserve Center Golf Course. A portion of the alignment lies in the parking lot of the golf course and another portion follows a maintenance road around the eastern perimeter of the golf course. Construction is likely to (i) interfere, albeit temporarily, with vehicular access to the golf course; (ii) reduce the capacity of the parking lot; and (iii) generate noise and dust disturbances that will conflict with recreational use of the facility.

These impacts, while adverse, are not considered significant (**Class III**). This is due to the temporary nature of the construction and the fact that use of the facility can continue throughout the construction period. While measures could be implemented to minimize the magnitude of these impacts, this is not required for Class III impacts. Moreover, since the golf course is located on Federal land as part of the Los Alamitos Armed Forces Reserve Center, the Applicant is required to seek permission from the LAAFRC prior to construction. The LAAFRC therefore has the capacity to impose its own conditions and measures to minimize the impacts on the facilities and its uses. Accordingly, no mitigation is recommended.

Impact: Temporary interference with access to and use of the Naval Base Golf Course (**Class III**).

Mitigation Measures: None required.

C.9.2.4 Consistency with City General Plans

The proposed pipeline alignment passes through the following jurisdictions: City of Cypress, City of Los Alamitos, City of Garden Grove, City of Westminster, City of Seal Beach, City of Huntington Beach and, finally, unincorporated land of Orange County. Section C.9.1 describes the land use policies of these jurisdictions. In general, these plans and policies seek to facilitate balanced growth and land use. The plans do not preclude the development of facilities for provision of utility services. The project therefore appears to be consistent with existing plans and policies.

C.9.2.5 Impact and Mitigation Summary

A summary of land use impacts associated with the Proposed Project and the applicable mitigation measures is presented below in Table C.9-3.

Table C.9-3 Impact and Mitigation Summary – Land Use

| Impact | Class | Mitigation Measures |
|---|--------------|----------------------------|
| Short-term disruption to residents, workers and others seeking access to residential, commercial, and industrial land uses. | III | N-1, N-2, and T-3 |
| Temporary interference with access to the Eucalyptus Park on Orangewood Avenue. | III | None. |
| Temporary interference with access to and use of the Naval Base Golf Course. | III | None. |

Note: Mitigation measures are not required for Class III impacts.

C.9.3 REFERENCES

City of Cypress. 1993. *City of Cypress General Plan*. City of Cypress.

City of Garden Grove. 1995. *City of Garden Grove General Plan*. City of Garden Grove.

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