

3.8

LAND USE

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3.8.1 Introduction

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This land use analysis evaluates the proposed Project’s consistency with City of Los Angeles General Plan designations, Municipal Code zoning designations, and other applicable plans or policies adopted by agencies with jurisdiction over landside and waterside areas. This analysis also addresses the impacts of the proposed Project and alternatives on surrounding communities, including container storage, truck use of neighborhoods, and property value trends. The proposed Project would result in less than significant or no impacts to Land Use.

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3.8.2 Environmental Setting

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3.8.2.1 Existing Land Uses

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Port of Los Angeles

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The LAHD administers the Port of Los Angeles, which includes 45 kilometers of waterfront and 3,035 hectares (7,500 acres) of land and water area. LAHD administers automobile, container, omni, lumber, cruise ship, liquid and dry bulk terminals, and commercial fishing facilities. Port facilities include slips for 6,000 pleasure craft, sport fishing boats, and charter vessels, as well as community facilities, which include a waterfront youth center, Cabrillo Aquarium and the Maritime Museum.

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Major Port activities include commercial shipping and transfer of containerized cargo, liquid bulk cargo, breakbulk, and dry bulk cargo; commercial fishing; recreation; and tourism.

The West Basin

The West Basin includes the northwestern portion of the Port adjacent to the communities of Wilmington and San Pedro (Figure 2-1).

Located within this area is the Berths 136-147 Terminal, with a total area of 176 acres and total berth length of 2,100 feet. Berths 136-139 occupy the northern-central West Basin, bordered to the west by Berths 121-131. Berths 142-147 form the West Basin's eastern edge at the terminus of Neptune Avenue; they are bordered to the east by the Pier A rail yard and to the south by the Conoco Phillips Corporation tank farm and marine oil terminal. Equipment and facilities on the proposed Project site includes thirteen existing shoreside cranes along the south- and west-facing waterfronts, a 28,000-square-foot maintenance shop, several small buildings, and surface parking. Backlands are used for storage of containerized cargo. The wharf at Berth 144 was reconfigured in the mid-1990s to accommodate large, modern container ships.

To the north, the West Basin is bordered by Harry Bridges Boulevard. Harbor Belt Line railroad follows the Harry Bridges Boulevard alignment bordering the West Basin, with trackage entering the West Basin marine terminals at several locations. Wilmington, north of the Port, is predominantly residential, including single family, medium-density, and high-density residential dwellings. Other area land uses include general and community commercial uses, with light and medium industry to the northeast.

The Los Angeles Housing Authority, in conjunction with its developer the Los Angeles Community Design Center, started construction on the new Dana Strand redevelopment project in 2005. The Dana Strand project is along "C" Street between Hawaiian Avenue and Wilmington Boulevard. That project will be built through four development phases with a total of 412 units, 8,700 square feet of commercial space for a computer lab or childcare facility, a 10,000-square-foot life-long learning center with class and office rooms, recreational space, and a play field. The 412 housing units include 120 rental apartments, 115 rental town-homes, 77 single-family homes, and 100 senior family units. Wilmington Recreational Center and Park are located between Bayview and Neptune avenues.

Prior to 2004, the proposed Harry Bridges Buffer Area was to be a 25-acre container storage/backlands expansion area for the Berths 136-147 Container Terminal Redevelopment Plan. As part of this expansion, Harry Bridges Boulevard was to be realigned north to C Street and a 20-foot-high sound wall was to be constructed along the north edge of the realigned boulevard (LAHD 1994). In preparation for this use, the Port acquired most of the properties in the area, either through negotiation or condemnation, and conducted required remediation activities at a cost of approximately \$45 million. Based on community opposition and the growing recognition of the land use conflict of having a heavy industry use immediately adjacent to residential areas, the project was eventually modified to realign Harry Bridges Boulevard in its existing location and develop 25 of the acquired acres as open-space buffer (LAHD and PCAC 2004). With Harry Bridges Boulevard not being realigned north to C Street, an additional 5 acres became available, for a total of 30 acres available for the open-space buffer.

1 South of the West Basin, the Port's West Bank lines the Main Channel. The West
2 Bank is characterized by a mix of commercial and recreational uses and commercial
3 fishing, with commercial shipping facilities to the south.

4 Facilities east of the West Basin include Slip 1, Mormon Island (primarily a marine
5 oil terminal), and the Department of Water and Power's Harbor Generating Station.

6 Bordering the West Basin to the west and northwest is John S. Gibson Boulevard, the
7 Harbor (110) Freeway, and refinery facilities operated by Conoco Phillips, which
8 occupies Berths 148-151 in the West Basin. West of the Harbor Freeway, in San
9 Pedro, is an industrial district along Gaffey Street, with residential neighborhoods
10 farther to the west.

11 The West Basin is bordered on the southwest by Pacific Avenue, Front Street, the
12 Terminal Island (47) Freeway, and Knoll Hill, which has one residence and a
13 temporary community dog park, for which the Port has received a public request to
14 convert to a temporary little league baseball field. West of Knoll Hill is the Harbor
15 (110) Freeway terminus at Gaffey Street, San Pedro's commercial center, and single-
16 and multi-family residential neighborhoods.

17 **Consolidated Slip/East Channel**

18 The Consolidated Slip located to the south/southeast of the proposed new location of
19 the Pier A rail yard currently contains slips occupied by recreational and live-aboard
20 residential boats. The new rail yard boundary would be near Berths 200C through
21 200H. The northern portion of the Consolidated Slip area houses Leeward Bay,
22 containing 169 slips, with an estimated five to ten percent of vessels housing live-
23 aboard residents. These slips are currently operated on a month-to-month hold-over
24 permit.

25 There are ten other recreational marinas in the Cerritos Channel/East Basin and
26 Consolidated Slip area. These marinas include two small boat yards and occupy a
27 combined total of 15.27 acres of land and 48.42 acres of water; they represent a
28 combined total of approximately 1,451 boat slips with approximately 360 to 402 live-
29 aboard residents. Permits became effective for this area in 1995 and have a term of
30 30 years (personal communication, Richard Alder 2005).

31 Island Yacht Anchorage No. 2, located at B 200 V-X, has approximately 116 slips.
32 In 2002 the operator estimated that the area had approximately 35 live-aboard
33 residential vessels with approximately 88 people living aboard. Only the marina's
34 water area is situated within City of Los Angeles-owned space. The landside area,
35 which contains portable restrooms, trash containers and a parking lot, is located on
36 land owned by the Port of Long Beach Harbor Department. The permits between
37 Island Yacht Anchorage No. 2 and both Los Angeles and Long Beach contain
38 reciprocal provisions whereby, should one permit be terminated, the other
39 automatically terminates. Therefore, if and when Long Beach develops its land area,
40 the marina will have to be relocated within the Port (personal communication,
41 Richard Alder 2005).

1 In addition, Island Yacht Anchorage No. 1, located at Berth 205B (under the Henry
2 Ford Bridge), has 22 slips within the Los Angeles Harbor and an additional 78 slips
3 located outside of Los Angeles Harbor water, lying in Long Beach Harbor
4 Department’s abutting water area. These 78 slips have unrestricted live-aboard
5 residential use, and the exact number of live-aboard residents occupying the area is
6 unknown (personal communication, Richard Alder 2005).

7 **3.8.2.2 Redevelopment Areas in the Proposed Project Vicinity**

8 The Redevelopment Project areas described below are located near the proposed
9 Project site and have been established to address blighted conditions. These areas are
10 located outside the POLA jurisdiction and are subject to land use controls in the
11 City’s General Plan and the applicable Redevelopment Plans. Although the Port does
12 not have jurisdiction over these areas, some Port areas adjacent to the communities
13 are being developed as buffers to Port industrial areas including the proposed Harry
14 Bridges Buffer Area which is an element of the proposed Project. In addition, the
15 Port is redeveloping waterfront areas for local and regional public access, economic
16 development and recreational activity.

17 There has been some feedback from the community referring to Port conditions as
18 causing “blight.” The public often uses the term blight in a general sense to describe
19 industrial conditions; however, the term “blight” has a very specific legal definition under
20 redevelopment law and mainly refers to deterioration of an area caused by physical and
21 economic forces. California’s Community Redevelopment Law is codified in the Health
22 and Safety Code Section 33000 et seq. This section defines blighted areas as having both
23 adverse physical conditions and adverse economic conditions. Adverse physical
24 conditions include structures with serious code violations, buildings that are dilapidated
25 and deteriorated, inadequate lot sizes or configurations for current market conditions, or
26 incompatible adjacent land uses that prevent the economic development of those or other
27 parcels. Economic adverse conditions include depreciated or stagnant property values,
28 abnormally high business vacancies or excessive vacant lots, a lack of necessary
29 commercial facilities that are normally found in neighborhoods (e.g., grocery stores,
30 banks, etc.), residential overcrowding, an excess of businesses that cater to adults, and
31 crime rates that constitute a serious threat to public safety and welfare.

32 Scoping comments submitted for the Berths 136-147 Terminal EIS/EIR identified
33 community concerns about the Project’s impacts associated with truck use in residential
34 neighborhoods adjacent to the Port. For this reason and because of the proximity of the
35 TraPac Terminal to residential areas of Wilmington, data was collected to identify
36 existing truck use within and near residential areas in Wilmington with an additional
37 focus on the San Pedro area. However, the data did not identify whether trucks were
38 Port-related. Field data were collected on commercial vehicles (i.e., trucks with two
39 axles, three or more axles, and trailers parked without tractors). Both truck traffic and
40 truck parking in neighborhoods adjacent to the Port were addressed. Field staff observed
41 the locations of parked commercial vehicles during several different daytime and evening
42 hours on a weekday in September, 2005, and collected both visual and mechanical (hose)
43 counts of truck movements at selected intersections.

1 City of Los Angeles planning and traffic engineering staff were contacted to identify
2 locations where residents have reported excessive truck traffic and/or truck parking.
3 Most of these are located near major roadways or major truck trip generators (e.g.,
4 container storage facilities). In addition, applicable City of Los Angeles Municipal Code
5 (LAMC) regulations and locations of local signs designating truck routes and prohibiting
6 truck traffic and truck parking were identified. Currently, there are many truck
7 prohibition signs located throughout the Wilmington Community providing “barriers”
8 around the community; however, there are virtually no signs directing operators to
9 designated truck routes. Results from the field work indicate that some trucks continue to
10 drive through the area in violation of posted prohibition signs. One reason for this may
11 be a lack of posted truck route and alternative truck route signs. Also, the quality of the
12 Lomita Boulevard street surface deteriorates dramatically just east of Eubank Avenue
13 (i.e., an unpaved segment) and does not connect to Alameda Street. This could explain
14 the amount of truck traffic on nearby residential streets.

15 The data results for truck traffic volumes and truck parking generally support resident
16 complaints about excessive traffic and parking in proximity to large truck traffic
17 generators and other limited areas. Truck parking, however, does not appear to be a
18 widespread problem in residential areas of Wilmington but is more limited to specific
19 areas. Some late night parking may result from truck drivers living in Wilmington who
20 might therefore park in residential areas.

21 Within the City of Los Angeles, the Community Redevelopment Agency’s Board and
22 City Council are jointly responsible for making the determination that an area meets a
23 blighted condition. Once a determination of blight has been made and a redevelopment
24 plan is approved by the City Council, redevelopment under the Community
25 Redevelopment Law can occur. Redevelopment is also the responsibility of the
26 Community Redevelopment Agency.

27 There are three redevelopment areas in the vicinity surrounding the proposed Project site:
28 the Los Angeles Harbor Industrial Center Redevelopment Project area, the Pacific
29 Corridor Redevelopment Project area, and the Beacon Street Redevelopment Project
30 area.

31 The Los Angeles Harbor Industrial Center Redevelopment Project is a 232-acre area
32 located to the north of the project site and is roughly bordered by Anaheim Street on the
33 north, Broad Street on the west, and Harry Bridges Boulevard/Alameda Street on the
34 south and east. The Los Angeles Harbor Industrial Center Redevelopment Project was
35 established in 1974 and was last amended in 1994. The area it encompasses was
36 characterized by physical and economic blight due to a variety of factors: oil extraction
37 activities; unimproved streets and alleys; junk strewn over vacant land; and an
38 incompatible and unhealthy mix of industrial buildings, residential dwellings, oil
39 extraction equipment, rusting oil storage tanks, automobiles, junk-yards, boat
40 construction and storage yards. Hindering development were the small, residential-sized
41 parcels held in scattered ownership coupled with a complicated overlay of multiple
42 petroleum rights; environmental deficiencies, such as soil toxins; railroad rights-of-way;
43 and obsolete utility and public improvement systems (CRA/LA 2005a).

44 The 693-acre Pacific Corridor Redevelopment Project Area, established in 2002, extends
45 from the south side of Knoll Hill and is generally bordered by Capital Drive on the north,

1 Gaffey Drive on the west, 22nd Street on the south, and Harbor Boulevard on the east.
2 The project includes development/rehabilitation of commercial/retail uses, a “welcome
3 park”, a transit center, additional parking, and residential uses, formation of an Arts
4 District, and provision of business incentives and other strategies. Historically, Pacific
5 Avenue served as the main commercial street for the San Pedro community in the
6 downtown area. More recently, however, it became an economically stagnant area with
7 many empty storefronts and high incidents of crime and graffiti. Construction of the
8 Gaffey Street off ramp from the 110 Freeway further exacerbated the decline by
9 redirecting customers elsewhere (CRA/LA 2002).

10 The Beacon Street Redevelopment Project Area, established in 1969, comprises 60 acres
11 and is roughly bordered by 3rd Street on the north, Mesa Street on the west, 7th Street on
12 the south, and Harbor Street on the north. “The Beacon Street Redevelopment Project
13 has transformed a once seedy waterfront area into a modern downtown community, with
14 new commercial residential, cultural, and institutional uses replacing the pawn shops,
15 bars, missions and pool halls that had previously dominated the area. Major recent
16 undertakings are acquisition and rehabilitation of the historic Warner Grand Theatre and
17 development of a 14-screen movie theater complex” (CRA/LA 2005b).

18 **3.8.3 Applicable Regulations**

19 Land use and development within the West Basin are governed by several state and
20 local plans and policies, as described below. These also include City of Los Angeles
21 ordinances related to cargo container and open storage.

22 **3.8.3.1 State Lands Commission**

23 The State Lands Commission (SLC) has oversight responsibility for tidal and
24 submerged lands and administers the Tidelands Trust Act, the state law that governs
25 how Port properties can be used. Legislative authority is granted in trust to local
26 jurisdictions. In 1911, the City of Los Angeles was granted the tidal and submerged
27 lands within its boundaries to hold them in the public trust and to be used for the
28 public benefit, including the promotion of commerce, navigation, and fisheries.

29 In 1970, the City of Los Angeles Tidelands Trust was amended to allow for a broader
30 use of “commerce.” These uses include commercial and industrial buildings, public
31 buildings, public parks, convention centers, playgrounds, small harbors, restaurants,
32 motels, hotels, and the protection of wildlife habitats and open space. However, the
33 LAHD was exempted from this expanded definition of “commerce.” On January 1,
34 2003, Assembly Bill 2769 (AB 2769) became effective and amended the City of Los
35 Angeles Tidelands Trust to provide the City with greater flexibility for both
36 development and the protection of wildlife and open space at and near the Port.

37 **3.8.3.2 California Coastal Commission**

38 The California Coastal Act of 1976 (PRC §30000 et seq.) was enacted to establish
39 policies and guidelines that provide direction for the conservation and development

1 of the California coastline. The California Coastal Act of 1976 established the
2 California Coastal Commission and created a state and local government partnership
3 to ensure that public concerns regarding coastal development are addressed. The
4 following are the policies of the California Coastal Act of 1976 that guide specific
5 regulations pertaining to coastal zone conservation and development decisions:

- 6 • Provide for maximum public access to and recreational use of the coast,
7 consistent with private rights and environmental protection;
- 8 • Protect marine and land resources—including wetlands, rare and endangered
9 habitat areas, environmentally sensitive areas, tide pools, and stream channels;
- 10 • Maintain productive coastal agricultural lands;
- 11 • Direct new housing and other development to urbanized areas with adequate
12 services rather than allowing a scattered, sprawling, wasteful pattern of
13 subdivision;
- 14 • Protect the scenic beauty of the coastal landscape; and
- 15 • Locate any needed coastal energy and industrial facilities where they will have
16 the least adverse impact.

17 The California Coastal Act of 1976 also influences Port operations. The Act
18 established the California Coastal Commission as the coastal management and
19 regulatory agency over the Coastal Zone (Public Resources Code 30103), within
20 which the Port of Los Angeles is included. The California Coastal Commission is
21 responsible for assisting in the preparation, review and certification of Local Coastal
22 Programs/Local Coastal Plans (LCPs). The LCPs are developed by municipalities
23 for that portion of their jurisdiction that falls within the coastal zone. Following
24 certification of the LCP, regulatory responsibility is then delegated to the local
25 jurisdiction, although the Coastal Commission retains jurisdiction over the immediate
26 shoreline. The Port Master Plan acts as the LCP for the Port of Los Angeles, as
27 described in Section 3.8.3.5.

28 Chapter 8 of the California Coastal Act (Coastal Act) establishes specific planning
29 and regulatory procedures for California's "commercial ports" (defined as the ports of
30 San Diego, Los Angeles, Long Beach, and Hueneme). The Coastal Act requires that
31 a coastal development permit be obtained from the Coastal Commission for certain
32 development within these ports. However, a commercial port is granted the authority
33 to issue its own coastal development permits once it completes a master plan certified
34 by the Coastal Commission.

35 The standards for master plans, contained in Chapter 8 of the Coastal Act, require
36 environmental protection while expressing a preference for port-dependent projects.
37 Additionally, Section 30701 establishes the number and locations of California Ports.
38 This section of the Act encourages existing Ports to modernize and construct necessary
39 facilities within their boundaries in order to minimize the need to build new Ports in the
40 state. The logic behind this process is that it is environmentally and economically
41 preferable to locate major shipping terminals and other existing maritime facilities in
42 the major ports rather than creating new ports in new areas of the state. Each
43 commercial port in California has a certified port master plan that identifies acceptable

development uses. If a port desires to conduct or permit developments that are not included in the approved port master plan, the port must apply to the Coastal Commission for either a coastal permit or an amendment to the master plan.

3.8.3.3 City of Los Angeles General Plan

The City of Los Angeles General Plan is a comprehensive, long-term plan for the physical development of the City. The City's General Plan includes the following Citywide Elements: Framework, Transportation, Infrastructure Systems, Housing, Noise, Air Quality, Conservation, Open Space, Historic Preservation and Cultural Resources, Safety, Public Facilities and Services, and Land Use.

The City of Los Angeles General Plan Land Use Element includes 35 local area plans, known as Community Plans, as well as plans for the Port of Los Angeles and Los Angeles International Airport. The Port of Los Angeles Plan (1982 plus subsequent amendments), part of the City of Los Angeles General Plan Land Use Element, is intended to serve as the official 20-year guide to the continued development and operation of the Port, and is consistent with the Port Master Plan. The Port of Los Angeles Plan's primary purposes are:

- The promotion of an arrangement of land and water uses, circulation and services that contribute to the economic, social and physical health, safety, welfare and convenience of the Port, within the larger context of the City
- Guidance of development, betterment and change within the Port to meet existing and anticipated needs
- To contribute to a safe and healthful environment
- To balance growth and stability
- To reflect economic potentialities and limitations, and water developments and other trends
- To protect investment to the extent reasonable and feasible

The Port of Los Angeles Plan designates the northern and western portions of the Port, including the West Basin, as Commercial/Industrial land uses, which are further classified as General/Bulk Cargo and Commercial/Industrial Uses/Non-Hazardous uses. General Cargo includes container, break-bulk, neo-bulk, and passenger facilities. Commercial uses include restaurants and tourist attractions, offices, retail facilities, and related uses. Industrial uses include light manufacturing/maritime-related industrial activities, ocean-resource industries, and related uses.

The remainder of the Port to the southeast is similarly designated and classified, differentiated only by a Hazardous Uses classification (City of Los Angeles 1982a). Figure 3.8-1 illustrates General Plan land use designations for the proposed Project area.

The Port of Los Angeles Plan contains the following objectives and policies applicable to the West Basin.

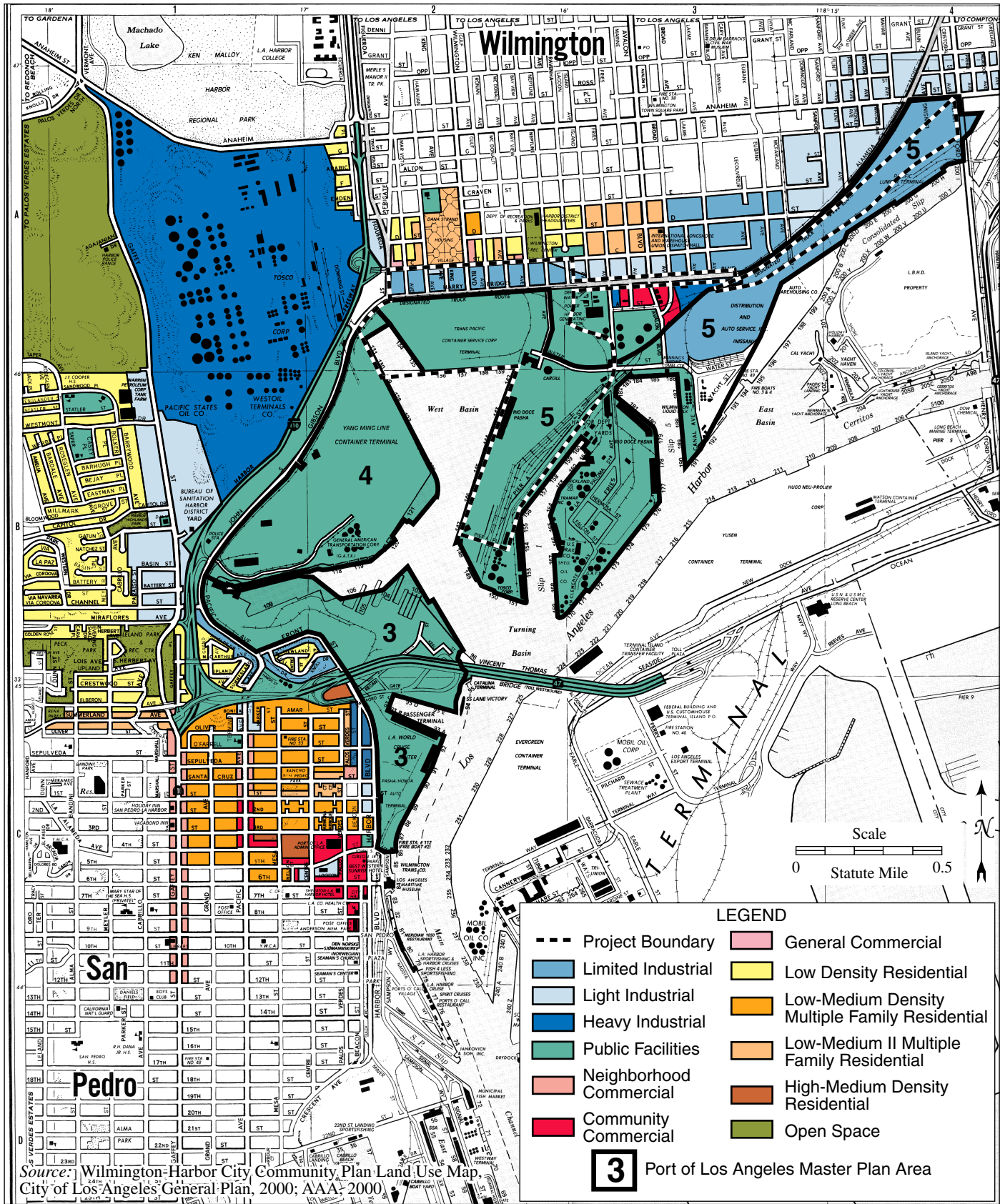


Figure 3.8-1. Land Use Designations for the West Basin and Project Area

3.8.3.3.1 Port of Los Angeles Plan Objectives

Objective 1. To maintain the Port of Los Angeles as an important local, regional and national resource and to promote and accommodate the orderly and continued development of the Port so as to meet the needs of foreign and domestic waterborne commerce, navigation, the commercial fishing industry and public recreational needs.

Objective 2. To establish criteria and standards for the long-range orderly expansion and development of the Port by the eventual aggregation of major functional and compatible land and water uses under a system of preferences that will result in the segregation of related Port facilities and operations into functional areas.

Objective 3. To coordinate the development of the Port of Los Angeles and the development of adjacent communities as set forth in the community plans for San Pedro and Wilmington-Harbor City.

Objective 4. To assure priority for water and coastal dependent development within the Port, while maintaining and, where feasible, enhancing, the coastal zone environmental and public views of and access to coastal resources.

Objective 5. To permit the Port to have the flexibility to adequately respond in its development processes to the pressures and demands placed upon it by:

- a. Changing technologies in the ocean and land movement of waterborne commerce
- b. Changing patterns in the commodity mix and form of waterborne commerce
- c. Changing developments in the Port of Long Beach and the surrounding residential and industrial areas adjacent to and affected by the Port
- d. Changes in law and regulations affecting the environmental and economic uses of the Port
- e. Changes in other U.S. ports affecting the Port's competitive position

Objective 6. To promote efficient transportation routes within the Port consistent with external systems, to connect employment, waterborne commerce, commercial and recreational areas.

Objective 7. To upgrade the existing rail transportation system to keep pace with Port development and to abolish redundant trackage so that valuable land may be better utilized and operations improved.

Objective 8. To minimize conflicts between vehicular, pedestrian, railroad and harbor-oriented industrial traffic, tourist and recreational traffic and commuter traffic patterns within the Port.

3.8.3.3.2 Port of Los Angeles Plan Policies

Policy 6. The highest priority for any water or land area use within the jurisdiction of the Port shall be for developments that are completely dependent on harbor water areas and/or harbor land areas for their operations.

Policy 7. Decisions to undertake individual and specific development projects shall be based on considerations of alternative locations and designs to minimize environmental impacts.

Policy 10. Necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water-dependent facilities shall be maintained and developed to preclude the necessity for new ports elsewhere in the State.

Policy 13. Road, rail and access systems within the Port and connecting links with road, rail and access systems outside of the Port shall be located and designed to provide necessary, convenient and safe access to and from land and water areas consistent with the long-term preferred uses for the Port and consistent with the applicable elements of the Los Angeles General Plan and the Local Coastal Program.

Policy 14. Programs designed to improve or modify roadway circulation in the Port shall be developed, in part, to eliminate: hazardous situations caused by inadequately protected rail/highway crossings; dual use of streets (by rails in the pavement); service and other roads crisscrossing the tracks; and random use of land areas by both highway and rail movement.

Policy 15. When an existing facility in the Port requires alteration or modifications to maintain its level of service or improve the safety of the facility or its operations, such changes shall be made regardless of the fact that the particular facility is not necessarily designated to remain in its current location on a long-term basis.

Policy 18. Port development projects shall be consistent with the specific provisions of this Plan, the certified Port 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:

- *Area 3 West Turning Basin:* Non-hazardous general cargo operations, commercial shipping and other heavy commercial and industrial uses.
- *Area 4 The West Basin:* Non-hazardous general cargo operations and Port-related industrial uses.
- *Area 5 Wilmington District:* Non-hazardous liquid and non-hazardous dry bulk cargo, general cargo, commercial fishing operations, and Port-related commercial and industrial uses.

3.8.3.4 Zoning Designations

Zoning designations for the proposed Project area are shown in Figure 3.8-2. The western portion of the West Basin is designated as [Q]M3-1VL (Heavy Industrial Zone) in the City of Los Angeles Planning and Zoning Code (City of Los Angeles 2000a). The heavy industrial designation includes a permanent qualified classification, as indicated by the bracketed [Q] symbol in the zoning designation. The qualified classification typically indicates that a property may not be suitable for all uses ordinarily permitted in a particular zone classification, or that development is required to conform to certain standards, as necessary to: (1) ensure compatibility with the surrounding properties or neighborhood; (2) ensure compliance with General Plan objectives; or (3) prevent or mitigate potential adverse environmental effects associated with the zoning designation. Accordingly, the qualified classification signifies specific allowances or limitations on permitted uses or height restrictions for a given parcel. Proposed development authorized by the qualified zone classification is required to demonstrate compliance with all applicable terms of the zoning ordinance otherwise implied by the zoning designation (City of Los Angeles 2000b).

The western portion of the West Basin is additionally designated as Very Limited Height District 1, as indicated by the “1” and the “VL” in the zoning designation. This designation allows a floor area ratio (FAR) of not more than 1.5 times the buildable area of the site and a maximum building or structure height of three stories, or 45 feet, above grade. Exceptions to the height limitation are permitted for equipment necessary to operate a structure in the height zone, provided such structures are not constructed solely for creating additional floor area (City of Los Angeles 2000c).

The remainder of the West Basin is zoned [Q]M3-1 (Heavy Industrial Zone with qualified classifications), but without the VL height district classification. Lacking the VL classification, allowable building and structure heights are dependent upon the zoning classification of adjacent properties, project site distance from those properties, and surrounding topography. Accordingly, building and structure FAR and height limitations vary throughout the remainder of the West Basin (City of Los Angeles 2000d).

North of the West Basin, the blocks between Harry Bridges Boulevard and “C” Street are zoned M2-1VL-O (Light Industrial); the “O” symbol indicates the area is a designated Oil-Drilling District. The neighborhood north of “C” Street is predominantly zoned R1 (One-Family Residential), R2 (Two-Family Residential), and R3 (Multiple Dwelling), with the Figueroa Street and Wilmington Boulevard intersections zoned for General and Neighborhood Commercial uses, and an Open Space designation for the Wilmington Recreational Center and Park.

Properties northwest and west of the West Basin are designated PF (Public Facility, including the Harbor Freeway), M1 (Limited Industrial), M2 (Light Industrial), and CM (Commercial Manufacturing). Properties to the southwest, including Knoll Hill and the MacArthur Avenue residential neighborhood, are designated PF (Terminal Island Freeway), M1, R1 (One-Family Zone), and, south of the Terminal Island Freeway, R2 (Two-Family Residential).

The West Basin is bordered to the south and east by additional Port and Port-related facilities zoned for industrial uses (M3) and, to the north of Slips 1 and 5, PF.

3.8.3.5 Port Master Plan

The proposed Project is located mostly in the California Coastal Zone, which was established pursuant to the federal Coastal Zone Management Act of 1972 and the California Coastal Act of 1976. These Acts require that planning and development within the Coastal Zone be compatible with coastal resources. The California Coastal Act established the California Coastal Commission as the coastal management and regulatory agency responsible for governing coastal resources.

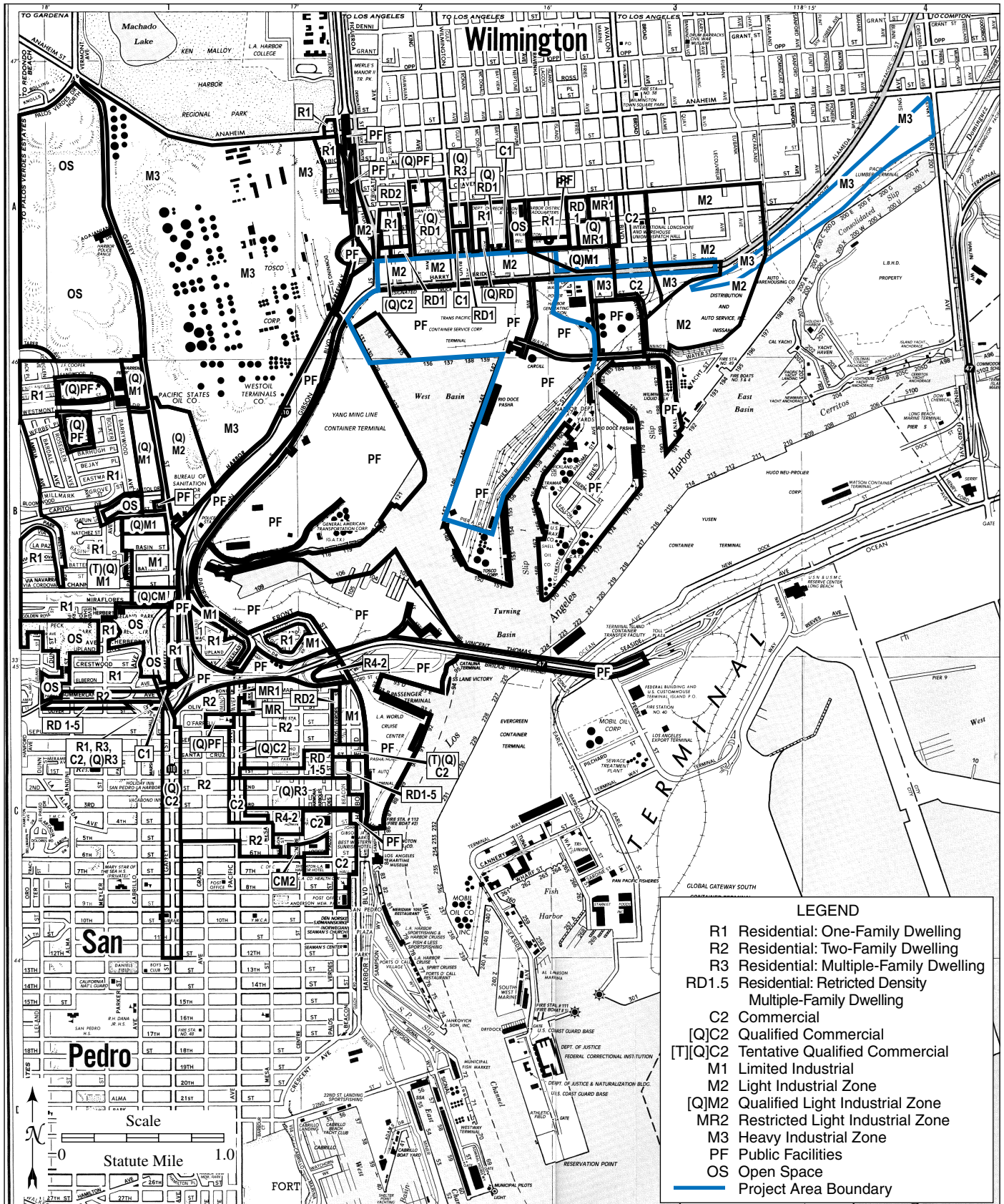
Chapter 8 of the Coastal Act contains policies applicable to the portions of California ports within the coastal zone. Chapter 8, Article 3 of the Coastal Act stipulates that ports shall prepare and adopt master plans containing provisions within that chapter (California PRC §30710-30721). Port master plans are then certified by the Coastal Commission, and development projects authorized or approved pursuant to an adopted and certified master plan are deemed to be in conformity with the coastal zone management program.

The Port of Los Angeles Master Plan (LAHD 1980) provides for the short- and long-term development, expansion, and alteration of the Port. The Port Master Plan has been certified by the California Coastal Commission and is consistent with the Port of Los Angeles Plan, an Element of the City's General Plan. The Port Master Plan divides the Port into a series of master planning areas, for which it identifies short-term plans and preferred long-range uses. Master Plan Areas 3, 4, and 5 are located in the vicinity of the proposed Project site.

Master Plan Area 3, the West Turning Basin south of the Project site, is oriented toward cargo handling, heavy industry, and commercial land uses (Figure 3.8-1). Long-range preferred uses for this area include commercial shipping.

Master Plan Area 4, the West Basin, is dedicated to container, and liquid bulk operations (Figure 3.8-1). Short-term plans for the area identify container operations as the primary use, accompanied by liquid bulk facilities. Preferred long-range plans include relocation of existing liquefied petroleum gas facilities and replacement with a major cargo container complex.

Master Plan Area 5, the Wilmington District, which includes the proposed Project site, is characterized in the Port Master Plan as the oldest part of the Harbor. It supports a range of diverse activities, including petroleum and petrochemical storage tank farms on Mormon Island, general cargo, liquid bulk, dry bulk, commercial fishing, industrial, and institutional uses (Figure 3.8-1). Short-term plans include waterfront general cargo and marine oil terminals. The Pier A rail yard, currently located north of the Consolidated Slip area and extending to Anaheim Street and the Henry Ford Bridge, would be relocated within Master Plan Area 5. Inland areas are recommended for Port-related industrial and commercial development. Long-range preferred uses are the same as short-term uses, except for possible relocation of existing dry and liquid bulk terminals to Master Plan Area 9 (Terminal Island and adjacent areas to the south).



Source: Wilmington-Harbor City Community Plan Land Use Map, City of Los Angeles General Plan 2000; AAA 2000

Figure 3.8-2. Zoning Designations for the West Basin and Project Area

3.8.3.6 Wilmington-Harbor City Community Plan

The proposed Harry Bridges Buffer Area is located within the Wilmington-Harbor City Community Plan area. Accordingly, objectives, policies, and associated implementing programs of the Community Plan addressing Port land uses and operations are included in the Port of Los Angeles Plan.

Relevant policies and objectives in the Wilmington-Harbor City Community Plan are as follows:

- Cargo container storage facilities shall have direct access from major or secondary highways or through industrial areas with no access to such facilities through residential areas. Container storage areas shall provide landscaped buffering, height limitations, and noise and view mitigation measures protecting nearby residential areas, and no container storage shall be permitted within 300 feet of any residential zone. Even though irrigation in some areas may not be feasible or permitted, it is the policy to encourage landscaping with xeriscape sensitive plants.
- [Q] conditions prohibit cargo container storage within 300 feet of any residential zone in most areas and, where such facilities are permitted in sensitive areas, mitigation measures such as fences or walls, landscaped buffers, and height or stacking limitations are imposed, effectuated by zone changes, with enforcement being the responsibility of the Department of Building and Safety.
- Coordinate the development of the Port of Los Angeles with surrounding communities to improve the efficiency and operational capabilities of the Port to better serve the economic needs of Los Angeles and the region, while minimizing adverse impacts to neighboring communities from Port-related activities.
- Assure that Port programs for land acquisition and circulation improvements will be compatible with and beneficial in reducing environmental impacts to surrounding areas caused by Port-related activities, as well as beneficial to the Port.
- The Port's Wilmington land acquisition program should develop adequate buffers, landscaping and transitional uses between the Port and the Community.
- Upgrade the circulation system, both internal and external to the Port, to promote efficient transportation routes to employment, waterborne commerce, and commercial and recreational areas, and to divert Port-related traffic away from adjacent residential and commercial areas.
- Port land acquisitions and development in Wilmington should bring about the timely removal of blighting activities and their replacement with uses consistent with Port development activities and which enhance the physical, visual, and economic environment of the community.

3.8.3.7 San Pedro Community Plan

Although the West Basin is entirely located within the Port of Los Angeles Plan area, it abuts the San Pedro Community Plan area along its western edge (John S. Gibson Boulevard divides the two plan areas). Accordingly, goals, objectives, policies, and associated implementing programs of the Community Plan addressing Port land uses and operations are considered in the Port of Los Angeles Plan.

Relevant policies and objectives in the San Pedro Community Plan are as follows:

- Coordinate the development of the Port of Los Angeles with surrounding communities to improve the efficiency and operational capabilities of the Port to better serve the economic needs of Los Angeles and the region, while minimizing adverse environmental impacts to neighboring communities from port-related activities.
- Coordinate the future development of the Port with the San Pedro Community Plan, the Beacon Street Redevelopment Project, and development of the Central Business District of San Pedro.
- The underutilized railroad lines in the West Channel/Cabrillo Beach and West Bank areas of the Port should be phased out upon relocation of the dry and liquid bulk transfer and storage facilities. Any rapid transit terminal serving the adjacent San Pedro Community should be located in a convenient location near the Beacon Street Redevelopment area and Ports O' Call Village, utilizing the railroad right-of-way adjacent to Harbor Boulevard.
- Seek the relocation of potentially hazardous and/or incompatible land uses away from the adjacent commercial and residential areas of San Pedro.
- Facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, located in the Cabrillo Beach, East and West Channels or West Bank portions of the main Channel should be phased out and relocated at Terminal Island or its proposed southerly extension, with no further expansion of existing facilities or the development of new facilities permitted.

3.8.3.8 Wilmington Open Storage Interim Control Ordinance

Ordinance No. 175384 imposed interim regulations on the issuance of any building or use of land permits for "Open Storage" as a primary use on all commercial and industrial properties within the Wilmington-Harbor City Plan Area. It was adopted by the City Council and subsequently became effective on August 15, 2003. The interim ordinance was replaced by a permanent ordinance in 2005. The interim ordinance listed a number of issues related to container storage in Wilmington, some of which are listed below. The enumerated conditions were identified by the City of Los Angeles:

- Prior to adoption of the ordinance, a City of Los Angeles task force was formed to study the land use issues in Wilmington pertinent to container storage. The task force surveyed 245 open storage uses in the Wilmington area and found that

1 107 of these uses had permits and certificates of occupancy and 138 of these uses
2 were operating without permits.

- 3 • Residential areas located near the open storage yards may be subjected to
4 adverse impacts such as blight, noise, dust, odors, rodents and vermin, or
5 blockage of light and air circulation, and they therefore require protection from
6 the impacts generated by these uses.
- 7 • The lack of proper screening controls and enforcement of open storage and
8 salvage operations and the substandard maintenance of various industrial sites
9 and structures have been largely responsible for eroding the area's image and
10 generating nuisance complaints from nearby residents.
- 11 • Existing zoning and building regulations provide minimal development
12 restrictions to oversee the usage and operation of various open storage yards, and
13 are largely inadequate to address the adverse impacts created by these uses.

14 **New Cargo Container and Open Storage Regulations — Changes Affecting** 15 **Wilmington**

16 In the summer of 2005, the City of Los Angeles Planning Department adopted a
17 number of changes to further regulate existing and future cargo container and open
18 storage uses in Wilmington. The changes include zone changes and related actions
19 defining new conditions applicable to existing cargo container storage and open storage
20 areas, and changes in the zoning code to limit and identify the location of new Cargo
21 Container Storage Yards. The former changes apply to industrial zones, placing
22 additional controls on existing storage uses such as setbacks, landscaped buffers,
23 storage and stacking height, and fencing/screening, and in some cases, adding
24 conditions specifically prohibiting automobile dismantling yards, junkyards and
25 building materials salvage yards. The latter changes allow new Cargo Container
26 Storage subject to certain conditions in multiple specified locations zoned as Heavy
27 Industrial/General Bulk Cargo, primarily areas east of Alameda Street, including areas
28 south of Lomita Boulevard between Eubank Avenue and Alameda Street. However,
29 these changes also prohibit new Cargo Container Storage Yards in six other areas
30 zoned Light Industrial or Limited Industrial.

31 **3.8.3.9 Southern California Association of Governments** 32 **Regional Comprehensive Plan**

33 The Southern California Association of Governments (SCAG) Regional
34 Comprehensive Plan (RCP) integrates SCAG's planning policy for Land Use and
35 Housing, Solid Waste, Energy, Air Quality, Open Space and Habitat, Economy and
36 Education, Water, Transportation, Security and Emergency Preparedness, and Finance.
37 The RCP is built around the Compass Growth Vision and 2% Strategy adopted by the
38 Regional Council in April 2004 which is based on four key principles: Mobility, getting
39 where we want to go; Livability, creating positive communities; Prosperity, long-term
40 health for the region; and Sustainability, preserving natural surroundings.

1 The RCP transportation policies are based on the adopted 2004 Regional Transportation
2 Plan (RTP). The RTP includes an action plan for implementation of strategies in support
3 of the policies adopted by the SCAG Regional Council. The 2004 RTP establishes a
4 transportation vision for an area that includes Los Angeles, Orange, San Bernardino,
5 Riverside, Ventura and Imperial Counties. RTP is a Multimodal Plan representing a
6 vision for a better transportation system, integrated with the best possible growth pattern
7 for the Region over the Plan horizon of 2030. The 2004 RTP goals and policies include
8 the following:

- 9 • Maximize mobility and accessibility for all people and goods in the region;
- 10 • Ensure travel safety and reliability for all people and goods in the region;
- 11 • Preserve and ensure a sustainable regional transportation system;
- 12 • Maximize the productivity of our transportation system;
- 13 • Protect the environment, improve air quality and promote energy efficiency; and
- 14 • Encourage land use and growth patterns that complement our transportation
15 investments.

16 **3.8.3.10 San Pedro Bay Ports Clean Air Action Plan**

17 The Port, in conjunction with the Port of Long Beach and with guidance from AQMD,
18 CARB and USEPA, has developed the San Pedro Bay Ports Clean Air Action Plan
19 (CAAP), which was approved by the Los Angeles and Long Beach Boards of Harbor
20 Commissioners on November 20, 2006. The CAAP focuses on reducing diesel
21 particulate matter (DPM), NOX, and SOX, with two main goals: (1) to reduce Port-
22 related air emissions in the interest of public health, and (2) to disconnect cargo growth
23 from emissions increases. The Plan includes near-term measures implemented largely
24 through the CEQA/NEPA process and new leases at both ports.

25 The CAAP consists of the following standards:

- 26 1. San Pedro Bay Standards
 - 27 • Reduce public health risk from toxic air contaminants associated with port-
28 related mobile sources to acceptable levels.
 - 29 • Prevent port-related violations of the state and federal ambient air quality
30 standards at air quality monitoring stations at both ports.
 - 31 • Reduce criteria pollutant emissions to the levels that will assure that port-
32 related sources contribute their “fair share” to enable the South Coast Air
33 Basin to attain state and federal ambient air quality standards.
- 34 2. Project-Specific Standards
 - 35 • Projects must meet the 10 in 1,000,000 excess cancer risk threshold, as
36 determined by health risk assessments conducted during CEQA review and
37 implemented through required NEPA/CEQA mitigations associated with
38 lease negotiations. Projects that exceed the AQMD CEQA significance

1 thresholds for criteria pollutants must implement the maximum available
2 controls and feasible mitigations for any emissions increases.

3 3. Source Specific Performance Standards

- 4 • These standards include a series of measures that will be implemented
5 through port lease requirements, tariffs, incentives, and the NEPA/CEQA
6 environmental review process.
- 7 • Compliance with the Project Specific Standards may require that an
8 individual terminal go beyond the Source Specific Performance Standards or
9 advance the date of compliance with those performance standards.
- 10 • The Source Specific Performance Standards are targeted at the following
11 five source categories of mobile equipment and vessels that are part of port-
12 related goods movement: 1) heavy-duty vehicles/trucks; 2) ocean-going
13 vessels; 3) cargo handling equipment; 4) harbor craft; and 5) railroad
14 locomotives.

15 The proposed Project includes air quality control measures outlined in the CAAP, both as
16 mitigation that will be imposed via permits and lease provisions and as standard
17 measures that will be implemented through lease agreements with other agencies and
18 business entities, and Port contracting policies.

19 **3.8.4 Impacts and Mitigation Measures**

20 **3.8.4.1 Methodology**

21 This analysis evaluates consistency or compliance for the proposed marine terminal,
22 waterside, and transportation improvement projects with adopted plans and policies
23 governing land use and development at the Port. All plans with policies applicable to
24 Port development were evaluated, including the City of Los Angeles General Plan and its
25 Elements, the City's Planning and Zoning Code, Port of Los Angeles Master Plan, and
26 plans prepared by other agencies with jurisdiction over potentially affected resources.

27 The Land Use analysis addresses the potential for the creation of physical
28 incompatibilities between the proposed Project and adjacent land uses or activities,
29 through the evaluation of the extent to which off-site land uses may be affected by
30 physical interruption or disruption, or the extent to which other environmental impacts
31 are also land use impacts. Additionally, this analysis evaluates the potential for proposed
32 Project activities to affect conditions in surrounding communities, including truck and
33 rail operations, container storage activities, and potential impacts on existing property
34 value trends.

35 **3.8.4.1.1 CEQA Baseline**

36 Section 15125 of the CEQA Guidelines requires EIRs to include a description of the
37 physical environmental conditions in the vicinity of a project that exist at the time of
38 the NOP. These environmental conditions would normally constitute the baseline

1 physical conditions by which the CEQA lead agency determines whether an impact is
2 significant. For purposes of this Draft EIS/EIR, the CEQA Baseline for determining
3 the significance of potential impacts under CEQA is December 2003. CEQA
4 Baseline conditions are described in Table 2-2 of Section 2.4.

5 The CEQA Baseline represents the setting at a fixed point in time, with no project
6 growth over time, and differs from the “No Project” Alternative (discussed in Section
7 2.5.1) in that the No Project Alternative addresses what is likely to happen at the site
8 over time, starting from the baseline conditions. The No Project Alternative allows
9 for growth at the proposed Project site that would occur without any required
10 additional approvals.

11 **3.8.4.1.2 No Federal Action/NEPA Baseline**

12 For purposes of this Draft EIS/EIR, the evaluation of significance under NEPA is
13 defined by comparing the proposed Project or other alternative to the No Federal
14 Action scenario. The No Federal Action/NEPA Baseline condition for determining
15 significance of impacts coincides with the “No Federal Action” condition, which is
16 defined by examining the full range of construction and operational activities the
17 applicant could implement and is likely to implement absent permits from the
18 USACE. Therefore, the No Federal Action/NEPA Baseline would not include any
19 dredging, filling of the Northwest Slip, wharf construction or upgrades, or crane
20 replacement. The No Federal Action/NEPA Baseline would include construction and
21 operation of all upland elements (existing lands) for backlands or other purposes.
22 The upland elements are assumed to include:

- 23 • Adding 57 acres or existing land for backland area and an on-dock rail yard;
- 24 • Constructing a 500-space parking lot for union workers;
- 25 • Demolishing the existing administration building and constructing a new LEED
26 certified administration building and other terminal buildings;
- 27 • Adding new lighting and replacing existing lighting, fencing, paving, and
28 utilities on the backlands;
- 29 • Relocating the Pier A rail yard and constructing the new on-dock rail yard;
- 30 • Widening and realigning Harry Bridges Boulevard; and
- 31 • Developing the Harry Bridges Buffer Area.

32 Unlike the CEQA Baseline, which is defined by conditions at a point in time, the No
33 Federal Action/NEPA Baseline is not bound by statute to a “flat” or “no growth”
34 scenario; therefore, the USACE may project increases in operations over the life of a
35 project to properly analyze the No Federal Action/NEPA Baseline condition.
36 Normally, any ultimate permit decision would focus on direct impacts to the aquatic
37 environment, as well as indirect and cumulative impacts in the uplands determined to
38 be within the scope of federal control and responsibility. Significance of the
39 proposed Project or alternative is defined by comparing the proposed Project or
40 alternative to the No Federal Action/NEPA Baseline (i.e., the increment). The No
41 Federal Action/NEPA Baseline conditions are described in Table 2-2 of Section 2.4.

1 The No Federal Action/NEPA Baseline also differs from the “No Project”
 2 Alternative, where the Port would take no further action to construct and develop
 3 additional backlands (other than the 176 acres that currently exist). Under this
 4 alternative, no construction impacts would occur. However, forecasted increases in
 5 cargo throughput would still occur as greater operational efficiencies are made.

6 **3.8.4.2 Thresholds of Significance**

7 The following criteria are based on the *Los Angeles CEQA Thresholds Guide* (City of
 8 Los Angeles 2006) and are the basis for determining the significance of impacts
 9 associated with land use consistency and compatibility resulting from proposed
 10 Project development. The following factors are used to determine significance for
 11 land use consistency and compatibility.

12 **LU-1:** The proposed Project would be inconsistent with the adopted land
 13 use/density designation in the Community Plan, redevelopment plan, or
 14 specific plan for the site.

15 **LU-2:** The proposed Project would be inconsistent with the General Plan or
 16 adopted environmental goals or policies contained in other applicable plans.

17 **LU-3:** The proposed Project would disrupt, divide, or isolate neighborhoods,
 18 communities, or land uses.

19 **LU-4:** The proposed Project would cause a secondary impact to the surrounding
 20 land uses.

21 **3.8.4.3 Impacts and Mitigation**

22 **3.8.4.3.1 Proposed Project**

23 **3.8.4.3.1.1 Land Use Consistency**

24 **Impact LU-1: The proposed Project would be consistent with the adopted**
 25 **land use/density designation in the Community Plan, redevelopment plan**
 26 **or specific plan for the site.**

27 The proposed Project site is not located within redevelopment or specific plan areas and
 28 therefore, would not affect implementation of these plans. In addition, because terminal
 29 activities would be confined to the proposed Project site, the proposed Project would not
 30 affect blighted conditions in surrounding redevelopment project areas.

31 The majority of the proposed Project site is located within the Port of Los Angeles Plan
 32 and Port Master Plan (PMP) areas; however, construction of the Harry Bridges Buffer
 33 Area and roadway improvements would occur within the Wilmington-Harbor City
 34 Community Plan area. The Wilmington-Harbor City Community Plan designates land
 35 use adjacent to the proposed Project area as industrial.

1 The proposed Project is located within areas designated for Commercial/Industrial
2 uses in the Port of Los Angeles Plan; proposed construction activities and container
3 terminal activities would be consistent with the General/Bulk Cargo (i.e., container,
4 break-bulk, neo-bulk, and passenger facilities) and Commercial/Industrial Uses/Non-
5 Hazardous land use designations. Therefore, the proposed Project would be consistent
6 with the land use/density designations delineated in the City-approved Port of Los
7 Angeles Plan that regulates the continued development and operation of the Port.

8 The proposed Project site is located within PMP Master Plan Area 5. This area is
9 designated for general cargo uses in the Port Master Plan and proposed container terminal
10 operations would be consistent with the overall general cargo uses identified in the PMP
11 for Master Plan Area 5. The proposed Project would convert the 10 acres of fill in the
12 Northwest Slip to backlands (i.e., container storage area). As the PMP requires plan
13 amendments for the construction of new land, an amendment to the PMP Master Plan
14 Area 5 would be required to create additional backlands within the Northwest Slip.

15 The proposed Project would include a PMP Amendment, General Plan Amendment
16 (GPA) (i.e., roadway downgrades, zoning designation restrictions, height variance),
17 and a zone change for the proposed 30-acre Harry Bridges Buffer Area between
18 Harry Bridges Boulevard and “C” Street, from Figueroa Street to Lagoon Avenue.
19 These amendments would be required to change the zoning of the buffer area and
20 modify the PMP 5 to include the buffer; the Wilmington-Harbor City Community
21 Plan boundary would be adjusted accordingly. Consistent with Tidelands Grants
22 guidelines, the proposed PMP Amendment, GPA, and zone change would add [Q]
23 conditions to the site’s zoning designation, thereby restricting the buffer area to open
24 space and recreational uses, such as:

- 25 • Open Space
- 26 • Maritime Related Museums and Cultural Facility
- 27 • Community Buildings
- 28 • Restrooms
- 29 • Parking areas

30 The GPA would also allow the following roadway modifications associated with the
31 Harry Bridges Buffer Area:

- 32 • Vacation and removal of six roadway segments between Harry Bridges
33 Boulevard and “C” Street: Mar Vista Avenue; Wilmington Boulevard; Gulf
34 Avenue; McDonald Avenue; Bayview Avenue; and Neptune Avenue.
- 35 • Downgrading of two streets: Wilmington Boulevard (secondary arterial) and
36 Neptune Avenue (collector).

37 As the VL1 zoning designation restricts structures to a maximum allowable height of
38 45 feet, the PMP Amendment, GPA, and zone change would also include provisions
39 for a height variance for the proposed pedestrian iconic bridge that would be built up
40 to a peak height of 120 feet.

1 Construction of the Harry Bridges Buffer Area would occur on lands within the
2 Wilmington Harbor City Community area; however, this improvement would occur
3 on undeveloped, vacant land owned by the Port. Proposed roadway improvements
4 (i.e., roadway closures/street downgrades; widening Harry Bridges Boulevard) would
5 potentially require the acquisition and/or use of adjacent land parcels. However, the
6 conversion of these parcels to open space/recreational uses and to roadway uses
7 would not result in significant impacts related to inconsistencies with plans and
8 policies, as the Harry Bridges Buffer Area is a regional community improvement
9 identified in the Wilmington Harbor City Community.

10 **CEQA Impact Determination**

11 The proposed Project would be consistent with the Port of Los Angeles Plan and site
12 zoning. As the proposed Project would require amendments to the PMP to create 10
13 acres of additional backlands/container storage areas within the Northwest Slip,
14 inconsistencies with the PMP would not occur. Construction of the Harry Bridges Buffer
15 Area and proposed roadways improvements would convert land designated in the
16 Wilmington-Harbor City Community Plan for industrial uses to open space/recreational
17 and roadway uses; however, these activities would occur on vacant parcels owned by the
18 Port and are adjacent to existing roadways. Furthermore, the proposed GPA (i.e.,
19 roadway downgrades, zoning designation restrictions, height variance) would ensure
20 consistency with the land use/density designations identified in the Wilmington-Harbor
21 City Community Plan. In addition, because terminal activities would be confined to the
22 proposed Project site, project operations would not affect blighted conditions in
23 surrounding redevelopment project areas. As the proposed Project would be consistent
24 with all applicable land use/zoning designations (after amendments) and includes a
25 physical separation of terminal facilities from residential areas, impacts on land use
26 would be less than significant under CEQA.

27 *Mitigation Measures*

28 No mitigation required.

29 *Residual Impacts*

30 Less than significant impact.

31 **NEPA Impact Determination**

32 The proposed Project would include in-water construction activities (i.e., dredging,
33 filling of the Northwest Slip, new wharf/dike construction, and upgrades to existing
34 wharves), which would not be part of the No Federal Action/NEPA Baseline. These
35 in-water activities would occur within the Port of Los Angeles Plan Area. Deepening
36 berths, new wharf construction, and wharf seismic improvements would not result in
37 features that would be inconsistent with adopted land use designations and plans; the
38 proposed Project includes provisions for an amendment to the PMP to create additional
39 backlands within the Northwest Slip. Therefore, the proposed Project would have less
40 than significant impact under NEPA.

1 *Mitigation Measures*

2 No mitigation required.

3 *Residual Impacts*

4 Less than significant impact.

5 **Impact LU-2: The proposed Project would be consistent with the**
6 **General Plan or adopted environmental goals or policies contained in**
7 **other applicable plans.**

8 The proposed Project would be consistent with the adopted objectives and policies
9 identified in the Port of Los Angeles Plan and Wilmington-Harbor City Community
10 Plan (see **Impact LU-1**). Port of Los Angeles Plan Objective 1 gives priority to water-
11 dependent developments to ensure the Port is maintained as an important local,
12 regional and national resource, as well as to accommodate the orderly development of
13 the Port to meet the needs of foreign and domestic waterborne commerce. Objective 4
14 gives priority to water and coastal-dependent development within the Port to preclude
15 the need for additional ports elsewhere in the state. Proposed redevelopment of the
16 project site as a consolidated container terminal would be consistent with Objectives 1
17 and 4 of the Port of Los Angeles Plan. Additionally, the proposed GPA required for
18 construction of the Harry Bridges Buffer Area and roadway improvements would
19 ensure consistency with the recreational/park facilities and transportation policies
20 stipulated in the Wilmington-Harbor City Community Plan.

21 The proposed Project would be consistent with the land use goals/objectives
22 identified in the PMP (see **Impact LU-1**). The proposed Project would also be
23 consistent with the container operations short-term and long-range preferred uses
24 delineated in the PMP for Master Plan Area 5, which encompasses the proposed
25 Project site. The PMP serves as the Local Coastal Program/Local Coastal Plan
26 (LCP) for the California Coastal Commission; therefore, the proposed Project would
27 also be consistent with the California Coastal Act of 1976.

28 The proposed Project would include construction of on-dock rail facilities which
29 would reduce the percentage of inland transport that would occur via truck.
30 Accordingly, the proposed Project would be consistent with the SCAG RCP and RTP
31 policies associated with improving the efficiency of rail transportation and reducing
32 the impacts of truck traffic.

33 As stated in Section 3.2.4.7 (Table 3.2-67), the proposed Project includes air quality
34 mitigation measures outlined in the CAAP that would be implemented through the
35 NEPA/CEQA review process for the proposed Project. Implementation of mitigation
36 measures **MM AQ-1 through MM AQ-18** would ensure consistency with San Pedro
37 Bay CAAP policies requiring implementation of Project Specific and Source Specific
38 Performance Standards to reduce air pollution from Port operations to acceptable
39 regulatory health risk thresholds.

CEQA Impact Determination

As discussed above, the proposed Project would be consistent with the Port of Los Angeles Plan, the Wilmington-Harbor City Community Plan, the PMP/Coastal Act, SCAG policies, including the RCP and RTP, and the San Pedro Bay Ports CAAP.

Proposed roadway improvements associated with widening Harry Bridges Boulevard and the buffer area would not conflict with adopted Wilmington-Harbor City Community Plan policies. The proposed Project would modify Harry Bridges Boulevard from to straighten it, provide a median and shoulders, which would widen it from 50 feet to 84 feet, which would bring the edge of the roadway up to 20 feet closer to “C” Street. Additionally, construction of the buffer area between Harry Bridges Boulevard and “C” Street, from Figueroa Street to Lagoon Avenue, would require removal of six north-south access streets within this area. Most of these roadways would be vacated; the proposed GPA would be required to downgrade Wilmington Boulevard and Neptune Avenue. However, this would result in isolating Port-related truck traffic away from the residential neighborhood north of “C” Street; consequently, the combination of widening Harry Bridges Boulevard and creating the Harry Bridges Buffer Area would not conflict with Wilmington-Harbor City Community Plan policies, which recommend that Port-related traffic be diverted away from adjacent residential areas when the circulation system is upgraded, and that circulation improvements be compatible with, and beneficial in, reducing environmental impacts to surrounding areas caused by Port-related activities. As the proposed Project would be consistent with the General Plan and adopted environmental goals or policies contained in other applicable plans, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

The proposed Project would result in dredging, filling of the Northwest Slip, and new wharf construction, which would not be part of the No Federal Action/NEPA Baseline. These would occur within the Port of Los Angeles Plan Area. The proposed Project includes provisions for an amendment to the Port Master Plan in order to create additional backlands within the Northwest Slip. Therefore, these improvements would be consistent with the City of Los Angeles General Plan and associated Port of Los Angeles Plan as well as the Port Master Plan, and would result in less than significant impact under NEPA.

Mitigation Measures

No mitigation required.

1 *Residual Impacts*

2 Less than significant impact.

3 **3.8.4.3.1.2 Land Use Compatibility**

4 **Impact LU-3: The proposed Project would not disrupt, divide, or isolate**
5 **existing neighborhoods, communities, or land uses.**

6 *Truck/Rail Activities*

7 The proposed Project would include construction of on-dock rail facilities which
8 would reduce the percentage of inland transport that would occur via truck. The
9 proposed Project also includes transportation improvements that would reduce
10 congestion and improve traffic safety in areas of Wilmington. These improvements
11 would consolidate the north-south movement of trucks serving the terminal and
12 would reduce truck movements through Wilmington neighborhoods. Harry Bridges
13 Boulevard would be widened and realigned from 50 feet to 84 feet. Harry Bridges
14 Boulevard is currently too narrow in areas and would be widen and straightened to
15 improve traffic flow. Harry Bridges Boulevard would remain 2 lanes in either
16 direction with a new landscaped median in the center.

17 Although the proposed widening of Harry Bridges Boulevard would bring the edge
18 of the roadway up to 20 feet closer to “C” Street and adjacent residential
19 neighborhoods, the proposed Project would construct a buffer area between Harry
20 Bridges Boulevard and “C” Street and would remove the north-south access streets
21 within this area. This would result in isolating Port-related truck traffic away from
22 the residential neighborhood north of “C” Street. Roadway improvements associated
23 with the Harry Bridges Buffer Area would result in closure of all minor north-south
24 streets through the Buffer area except King Avenue and would divert local traffic
25 onto the adjacent parallel routes (i.e., Figueroa Street, King Avenue, Fries Avenue,
26 Marine Avenue, and Avalon Boulevard). The removal of north-south streets (e.g.,
27 Wilmington Boulevard) between “C” Street and Harry Bridges Boulevard would
28 reduce truck travel on neighborhood streets, focusing truck movements onto Harry
29 Bridges Boulevard, Alameda Street, and the 110 Freeway. These improvements
30 would reduce the occurrences of truck parking in residential neighborhoods.
31 However, as some trucks continue to drive through residential areas in violation of
32 posted prohibition signs, the proposed Project would further exacerbate existing
33 illegal truck use within the Wilmington community. Therefore, the Project’s
34 contribution to existing violations of unauthorized truck use in Wilmington would be
35 potentially significant.

36 Proposed Project operations would increase rail trips; however the proposed Project
37 would not result in the construction of new rail lines or yards outside Port boundaries.
38 The new location for the Pier A rail yard is currently used for automobile storage for
39 import/export, and is surrounded by heavy and light industrial uses (primarily the Los
40 Angeles Harbor Industrial Center Redevelopment Project Area). Although the new Pier
41 A rail yard would be adjacent to the Consolidated Slip, which contains approximately 10
42 to 15 (i.e., 5 percent of the 224 boats) live-aboard residents, this relatively small

1 number of residents does not represent an existing neighborhood or community
2 within this industrially zoned area. Therefore, as relocation of the Pier A rail yard
3 would be located within an existing industrial area adjacent to industrial uses, and would
4 not result in the construction of new rail lines, the proposed Project would have a less
5 than significant land use impact on neighborhoods from increased/relocated rail facilities.

6 ***Container Storage***

7 The proposed Project would add approximately 38 percent new terminal area (i.e.,
8 backlands available for container storage and other functions that would increase cargo
9 handling efficiency). The increased terminal acreage includes the redevelopment of
10 vacant and underutilized land and development of a 10-acre landfill in the Northwest
11 Slip. The increase in acreage, related increased efficiencies in handling of cargo on-site
12 (e.g., new and better cranes), and construction of the new on-dock rail would reduce the
13 amount of time needed to move containers through the TraPac Terminal. Therefore,
14 container storage associated with the proposed Project would not have direct impacts
15 on surrounding communities.

16 Although TraPac does not operate any satellite container storage facilities, some
17 shippers utilize off-site container storage facilities and warehouses. These offsite
18 facilities vary in size and are sometimes located in close proximity to residential
19 areas due to the proximity of industrial and residential zoning and land uses in
20 Wilmington. The Port contributes indirectly to the proliferation and use of offsite
21 container storage facilities. LAHD has no authority to regulate the locations of these
22 facilities; however, recent controls and limitations implemented by the City of Los
23 Angeles on container storage in Wilmington apply to these offsite facilities. As
24 stated in Section 3.8.3.8, these regulations place additional controls on existing storage
25 facilities such as setbacks, landscaped buffers, storage and stacking height, and fencing
26 and screening requirements, and also prohibit new container storage yards in some areas
27 zoned Light Industrial or Limited Industrial.

28 As the proposed Project is consistent with existing and projected future trends of
29 increased goods movement and trade and because the proposed expansion of backlands
30 for container storage would increase efficiency of container handling, proposed backland
31 expansion would not contribute to the disruption, division, and/or isolation to existing
32 residential neighborhoods or communities.

33 **CEQA Impact Determination**

34 As discussed above, the proposed Project would not disrupt, divide or isolate existing
35 neighborhoods, communities or land uses within the existing proposed Project area.
36 However, the Project's contribution to existing violations of unauthorized truck use
37 in Wilmington would be potentially significant.

1 *Mitigation Measures*

2 The following mitigation measures would be required to reduce the proposed Project's
3 contribution to the ongoing violation of truck use within Wilmington,

4 **MM LU-1: Install Truck Route Signage.** Fixed signs directing truck drivers to
5 designated and alternative truck routes shall be installed throughout Wilmington.

6 **MM LU-2: Truck Traffic Enforcement.** Port Police shall increase enforcement of
7 prohibition against truck traffic within Wilmington.

8 *Residual Impacts*

9 Implementation of **Mitigation Measures LU-1** and **LU-2** would reduce the Project's
10 contribution to existing violations of unauthorized truck use in Wilmington, such that
11 less than significant impacts would occur under CEQA. In addition, live-aboard
12 residents in the Consolidated Slip area could be disturbed by Project-related
13 construction and operation activities. However, the current and proposed future land
14 uses are consistent with property zoning and land use designations. Impacts would
15 be less than significant. The specific impacts associated with proximity of residents
16 to the Pier A rail yard relocation, are also discussed in Section 3.9, Noise.

17 **NEPA Impact Determination**

18 The proposed Project would include in-water construction activities, which would not
19 be part of the No Federal Action/NEPA Baseline. In-water construction activities
20 would not result in land use changes that would disrupt, divide or isolate an
21 established community. In-water construction and operation activities would be
22 consistent with the current and zoned land uses in the area. Therefore, impacts under
23 NEPA would be less than significant.

24 *Mitigation Measures*

25 No mitigation required.

26 *Residual Impacts*

27 Less than significant impact.

28 **Impact LU-4: The proposed Project would not cause secondary impacts**
29 **to surrounding land uses.**

30 Proposed Project activities associated with truck/rail operations and container storage
31 activities would not significantly impact surrounding communities (see **Impact LU-3**).

32 Proposed Project construction activities would require removal of rock material from
33 Catalina Island. However, as removal of rock material would occur at a permitted
34 quarry facility on Catalina Island, impacts on resources at this site associated with
35 removal activities have been evaluated previously in the site designation environmental
36 documentation and/or permit applications. Because this facility is an existing

1 designated/permitted quarry, use of this site for providing rock material for the
2 proposed Project would comply with the site use and other permit conditions.

3 ***Property Value Trends***

4 Historically, the proximity of the Port to surrounding residential neighborhoods may
5 have resulted in generally lower residential property values in adjacent communities.
6 However, residential property values in communities adjacent to the Port have
7 increased in recent years and do not exhibit depreciated or stagnant values (LAEDC
8 2002). The proposed Project would not change residential property trends in the
9 areas immediately adjacent to the Port.

10 The proposed Project would increase the number of direct, indirect, and induced jobs and
11 income in the region and result in other economic benefits. While the economic impacts
12 are beneficial, the increase in jobs attributable to the proposed Project would be spread
13 over the larger economic region (refer to Section 7.3.1). In addition, changes in property
14 value are dependent on other unrelated factors including interest rates, ease of access as a
15 bedroom community to employment centers, availability of quality education and historic
16 and existing zoning practices. Therefore, the proposed Project would not significantly
17 contribute to increased property values due to its direct or indirect economic impacts

18 **CEQA Impact Determination**

19 As discussed above, the proposed Project would generate substantial employment
20 opportunities that would not result in significant secondary impacts on land use,
21 including indirect impacts on residential property values in surrounding communities.
22 Therefore, impacts on land use under CEQA would be less than significant.

23 ***Mitigation Measures***

24 No mitigation required.

25 ***Residual Impacts***

26 Less than significant impact.

27 **NEPA Impact Determination**

28 The proposed Project would result in a slightly higher employment level compared to
29 the No Federal Action/NEPA Baseline due to in-water construction activities and
30 increased throughput operations, but as discussed above, employment would be
31 drawn from local sources, so no secondary land use impacts are expected to occur.
32 Less than significant impacts under NEPA would occur.

33 ***Mitigation Measures***

34 No mitigation required.

1 *Residual Impacts*

2 There would be less than significant impact.

3 **3.8.4.3.2 Alternatives**

4 **3.8.4.3.2.1 Alternative 1 – No Project Alternative**

5 **Alt 1 – Impact LU-1: Alternative 1 would be consistent with the adopted**
6 **land use/density designation in the Port of Los Angeles Plan, Port of**
7 **Los Angeles Master Plan, and Wilmington-Harbor City Community Plan.**

8 **CEQA Impact Determination**

9 Under the No Project Alternative (Alternative 1), no development would occur
10 within the proposed Project area. Therefore, Alternative 1 would not conflict with a
11 community plan and/or redevelopment plan area designations. However, Alternative
12 1 would violate the Port of Los Angeles Plan and Port Master Plan objectives of
13 accommodating the orderly and continued development of the Port so as to meet the
14 foreign and domestic waterborne commerce, navigation, the commercial fishing
15 industry, and public recreational needs. Furthermore, Alternative 1 would not
16 provide the Port with sufficient ability to accommodate forecasted growth.
17 Therefore, Alternative 1 would result in a significant impact under CEQA.

18 *Mitigation Measures*

19 No feasible mitigation exists to reduce impacts.

20 *Residual Impacts*

21 There would be significant residual impacts.

22 **NEPA Impact Determination**

23 Under this alternative, no development would occur within the in-water proposed
24 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
25 construction). Therefore, potential impacts are not applicable under NEPA since
26 there would be no federal action under this alternative.

27 *Mitigation Measures*

28 Due to No Federal Action, mitigation is not applicable. No mitigation required.

29 *Residual Impacts*

30 No impact.

1 **Alt 1 – Impact LU-2: Alternative 1 would be consistent with the General**
2 **Plan or adopted environmental goals or policies contained in other**
3 **applicable plans.**

4 **CEQA Impact Determination**

5 As no new developments would occur within the proposed Project area under this
6 alternative, buildout would not attain the goals identified in the Wilmington-Harbor
7 City Community Plan related to creating a buffer zone between the Port industrial
8 activities and the Wilmington Community. In addition, Alternative 1 would not
9 ensure consistency with the Wilmington-Harbor City Community Plan policies,
10 which recommend that Port-related traffic be diverted away from adjacent residential
11 areas. Impacts on land use would be less than significant under CEQA.

12 *Mitigation Measures*

13 No mitigation required.

14 *Residual Impacts*

15 Less than significant impact.

16 **NEPA Impact Determination**

17 Under this alternative, no development would occur within the in-water proposed
18 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
19 construction). Therefore, potential impacts are not applicable under NEPA since
20 there would be no federal action under this alternative.

21 *Mitigation Measures*

22 Due to No Federal Action, mitigation is not applicable. No mitigation required.

23 *Residual Impacts*

24 No impact.

25 **Alt 1 – Impact LU-3: Alternative 1 would not disrupt, divide, or isolate**
26 **existing neighborhoods, communities, or land uses.**

27 **CEQA Impact Determination**

28 Alternative 1 would not expand, consolidate or improve existing operations of
29 commercial containerized shipping within the Port area. Therefore, Alternative 1
30 would not disrupt, divide or isolate existing neighborhoods, communities or land uses
31 within the existing proposed Project area. No impacts would occur under CEQA.

32 *Mitigation Measures*

33 No mitigation required.

1 *Residual Impacts*

2 No impact.

3 **NEPA Impact Determination**

4 Under this alternative, no development would occur within the in-water proposed
5 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
6 construction). Therefore, potential impacts are not applicable under NEPA since
7 there would be no federal action under this alternative.

8 *Mitigation Measures*

9 Due to No Federal Action, mitigation is not applicable. No mitigation required.

10 *Residual Impacts*

11 No impact.

12 **Alt 1 – Impact LU-4: Alternative 1 would not cause a secondary impact**
13 **to surrounding land uses.**

14 **CEQA Impact Determination**

15 Under this alternative, no development would occur within the proposed Project area;
16 therefore, secondary impacts on the proposed Project area or surrounding land uses
17 would not occur. Alternative 1 would result in less than significant impacts under
18 CEQA.

19 *Mitigation Measures*

20 No mitigation required.

21 *Residual Impacts*

22 Less than significant impact.

23 **NEPA Impact Determination**

24 Under this alternative, no development would occur within the in-water proposed
25 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
26 construction). Therefore, potential impacts are not applicable under NEPA since
27 there would be no federal action under this alternative.

28 *Mitigation Measures*

29 Due to No Federal Action, mitigation is not applicable No mitigation required.

1 *Residual Impacts*

2 No impact.

3 **3.8.4.3.2.2 Alternative 2 – Reduced Project: Proposed Project Without the 10-Acre Fill**

4 Under the Reduced Project Alternative (Alternative 2), the proposed 10-acre
5 Northwest Slip would not be filled and the 400-foot wharf adjacent to it would not be
6 constructed.

7 **Alt 2 – Impact LU-1: Alternative 2 would be consistent with the adopted**
8 **land use/density designation in the Port of Los Angeles Plan, Port of**
9 **Los Angeles Master Plan, and the Wilmington-Harbor City Community**
10 **Plan.**

11 **CEQA Impact Determination**

12 This alternative is similar to the proposed Project except it would not include filling
13 the 10-acre Northwest Slip to create an additional storage area and the 400-foot wharf
14 would not be built adjacent to the Northwest Slip. Eliminating these features would
15 result in decreased container movement efficiency compared to the proposed Project,
16 but would not affect land uses/density designations within the proposed Project area
17 or other adjacent areas. Alternative 2 would result in less than significant impacts
18 under CEQA.

19 *Mitigation Measures*

20 No mitigation required.

21 *Residual Impacts*

22 Less than significant impact.

23 **NEPA Impact Determination**

24 Alternative 2 would include in-water construction activities (i.e., dredging, new
25 Berths 146-147 wharf/dike construction, and upgrades to existing wharves), which
26 would not be part of the No Federal Action/NEPA Baseline. These activities would
27 occur within the Port of Los Angeles Plan Area. These improvements would not
28 result in features that are inconsistent with adopted land use and/or density
29 designations, and would result in less than significant impact under NEPA.

30 *Mitigation Measures*

31 No mitigation required.

32 *Residual Impacts*

33 Less than significant impact.

1 **Alt 2 – Impact LU-2: Alternative 2 would be consistent with the General**
2 **Plan or adopted environmental goals or policies contained in other**
3 **applicable plans.**

4 **CEQA Impact Determination**

5 Under Alternative 2, proposed roadway improvements associated with widening
6 Harry Bridges Boulevard and the buffer area would not conflict with the adopted
7 Wilmington-Harbor City Community Plan policies. However, the proposed PMP
8 Amendment, GPA, and zone change would ensure compliance with Wilmington-
9 Harbor City Community Plan policies. Implementation of mitigation measures MM
10 AQ-1 through MM AQ-18 would ensure consistency with San Pedro Bay CAAP
11 policies requiring adherence to Project Specific and Source Specific Performance
12 Standards to reduce air pollution from Port operations to acceptable regulatory health
13 risk thresholds. Therefore, Alternative 2 would result in less than significant impacts
14 under CEQA.

15 *Mitigation Measures*

16 No mitigation required.

17 *Residual Impacts*

18 Less than significant impact.

19 **NEPA Impact Determination**

20 Alternative 2 would include in-water construction activities (i.e., dredging, new
21 Berths 146-147 wharf/dike construction, and upgrades to existing wharves), which
22 would not be part of the No Federal Action/NEPA Baseline. Although elimination of
23 filling the 10-acre Northwest Slip would preclude the need for a PMP amendment,
24 the in-water construction activities would be consistent with the City of Los Angeles
25 General Plan and associated Port of Los Angeles Plan and PMP policies, and would
26 result in less than significant impacts under NEPA.

27 *Mitigation Measures*

28 No mitigation required.

29 *Residual Impacts*

30 Less than significant impact.

31 **Alt 2 – Impact LU-3: Alternative 2 would not disrupt, divide, or isolate**
32 **existing neighborhoods, communities, or land uses.**

33 ***Truck/Rail Activities***

34 Alternative 2 would include construction of on-dock rail facilities which would
35 reduce the percentage of inland transport that would occur via truck. The proposed

1 Project also includes transportation improvements that would reduce congestion and
2 improve traffic safety in areas of Wilmington. These improvements would
3 consolidate the north-south movement of trucks serving the terminal and would
4 reduce truck movements through Wilmington neighborhoods. Harry Bridges
5 Boulevard would be widened and realigned from 50 feet to 84 feet. Harry Bridges
6 Boulevard is currently too narrow in areas and would be widen and straightened to
7 improve traffic flow. Harry Bridges Boulevard would remain 2 lanes in either
8 direction with a new landscaped median in the center.

9 Although the proposed widening of Harry Bridges Boulevard would bring the edge
10 of the roadway up to 20 feet closer to “C” Street and adjacent residential
11 neighborhoods, the proposed Project would construct a buffer area between Harry
12 Bridges Boulevard and “C” Street and would remove the north-south access streets
13 within this area. This would result in isolating Port-related truck traffic away from
14 the residential neighborhood north of “C” Street. Roadway improvements associated
15 with the Harry Bridges Buffer Area would result in closure of all minor north-south
16 streets through the Buffer area except King Avenue and would divert local traffic
17 onto the adjacent parallel routes (i.e., Figueroa Street, King Avenue, Fries Avenue,
18 Marine Avenue, and Avalon Boulevard). The removal of north-south streets (e.g.,
19 Wilmington Boulevard) between “C” Street and Harry Bridges Boulevard would
20 reduce truck travel on neighborhood streets, focusing truck movements onto Harry
21 Bridges Boulevard, Alameda Street, and the 110 Freeway. These improvements
22 would reduce the occurrences of truck parking in residential neighborhoods.
23 However, as some trucks continue to drive through residential areas in violation of
24 posted prohibition signs, the proposed Project would further exacerbate existing
25 illegal truck use within the Wilmington community. Therefore, this alternative’s
26 contribution to existing violations of unauthorized truck use in Wilmington would be
27 potentially significant.

28 Alternative 2 operations would increase rail trips; however this alternative would not
29 result in the construction of new rail lines or yards outside Port boundaries. The new
30 location for the Pier A rail yard is currently used for automobile storage for
31 import/export, and is surrounded by heavy and light industrial uses (primarily the Los
32 Angeles Harbor Industrial Center Redevelopment Project Area). Although the new Pier
33 A rail yard would be adjacent to the Consolidated Slip, which contains approximately 10
34 to 15 (i.e., 5 percent of the 224 boats) live-aboard residents, this relatively small
35 number of residents does not represent an existing neighborhood or community
36 within this industrially zoned area. Therefore, as relocation of the Pier A rail yard
37 would be located within an existing industrial area adjacent to industrial uses, and would
38 not result in the construction of new rail lines, Alternative 2 would have a less than
39 significant land use impact on neighborhoods from increased/relocated rail facilities.

40 **Container Storage**

41 Alternative 2 would add approximately 32 percent new terminal area (i.e., backlands
42 available for container storage and other functions that would increase cargo handling
43 efficiency). The increased terminal acreage includes the redevelopment of vacant and
44 underutilized land. The proposed additional container storage areas are consistent with
45 recent controls and limitations implemented by the City of Los Angeles on open storage,
46 including container storage in Wilmington. The increase in acreage, related increased

1 efficiencies in handling of cargo on-site (e.g., new and better cranes), and construction of
2 the new on-dock rail would reduce the amount of time needed to move containers
3 through the TraPac Terminal. Therefore, container storage associated with Alternative 2
4 would not have direct impacts on surrounding communities.

5 Although TraPac does not operate any satellite container storage facilities, some
6 shippers utilize off-site container storage facilities and warehouses. These offsite
7 facilities vary in size and are sometimes located in close proximity to residential
8 areas due to the proximity of industrial and residential zoning and land uses in
9 Wilmington. The Port contributes indirectly to the proliferation and use of offsite
10 container storage facilities. LAHD has no authority to regulate the locations of these
11 facilities; however, recent controls and limitations implemented by the City of Los
12 Angeles on container storage in Wilmington apply to these offsite facilities. As
13 stated in Section 3.8.3.8, these regulations place additional controls on existing storage
14 facilities such as setbacks, landscaped buffers, storage and stacking height, and fencing
15 and screening requirements, and also prohibit new container storage yards in some areas
16 zoned Light Industrial or Limited Industrial.

17 As Alternative 2 is consistent with existing and projected future trends of increased goods
18 movement and trade and because the proposed expansion of backlands for container
19 storage would increase efficiency of container handling, proposed backland expansion
20 would not contribute to the disruption, division, and/or isolation to existing residential
21 neighborhoods or communities.

22 **CEQA Impact Determination**

23 As discussed above, Alternative 2 would not disrupt, divide or isolate existing
24 neighborhoods, communities or land uses within the existing Project area. However,
25 this alternative's contribution to existing violations of unauthorized truck use in
26 Wilmington would be potentially significant.

27 *Mitigation Measures*

28 The following mitigation measures would be required to reduce this alternative's
29 contribution to the ongoing violation of truck use within Wilmington,

30 **MM LU-1: Install Truck Route Signage.** Fixed signs directing truck drivers to
31 designated and alternative truck routes shall be installed throughout Wilmington.

32 **MM LU-2: Truck Traffic Enforcement.** Port Police shall increase enforcement of
33 prohibition against truck traffic within Wilmington.

34 *Residual Impacts*

35 Implementation of **Mitigation Measures LU-1** and **LU-2** would reduce the potential
36 contribution to existing violations of unauthorized truck use in Wilmington, such that
37 less than significant impacts would occur under CEQA. Live-aboard residents in the
38 Consolidated Slip area could be disturbed by Project-related construction and
39 operation activities. However, the current and proposed future land uses are
40 consistent with property zoning and land use designations. Impacts would be less

1 than significant. The specific impacts associated with proximity of residents to the
2 Pier A rail yard relocation are also discussed in Section 3.9, Noise.

3 **NEPA Impact Determination**

4 Alternative 2 would include in-water construction activities, which would not be part
5 of the No Federal Action/NEPA Baseline. In-water construction activities would not
6 result in land use changes that would disrupt, divide or isolate an established
7 community. In-water construction and operation activities would be consistent with
8 the current and zoned land uses in the area. Therefore, impacts under NEPA would
9 be less than significant.

10 *Mitigation Measures*

11 No mitigation required.

12 *Residual Impacts*

13 Less than significant impact.

14 **Alt 2 – Impact LU-4: Alternative 2 would not cause a secondary impact** 15 **to surrounding land uses.**

16 Alternative 2 activities associated with truck/rail operations and container storage
17 activities would not significantly impact surrounding communities (see **Impact LU-3**).

18 Alternative 2 construction activities would require removal of rock material from
19 Catalina Island. However, as removal of rock material would occur at a permitted quarry
20 facility on Catalina Island, impacts on resources at this site associated with removal
21 activities have been evaluated previously in the site designation environmental
22 documentation and/or permit applications. Because this facility is an existing
23 designated/permitted quarry, use of this site for providing rock material for Alternative 2
24 would comply with the site use and other permit conditions.

25 *Property Value Trends*

26 Alternative 2 would increase the number of direct, indirect, and induced jobs;
27 increase income in the region; and result in other economic benefits. While the
28 economic impacts are beneficial, the increase in jobs attributable to Alternative 2
29 would be spread over the larger economic region (refer to Section 7.3.1). In addition,
30 changes in property value are dependent on other unrelated factors including interest
31 rates, ease of access as a bedroom community to employment centers, availability of
32 quality education and historic and existing zoning practices. Therefore, Alternative 2
33 would not significantly contribute to increased property values due to its direct or
34 indirect economic impacts.

35 **CEQA Impact Determination**

36 As discussed above, Alternative 2 would generate substantial employment opportunities
37 that would not result in significant secondary impacts on land use, including indirect

1 impacts on residential property values in surrounding communities. Therefore, impacts
2 on land use under CEQA would be less than significant.

3 *Mitigation Measures*

4 No mitigation required.

5 *Residual Impacts*

6 Less than significant impact.

7 **NEPA Impact Determination**

8 Alternative 2 would result in a slightly higher employment level compared to the No
9 Federal Action/NEPA Baseline due to in-water construction activities and increased
10 throughput operations. However, as employment would be drawn from local sources
11 no secondary land use impacts are expected to occur. Less than significant impacts
12 under NEPA would occur.

13 *Mitigation Measures*

14 No mitigation required.

15 *Residual Impacts*

16 Less than significant impact.

17 **3.8.4.3.2.3 Alternative 3 – Reduced Wharf**

18 The Reduced Wharf Alternative (Alternative 3) would not include construction of the
19 705-foot wharf along Berths 145-147, fill of the 10-acre Northwest Slip, or
20 construction of the 400-foot wharf adjacent to the Northwest Slip.

21 **Alt 3 – Impact LU-1: Alternative 3 would be consistent with the adopted**
22 **land use/density designation in the Port of Los Angeles Plan, Port of**
23 **Los Angeles Master Plan, and the Wilmington-Harbor City Community**
24 **Plan.**

25 **CEQA Impact Determination**

26 This alternative is similar to the proposed Project except it would not include the
27 proposed new 705-foot wharf along Berths 145-147, the 10-acre Northwest Slip
28 would not be filled, and the 400-foot wharf would not be constructed adjacent to the
29 Northwest Slip. Under Alternative 3, proposed improvements would occur within
30 the Port of Los Angeles Plan area and would be consistent with designated land use.
31 Roadway improvements, such as the Harry Bridges Boulevard widening, would
32 occur within the Wilmington-Harbor City and San Pedro Community Plan areas.
33 The Wilmington-Harbor City Area Plan designates land use abutted to the proposed
34 Project area as industrial, commercial, and public facilities. As Alternative 3 would

1 not conflict with these land use designations, this alternative would result in less than
2 significant impacts under CEQA.

3 *Mitigation Measures*

4 No mitigation required.

5 *Residual Impacts*

6 Less than significant impact.

7 **NEPA Impact Determination**

8 Alternative 3 would include minimal in-water construction (i.e., deepening
9 navigation channels and wharf seismic improvements), which would not be part of
10 the No Federal Action/NEPA Baseline. These activities would occur within the Port
11 of Los Angeles Plan Area, and would be consistent with the site's General/Bulk
12 Cargo and Commercial/Industrial Uses/Non-Hazardous land use designations. These
13 improvements would not result in features that are inconsistent with adopted land use
14 and/or density designations, and would result in less than significant impacts under
15 NEPA.

16 *Mitigation Measures*

17 No mitigation required.

18 *Residual Impacts*

19 Less than significant impact.

20 **Alt 3 – Impact LU-2: Alternative 3 would be consistent with the General**
21 **Plan or adopted environmental goals or policies contained in other**
22 **applicable plans.**

23 **CEQA Impact Determination**

24 Under Alternative 3, proposed roadway improvements associated with widening
25 Harry Bridges Boulevard and the buffer area would ensure consistency with adopted
26 Wilmington-Harbor City Community Plan policies. Implementation of mitigation
27 measures MM AQ-1 through MM AQ-18 would ensure consistency with San Pedro
28 Bay CAAP policies requiring adherence to Project Specific and Source Specific
29 Performance Standards to reduce air pollution from Port operations to acceptable
30 regulatory health risk thresholds. Therefore, Alternative 3 would result in less than
31 significant impacts under CEQA.

32 *Mitigation Measures*

33 No mitigation required.

1 *Residual Impacts*

2 Less than significant impact.

3 **NEPA Impact Determination**

4 Alternative 3 would include minimal in-water construction (i.e., deepening
5 navigation channels and wharf seismic improvements), which would not be part of
6 the No Federal Action/NEPA Baseline. Although elimination of filling the 10-acre
7 Northwest Slip would preclude the need for a PMP amendment, the in-water
8 construction activities would be consistent with the City of Los Angeles General Plan
9 and associated Port of Los Angeles Plan and PMP policies, and would result in less
10 than significant impacts under NEPA.

11 *Mitigation Measures*

12 No mitigation required.

13 *Residual Impacts*

14 Less than significant impact.

15 **Alt 3 – Impact LU-3: Alternative 3 would not disrupt, divide, or isolate**
16 **existing neighborhoods, communities, or land uses.**

17 ***Truck/Rail Activities***

18 Alternative 3 would include construction of on-dock rail facilities which would
19 reduce the percentage of inland transport that would occur via truck. The proposed
20 Project also includes transportation improvements that would reduce congestion and
21 improve traffic safety in areas of Wilmington. Under Alternative 3, Harry Bridges
22 Boulevard would be modified to straighten it, provide a median and shoulders, which
23 would widen it from 50 feet to 84 feet, which would bring the edge of the roadway up
24 to 20 feet closer to “C” Street and adjacent residential neighborhoods. However, this
25 alternative would also create a buffer area between Harry Bridges Boulevard and “C”
26 Street, and would remove the north-south access streets within this area. This would
27 result in isolating Port-related truck traffic away from the residential neighborhood
28 north of “C” Street. Any potential disruption to a neighborhood or community from
29 widening Harry Bridges Boulevard would be reduced by the construction of the new
30 buffer area and removal of the north-south access streets. Roadway improvements
31 associated the buffer area would reduce the occurrences of truck parking in
32 residential neighborhoods. However, as some trucks continue to drive through
33 residential areas in violation of posted prohibition signs, the proposed Project would
34 further exacerbate existing illegal truck use within the Wilmington community.
35 Therefore, this alternative’s contribution to existing violations of unauthorized truck
36 use in Wilmington would be potentially significant.

37 Alternative 3 operations would increase rail trips; however this alternative would not
38 result in the construction of new rail lines or yards outside Port boundaries. The new
39 location for the Pier A rail yard is currently used for automobile storage for

1 import/export, and is surrounded by heavy and light industrial uses (primarily the Los
2 Angeles Harbor Industrial Center Redevelopment Project Area). Although the new Pier
3 A rail yard would be adjacent to the Consolidated Slip, which contains approximately 10
4 to 15 (i.e., 5 percent of the 224 boats) live-aboard residents, this relatively small
5 number of residents does not represent an existing neighborhood or community
6 within this industrially zoned area. Therefore, as relocation of the Pier A rail yard
7 would be located within an existing industrial area adjacent to industrial uses, and would
8 not result in the construction of new rail lines, Alternative 3 would have a less than
9 significant land use impact on neighborhoods from increased/relocated rail facilities.

10 **Container Storage**

11 Alternative 3 would add approximately 32 percent new terminal area (i.e., backlands
12 available for container storage and other functions that would increase cargo handling
13 efficiency). The increased terminal acreage includes the redevelopment of vacant and
14 underutilized land. The proposed additional container storage areas are consistent
15 with recent controls and limitations implemented by the City of Los Angeles on open
16 storage, including container storage in Wilmington. The increase in acreage, related
17 increased efficiencies in handling of cargo on-site (e.g., new and better cranes), and
18 construction of the new on-dock rail would reduce the amount of time needed to
19 move containers through the TraPac Terminal. Therefore, container storage
20 associated with Alternative 3 would not have direct impacts on surrounding
21 communities.

22 Although TraPac does not operate any satellite container storage facilities, some
23 shippers utilize off-site container storage facilities and warehouses. These offsite
24 facilities vary in size and are sometimes located in close proximity to residential
25 areas due to the proximity of industrial and residential zoning and land uses in
26 Wilmington. The Port contributes indirectly to the proliferation and use of offsite
27 container storage facilities. LAHD has no authority to regulate the locations of these
28 facilities; however, recent controls and limitations implemented by the City of Los
29 Angeles on container storage in Wilmington apply to these offsite facilities. As
30 stated in Section 3.8.3.8, these regulations place additional controls on existing storage
31 facilities such as setbacks, landscaped buffers, storage and stacking height, and fencing
32 and screening requirements, and also prohibit new container storage yards in some areas
33 zoned Light Industrial or Limited Industrial.

34 As Alternative 3 is consistent with existing and projected future trends of increased goods
35 movement and trade and because the proposed expansion of backlands for container
36 storage would increase efficiency of container handling, proposed backland expansion
37 would not contribute to the disruption, division, and/or isolation to existing residential
38 neighborhoods or communities.

39 **CEQA Impact Determination**

40 As discussed above, Alternative 3 would not disrupt, divide or isolate existing
41 neighborhoods, communities or land uses within the existing proposed Project area.
42 However, this alternative's contribution to existing violations of unauthorized truck
43 use in Wilmington would be potentially significant.

1 *Mitigation Measures*

2 The following mitigation measures would be required to reduce this alternative's
3 contribution to the ongoing violation of truck use within Wilmington,

4 **MM LU-1: Install Truck Route Signage.** Fixed signs directing truck drivers to
5 designated and alternative truck routes shall be installed throughout Wilmington.

6 **MM LU-2: Truck Traffic Enforcement.** Port Police shall increase enforcement of
7 prohibition against truck traffic within Wilmington.

8 *Residual Impacts*

9 Implementation of **Mitigation Measures LU-1** and **LU-2** would reduce the potential
10 contribution to existing violations of unauthorized truck use in Wilmington, such that
11 less than significant impacts would occur under CEQA. In addition, live-aboard
12 residents in the Consolidated Slip area could be disturbed by Project-related
13 construction and operation activities. However, the current and proposed future land
14 uses are consistent with property zoning and land use designations. Impacts would
15 be less than significant. The specific impacts associated with proximity of residents
16 to the Pier A rail yard relocation, are also discussed in Section 3.9, Noise.

17 **NEPA Impact Determination**

18 Alternative 3 would include in-water construction activities, which would not be part
19 of the No Federal Action/NEPA Baseline. In-water construction activities would not
20 result in land use changes that would disrupt, divide or isolate an established
21 community. In-water construction and operation activities would be consistent with
22 the current and zoned land uses in the area, and less than significant impacts under
23 NEPA would occur.

24 *Mitigation Measures*

25 No mitigation required.

26 *Residual Impacts*

27 Less than significant impact.

28 **Alt 3 – Impact LU-4: Alternative 3 would not cause a secondary impact**
29 **to surrounding land uses.**

30 Alternative 3 activities associated with truck/rail operations and container storage
31 activities would not significantly impact surrounding communities (see **Impact LU-3**).

32 *Property Value Trends*

33 Alternative 3 would increase the number of direct, indirect, and induced jobs and income
34 in the region and result in other economic benefits. While the economic impacts are
35 beneficial, the increase in jobs attributable to Alternative 3 would be spread over the

1 larger economic region (refer to Section 7.3.1). In addition, changes in property value are
2 dependent on other unrelated factors including interest rates, ease of access as a bedroom
3 community to employment centers, availability of quality education and historic and
4 existing zoning practices. Therefore, Alternative 3 would not significantly contribute to
5 increased property values due to its direct or indirect economic impacts

6 **CEQA Impact Determination**

7 As discussed above, Alternative 3 would generate substantial employment opportunities
8 that would not result in significant secondary impacts on land use, including indirect
9 impacts on residential property values in surrounding communities. Therefore, impacts
10 on land use under CEQA would be less than significant.

11 *Mitigation Measures*

12 No mitigation required.

13 *Residual Impacts*

14 Less than significant impact.

15 **NEPA Impact Determination**

16 Alternative 3 would result in a slightly higher employment level compared to the No
17 Federal Action/NEPA Baseline due to in-water construction activities and increased
18 throughput operations. However, as employment would be drawn from local sources, no
19 secondary land use impacts are expected to occur. Less than significant impacts under
20 NEPA would occur.

21 *Mitigation Measures*

22 No mitigation required.

23 *Residual Impacts*

24 Less than significant impact.

25 **3.8.4.3.2.4 Alternative 4 - Omni Terminal**

26 **Alt 4 – Impact LU-1: Alternative 4 would be consistent with the adopted**
27 **land use/density designation in the Community Plan, redevelopment**
28 **plan or specific plan for the site.**

29 **CEQA Impact Determination**

30 The Omni Terminal Alternative (Alternative 4) would convert the existing TraPac
31 Terminal into an omni cargo handling terminal, which is a permitted use within the site's
32 existing land use/density designations. Under Alternative 4, roadway improvements,
33 such as the Harry Bridges Boulevard widening, would occur within the Wilmington-

1 Harbor City Community Plan area. The Wilmington-Harbor City Community Plan
2 designates land use abutted to the proposed Project area as industrial, commercial, and
3 public facilities. Alternative 4 would not conflict with these land use/density
4 designations and would, therefore, result in less than significant impacts under CEQA.

5 *Mitigation Measures*

6 No mitigation required.

7 *Residual Impacts*

8 Less than significant impact.

9 **NEPA Impact Determination**

10 Under this alternative, no development would occur within the in-water proposed
11 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
12 construction). Therefore, potential impacts are not applicable under NEPA since
13 there would be no federal action under this alternative.

14 *Mitigation Measures*

15 Due to No Federal Action, mitigation is not applicable. No mitigation required.

16 *Residual Impacts*

17 No impacts.

18 **Alt 4 – Impact LU-2: Alternative 4 would be consistent with the General**
19 **Plan or adopted environmental goals or policies contained in other**
20 **applicable plans.**

21 **CEQA Impact Determination**

22 Under Alternative 4, proposed roadway improvements associated with widening
23 Harry Bridges Boulevard and the buffer area would be consistent with adopted
24 Wilmington-Harbor City Community Plan policies. Implementation of mitigation
25 measures **MM AQ-1 through MM AQ-18** would ensure consistency with San Pedro
26 Bay CAAP policies requiring adherence to Project Specific and Source Specific
27 Performance Standards to reduce air pollution from Port operations to acceptable
28 regulatory health risk thresholds. Therefore, Alternative 4 would result in less than
29 significant impacts under CEQA.

30 *Mitigation Measures*

31 No mitigation required.

32 *Residual Impacts*

33 Less than significant impact.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, potential impacts are not applicable under NEPA since there would be no federal action under this alternative.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation required.

Residual Impacts

No impact.

Alt 4 – Impact LU-3: Alternative 4 would not disrupt, divide, or isolate existing neighborhoods, communities, or land uses.

CEQA Impact Determination

Alternative 4 would construct an omni-terminal at the existing proposed Project site. As this alternative would not construct the new Pier A rail yard, the potential for impacts on live-aboard residents would not occur.

Under Alternative 4, Harry Bridges Boulevard would be modified to straighten it, provide a median and shoulders, which would widen it from 50 feet to 84 feet, which would bring the edge of the roadway up to 20 feet closer to “C” Street and adjacent residential neighborhoods. However, this alternative would also create a buffer area between Harry Bridges Boulevard and “C” Street and would remove the north-south access streets within this area. This would result in isolating Port-related truck traffic away from the residential neighborhood north of “C” Street. Any potential disruption to a neighborhood or community from widening Harry Bridges Boulevard would be reduced by the construction of the new buffer area and removal of the north-south access streets. Roadway improvements associated the buffer area would reduce the occurrences of truck parking in residential neighborhoods. However, as some trucks continue to drive through residential areas in violation of posted prohibition signs, the proposed Project would further exacerbate existing illegal truck use within the Wilmington community. Therefore, the Project’s contribution to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Mitigation Measures

The following mitigation measures would be required to reduce the proposed Project’s contribution to the ongoing violation of truck use within Wilmington,

MM LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington.

MM LU-2: Truck Traffic Enforcement. Port Police shall increase enforcement of prohibition against truck traffic within Wilmington.

1 *Residual Impacts*

2 Implementation of **Mitigation Measures LU-1 and LU-2** would reduce the potential
3 contribution to existing violations of unauthorized truck use in Wilmington, such that
4 less than significant impacts would occur under CEQA.

5 **NEPA Impact Determination**

6 Under this alternative, no development would occur within the in-water proposed
7 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
8 construction). Therefore, potential impacts are not applicable under NEPA since
9 there would be no federal action under this alternative.

10 *Mitigation Measures*

11 Due to No Federal Action, mitigation is not applicable. No mitigation required.

12 *Residual Impacts*

13 No impact.

14 **Alt 4 – Impact LU-4: Alternative 4 would not cause a secondary impact**
15 **to surrounding land uses.**

16 **CEQA Impact Determination**

17 Alternative 4 would increase the number of direct, indirect, and induced jobs and income
18 in the region and result in other economic benefits. While the economic impacts are
19 beneficial, the increase in jobs attributable to Alternative 4 would be spread over the
20 larger economic region (refer to Section 7.3.1). In addition, changes in property value are
21 dependent on other unrelated factors including interest rates, ease of access as a bedroom
22 community to employment centers, availability of quality education and historic and
23 existing zoning practices. Therefore, Alternative 4 would not significantly contribute to
24 increased property values due to its direct or indirect economic impacts. Alternative 4
25 would result in less than significant impacts under CEQA.

26 *Mitigation Measures*

27 No mitigation required.

28 *Residual Impacts*

29 Less than significant impact.

30 **NEPA Impact Determination**

31 Under this alternative, no development would occur within the in-water proposed
32 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
33 construction). Therefore, potential impacts are not applicable under NEPA since
34 there would be no federal action under this alternative.

1 *Mitigation Measures*

2 Due to No Federal Action, mitigation is not applicable. No mitigation required.

3 *Residual Impacts*

4 No impact.

5 **3.8.4.3.2.4 Alternative 5 – Landside Terminal Improvements**

6 Under the Landside Terminal Improvements Alternative (Alternative 5), no new
7 developments in Harbor waters would occur (e.g., dredging, filling, and wharf
8 reconstruction/upgrades). Backland infrastructure improvements, however would
9 take place, including the Harry Bridges Boulevard widening and buffer area as well
10 as the rail yard relocation. Terminal acreage would increase from 176 acres in 2003
11 to 190 acres in 2015 and remain at that level through 2038. The increased acreage
12 for infrastructure improvements would be located entirely within Port boundaries and
13 would be well within industrial areas at the Port. The extent of on-land ground
14 disturbances would be somewhat less than the proposed Project. All mitigation
15 measures of the proposed Project, except for mitigations relating to dredging and new
16 cranes, would apply. Because no federal action would occur, NEPA would not apply
17 and no impacts would occur.

18 **Alt 5 – Impact LU-1: Alternative 5 would be consistent with the adopted**
19 **land use/density designation in the Community Plan, redevelopment**
20 **plan or specific plan for the site.**

21 **CEQA Impact Determination**

22 Alternative 5 would only include the following landside improvements: PHL
23 relocation; new terminal building; gate upgrades/relocation; and construction of the
24 Harry Bridges Buffer Area and associated roadway modifications. As in-water
25 construction activities (i.e., dredging, seismic wharf upgrades, filling the 10-acre
26 Northwest Slip to create additional storage area, or construction of the 400-foot wharf
27 adjacent to the Northwest Slip), Eliminating these features would result in decreased
28 container movement efficiency compared to the proposed Project, but would not
29 affect land uses within the proposed Project area or other adjacent areas. Land use
30 impacts associated with this alternative would be the same as those identified under
31 **Impacts LU-1 through LU- 4** for the proposed Project. Alternative 5 would be
32 consistent with the adopted land use/density designation in the Community Plan,
33 redevelopment plan or specific plan for the site.

34 *Mitigation Measures*

35 No mitigation required.

36 *Residual Impacts*

37 Less than significant impact.

1 **NEPA Impact Determination**

2 Under this alternative, no development would occur within the in-water proposed
3 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
4 construction). Therefore, potential impacts are not applicable under NEPA since
5 there would be no federal action under this alternative.

6 *Mitigation Measures*

7 Due to No Federal Action, mitigation is not applicable. No mitigation required.

8 *Residual Impacts*

9 No impact.

10 **Alt 5 – Impact LU-2: Alternative 5 would be consistent with the General**
11 **Plan or adopted environmental goals or policies contained in other**
12 **applicable plans.**

13 **CEQA Impact Determination**

14 Under Alternative 5, proposed roadway improvements associated with widening
15 Harry Bridges Boulevard and the buffer area would be consistent with adopted
16 Wilmington-Harbor City Community Plan policies. Implementation of mitigation
17 measures MM AQ-1 through MM AQ-18 would ensure consistency with San Pedro
18 Bay CAAP policies requiring adherence to Project Specific and Source Specific
19 Performance Standards to reduce air pollution from Port operations to acceptable
20 regulatory health risk thresholds. Therefore, Alternative 5 would result in less than
21 significant impacts under CEQA.

22 *Mitigation Measures*

23 No mitigation required.

24 *Residual Impacts*

25 Less than significant impact.

26 **NEPA Impact Determination**

27 Under this alternative, no development would occur within the in-water proposed
28 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
29 construction). Therefore, potential impacts are not applicable under NEPA since
30 there would be no federal action under this alternative.

31 *Mitigation Measures*

32 Due to No Federal Action, mitigation is not applicable. No mitigation required.

Residual Impacts

No impact.

Alt 5 – Impact LU-3: Alternative 5 would not disrupt, divide, or isolate existing neighborhoods, communities, or land uses.

CEQA Impact Determination

Under Alternative 5, Harry Bridges Boulevard would be modified to straighten it, provide a median and shoulders, which would widen it from 50 feet to 84 feet, which would bring the edge of the roadway up to 20 feet closer to “C” Street and adjacent residential neighborhoods. However, this alternative would also create a buffer area between Harry Bridges Boulevard and “C” Street and would remove the north-south access streets within this area. This would result in isolating Port-related truck traffic away from the residential neighborhood north of “C” Street. Any potential disruption to a neighborhood or community from widening Harry Bridges Boulevard would be reduced by the construction of the new buffer area and removal of the north-south access streets. Roadway improvements associated the buffer area would reduce the occurrences of truck parking in residential neighborhoods. However, as some trucks continue to drive through residential areas in violation of posted prohibition signs, the proposed Project would further exacerbate existing illegal truck use within the Wilmington community. Therefore, contribution of Alternative 5 to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Mitigation Measures

The following mitigation measures would be required to reduce the proposed Project’s contribution to the ongoing violation of truck use within Wilmington,

MM LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington.

MM LU-2: Truck Traffic Enforcement. Port Police shall increase enforcement of prohibition against truck traffic within Wilmington.

Residual Impacts

Implementation of **Mitigation Measures LU-1** and **LU-2** would reduce the potential contribution to existing violations of unauthorized truck use in Wilmington, such that less than significant impacts would occur under CEQA.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, potential impacts are not applicable under NEPA since there would be no federal action under this alternative.

1 *Mitigation Measures*

2 Due to No Federal Action, mitigation is not applicable. No mitigation required.

3 *Residual Impacts*

4 No impact.

5 **Alt 5 – Impact LU-4: Alternative 5 would not cause a secondary impact**
6 **to surrounding land uses.**

7 **CEQA Impact Determination**

8 Alternative 5 would increase the number of direct, indirect, and induced jobs and income
9 in the region and result in other economic benefits. While the economic impacts are
10 beneficial, the increase in jobs attributable to Alternative 5 would be spread over the
11 larger economic region (refer to Section 7.3.1). In addition, changes in property value are
12 dependent on other unrelated factors including interest rates, ease of access as a bedroom
13 community to employment centers, availability of quality education and historic and
14 existing zoning practices. Therefore, Alternative 5 would not significantly contribute to
15 increased property values due to its direct or indirect economic impacts. Impacts would
16 be less than significant impacts under CEQA.

17 *Mitigation Measures*

18 No mitigation required.

19 *Residual Impacts*

20 Less than significant impact.

21 **NEPA Impact Determination**

22 Under this alternative, no development would occur within the in-water proposed
23 Project area (i.e., no dredging, filling of the Northwest Slip or new wharf
24 construction). Therefore, potential impacts are not applicable under NEPA since
25 there would be no federal action under this alternative.

26 *Mitigation Measures*

27 Due to No Federal Action, mitigation is not applicable. No mitigation required.

28 *Residual Impacts*

29 No impact.

3.8.4.3.3 Summary of Impact determinations

The following Table 3.8-1 summarizes the CEQA and NEPA impact determinations of the proposed Project and its Alternatives related to Land Use, as described in the detailed discussion in Sections 3.8.4.3.1 and 3.8.4.3.2. This table is meant to allow easy comparison between the potential impacts of the proposed Project and its Alternatives with respect to this resource. Identified potential impacts may be based on Federal, State, or City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

For each type of potential impact, the table describes the impact, notes the CEQA and NEPA impact determinations, describes any applicable mitigation measures, and notes the residual impacts (i.e.: the impact remaining after mitigation). All impacts, whether significant or not, are included in this table. Note that impact descriptions for each of the Alternatives are the same as for the proposed Project, unless otherwise noted.

3.8.4.4 Mitigation Monitoring

LU-3: The proposed Project would not disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	
Mitigation Measures	<p>LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington.</p> <p>LU-2: Truck Traffic Enforcement. Port Police shall increase enforcement of prohibition against truck traffic within Wilmington.</p>
Timing	Prior to and concurrent with proposed Project construction.
Methodology	The LAHD shall include MM LU-1 and MM LU-2 in the contract specifications for construction. LAHD shall monitor implementation of mitigation measures during construction.
Responsible Parties	LAHD
Residual Impacts	Less than significant after mitigation.

3.8.5 Significant Unavoidable Impacts

All of the proposed alternatives except the No Project Alternative would be consistent with current land uses and designated zoning within the proposed Project area and other adjacent areas. No significant unavoidable impacts to land use from Project-related construction or operation would occur.

Table 3.8-1: Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.8 Land Use				
Proposed Project	LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-3: The proposed Project would not disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	CEQA: Significant impact NEPA: Less than significant impact	Mitigation measures LU-1 and LU-2 Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-4: The proposed Project would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 1	LU-1	CEQA: Significant impact NEPA: Not applicable	No feasible mitigation is available. Mitigation not required	CEQA: Significant impact NEPA: Not applicable
	LU-2	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
	LU-3	CEQA: No impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not applicable
	LU-4	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable

Table 3.8-1: Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives (continued)

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.8 Land Use (continued)				
Alternative 2	LU-1	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact
	LU-2	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact
	LU-3	CEQA: Significant impact	Mitigation measures LU-1 and LU-2	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact
	LU-4	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact
Alternative 3	LU-1	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact
	LU-2	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact
	LU-3	CEQA: Significant impact	Mitigation measures LU-1 and LU-2	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact
	LU-4	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact
Alternative 4	LU-1	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Not applicable	Mitigation not required	NEPA: Not applicable
	LU-2	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Not applicable	Mitigation not required	NEPA: Not applicable

Table 3.8-1: Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives (continued)

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.8 Land Use (continued)				
Alternative 4 (continued)	LU-3	CEQA: Significant impact NEPA: Not applicable	Mitigation measures LU-1 and LU-2 Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
	LU-4	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
Alternative 5	LU-1	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
	LU-2	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
	LU-3	CEQA: Significant impact NEPA: Not applicable	Mitigation Measures LU-1 and LU-2 Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
	LU-4	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not applicable
* Unless otherwise noted, all impact descriptions for each of the Alternatives are the same as those described for the proposed Project.				