Section 3.9
Land Use

SECTION SUMMARY

The land use analysis evaluates the consistency of the proposed Project and alternatives 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. Inconsistencies with land use policies are only considered significant impacts if the inconsistencies result in significant adverse effects on the *physical* environmental. The analysis also addresses whether implementation of the proposed Project or an alternative would divide or isolate surrounding communities.

Section 3.9, Land Use, provides the following:

- A description of existing land uses in the Port area;
- A description of existing land use regulations and policies including a description of both the San Pedro and Wilmington Plans;
- A discussion on the methodology used to determine whether the proposed Project or alternatives result in a land use impact;
- An impact analysis of both the proposed Project and alternatives; and
- A description of any mitigation measures proposed to reduce any potential impacts, as applicable.

Key Points of Section 3.9:

The proposed Project would be an expansion of an existing container terminal, and its operations would be consistent with other container terminals and Port uses in the proposed Project area.

Neither the proposed Project nor any of the alternatives would result in a significant impact in terms of land use under both CEQA and NEPA. Specifically:

- The proposed Project and all alternatives would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site;
- The proposed Project and all alternatives would be consistent with the General Plan and adopted environmental goals or policies contained in other applicable plans;
- The proposed Project and all alternatives would not cause secondary impacts to surrounding land uses; and,
- The proposed Project and all alternatives would remain consistent with the Port of Los Angeles Community Plan zone designation for the proposed Project site, which allows Commercial and Industrial uses (that is, General/Bulk Cargo and Commercial/Industrial Uses/Nonhazardous Uses).

3.9.1 Introduction

This land use analysis evaluates the consistency of the proposed Project 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. Inconsistencies with land use policies are only considered significant impacts if the inconsistencies result in significant adverse environmental impacts on the *physical* environmental. In addition, impacts from off-port truck and rail activities are discussed in other resource area sections, such as Section 3.2, Air Quality, Meteorology, and Greenhouse Gases, Section 3.6, Ground Transportation, and Section 3.11, Noise. This analysis also addresses whether implementation of the proposed Project or alternative would divide or isolate surrounding communities.

3.9.2 Environmental Setting

The proposed Project site, shown in Figure 2-3 (Chapter 2, Project Description), consists of the existing APL Terminal, the recently created but unimproved 41-acre fill area adjacently located east of the terminal (see below), nine acres of the former LAXT facility (area behind Berth 301), and two acres of existing land northeast of the current main gate. The proposed Project site is located at Pier 300 on Terminal Island. Terminal Island is located in the Port of Los Angeles Community Plan area, with the community of San Pedro to the west and the community of Wilmington to the north. Channel waters surrounding the portion of Terminal Island where the proposed Project is located include the East Basin Channel and the Cerritos Channel to the north, Fish Harbor and the Main Channel to the west, the Pier 300 Channel to the south, and the Pier 300 Shallow Water Habitat and Seaplane Lagoon to the east.

The Port's existing container terminals on Terminal Island are used primarily for general cargo and containerized terminal operations (Berths 212-225, 226-236, 302-305 [proposed Project site], and 401-406 [Pier 400]). There is an existing container terminal on the eastern portion of Terminal Island, Pier T, in the Port of Long Beach. Other uses in the Pier 300 vicinity include liquid bulk operations at Berths 238-240C, as well as the TIWRP and the vacant LAXT terminal (a former petroleum coke and coal processing facility) to the north and to the west of the proposed Project site.

The main portion of the proposed Project site was created from dredge material removed from the Harbor as a part of the Los Angeles Harbor Deepening Project in 1981-1983. The site was subsequently developed as a container terminal, and in 1997, the APL Terminal began operating. The 41-acre fill site was created from a second Channel Deepening Project in 2005 and remains unimproved.

3.9.2.1 Existing Land Uses

3.9.2.1.1 Port of Los Angeles

The LAHD administers the Port of Los Angeles, which includes 28 miles of waterfront and 7,500 acres of land and water area. The 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.

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

3.9.2.1.2 Land Uses in the Project Area

The proposed Project area is largely surrounded by industrial activities associated with the Port Complex, as well as Harbor waters. Transportation infrastructure uses in the vicinity include the Badger Avenue Lift bridge (rail bridge over the Cerritos Channel), the Schuyler Heim Bridge (vehicle bridge over the Cerritos Channel), the Vincent Thomas Bridge (connects Terminal Island with the San Pedro area), and the Gerald Desmond bridge (connects Terminal Island with the mainland in Long Beach).

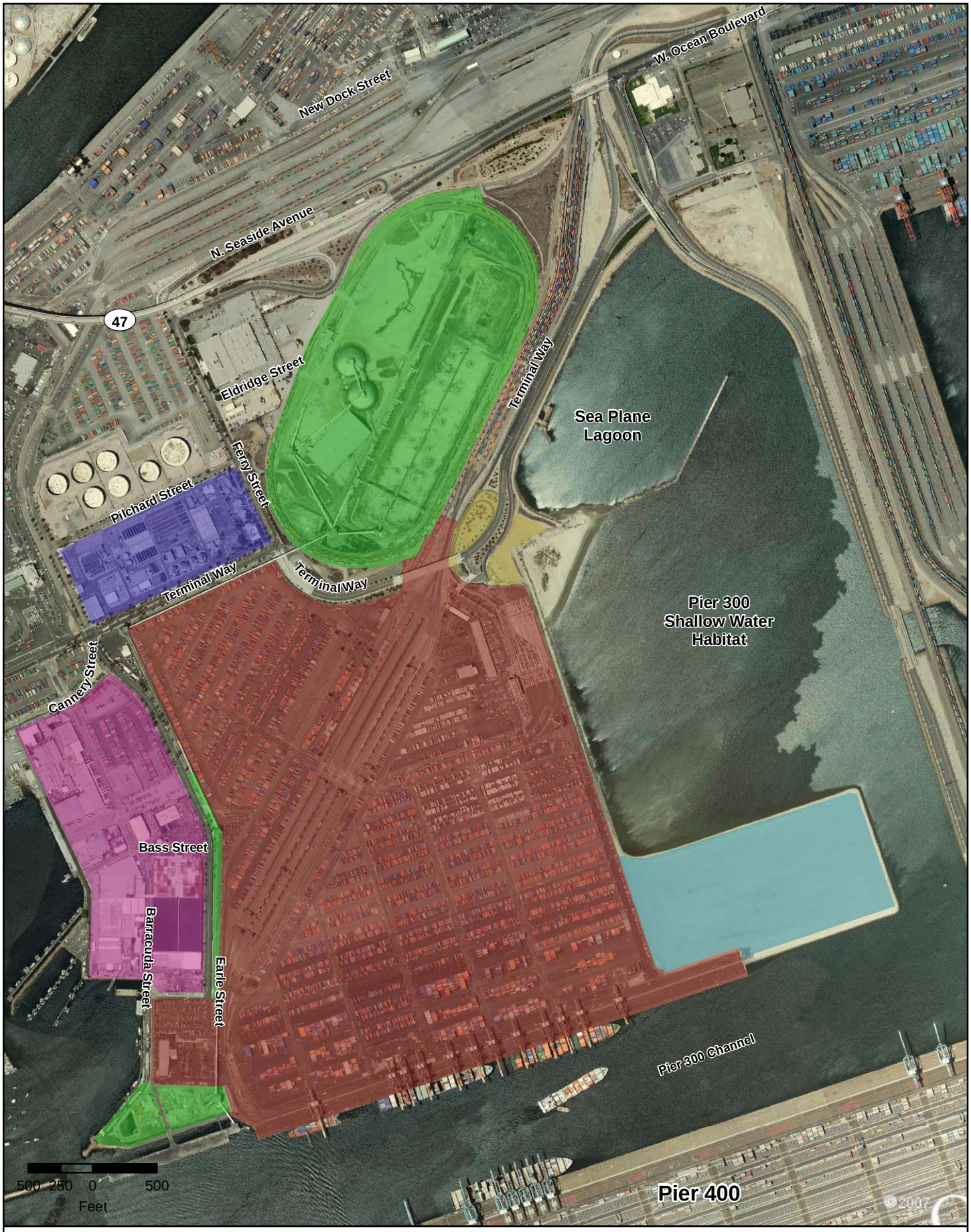
Land uses immediately west of Earle Street include industrial and storage uses, including Heinz Pet Products, Evergreen, and Tri-Union International (fish products). In addition, an existing marina is located in Fish Harbor at Berth 258 (Al Larson Boat Shop and Marina) approximately 0.25 mile from the proposed Project site. As of August 2010, there were two liveaboard tenants moored within Fish Harbor, approximately 450 ft west of the proposed Project site (southwest corner of the 7-acre parcel behind Berth 301) (Viola, personal communication, 2010). The Al Larson Marina operates 17 rental moorings/anchorages through a lease with the LAHD. The liveaboard tenants rent mooring buoy/anchorage and facilities from Al Larson Marina, and are the closest residential use. Another marina is located in the Cerritos Channel, along Anchorage Road, just west of the Badger Avenue Bridge.

The Federal Correctional Institution, Terminal Island (FCI Terminal Island) is a low-security prison for men located on Reservation Point on Terminal Island to the southwest of the proposed Project site. The Pier 300 Turning Basin separates this facility from the proposed Project site. In August 2011, the prison housed 1,112 inmates (U.S. Federal Bureau of Prisons, 2011).

Farther north and west of the proposed Project are the residential communities of Wilmington (located about 1.9 miles north of the proposed Project site) and San Pedro (located about one mile west of the Project site), respectively. However, Harbor waters and landside development physically separates the proposed Project site from both of these communities.

3.9.2.1.3 On-site Land Uses

The proposed Project site includes the existing APL Terminal (291 acres and 4,000 ft of wharf), the 41-acre undeveloped area to the east of the existing terminal (created as part of the Channel Deepening Project), 9 acres of the former LAXT facility (currently vacant), and 2 acres of vacant land at the northeast corner of the terminal. Figure 2-3 (in Chapter 2) shows the existing APL Terminal and locations where the proposed Project terminal expansion would occur, and Figure 3.9-1 shows the existing land uses in the immediate proposed Project vicinity.



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Legend

- Existing Terminal
- 1 - Former LAXT Terminal
- 2 - Terminal Island Water Reclamation Plant
- 3 - 41 Acres of Vacant Fill Area
- 4 - Vacant Area
- 5 - General Industrial

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
Existing Land Uses
in the Project Vicinity
Figure 3.9-1

3.9.2.1.4 Land Uses around the Existing Terminal

41-Acre Fill Area

In 1998, the Port approved the Channel Deepening Project, which removed millions of cubic yards of sediment from the Los Angeles Main Channel, West Basin, East Channel, and East Basin, and disposed of it in various locations. A portion of the dredge materials (approximately 1.6 million cy) from the 1998 Channel Deepening Project was used to expand a number of areas in the Port, including the approximate 41-acre landfill expansion of Pier 300. To date, this expansion area remains undeveloped and no uses have occurred on this site.

Vacant Former LAXT Site

In the late 1990s, LAHD constructed a dry-bulk terminal, including structures for the handling and export of coal and petroleum coke, for LAXT. During operations, coal and petroleum coke were transported on enclosed conveyors from the storage facilities on-site to Berth 301, where the material was loaded onto vessels for export. The conveyor system bordered the north and west boundaries of the existing APL Terminal. In June 2003, LAXT ceased operations at the site and in late 2006, LAXT's permit to lease and operate at the Port was relinquished and the miscellaneous former LAXT structures and enclosed conveyer were removed from the area adjacent to the proposed Project site. However, various former LAXT paved areas and a settling pond remain on the approximately 7-acre upland area behind Berth 301, as does the power substation. As part of the proposed Project, the Berth 301 backlands would be used for parking and miscellaneous storage.

Portions of the LAXT site will be used for liquid bulk storage as part of the recently approved Pacific L.A. Marine Terminal LLC Crude Oil Terminal Project (see Table 4-1 in Chapter 4 for additional detail on this project) (POLA, 2008) and the existing rail tracks adjacent to the proposed Project site will continue to operate as a staging area for Pacific Harbor Line.

Terminal Island Water Reclamation Plant (TIWRP)

The TIWRP is located on Terminal Island north of the proposed Project site (along the north side of Terminal Way between Ferry Street and Earle Street). The TIWRP treats wastewater from more than 130,000 people and 100 businesses in the heavily industrialized Harbor area, including the communities of Wilmington, San Pedro, and a portion of Harbor City. The TIWRP is the third wastewater treatment plant in the City to produce reclaimed water and the only facility in the City of Los Angeles' system that produces reclaimed water using reverse osmosis. The reclaimed water can be used in place of potable water for Harbor area industrial applications, landscape, and as a barrier against seawater intrusion. The plant also produces bio-solids and biogas for beneficial reuse.

3.9.2.2 Redevelopment Areas in the Proposed Project Vicinity

Concerns have been expressed by members of the public regarding a possible link between Port activities and community "blight." The term blight has been used in a general sense to describe industrial conditions; however, the term "blight" has a very specific legal definition under redevelopment law and mainly refers to deterioration of an area caused by physical and economic forces. California's Community Redevelopment

Law is codified in the Health and Safety Code Section 33000 *et seq*. This section defines blighted areas as having both adverse physical conditions and adverse economic conditions. Adverse physical conditions include structures with serious code violations, buildings that are dilapidated and deteriorated, inadequate lot sizes or configurations for existing market conditions, or incompatible adjacent land uses that prevent the economic development of those or other parcels. Adverse economic conditions include depreciated or stagnant property values, abnormally high business vacancies or excessive vacant lots, a lack of necessary commercial facilities that are normally found in neighborhoods (for example, grocery stores or banks), residential overcrowding, an excess of businesses that cater to adults, and crime rates that constitute a serious threat to public safety and welfare. In the City of Los Angeles, the Community Redevelopment Agency Board and City Council are jointly responsible for making the determination that an area is in a blighted condition. Once a determination of blight is made, and a redevelopment plan is approved by the City Council, redevelopment under the Community Redevelopment Law can occur. Redevelopment is the responsibility of the Community Redevelopment Agency (CRA/LA). The redevelopment project areas described below are located near the proposed Project site and outside Port jurisdiction (CRA/LA, 2010a). They are subject to the land use controls outlined in the City of Los Angeles General Plan (City of Los Angeles, 2010). They are also subject to the applicable Redevelopment Plans. Although the Port does not have jurisdiction over these areas, some waterfront areas adjacent to the communities are being redeveloped for local and regional public access, economic development, and recreational activity.

Two redevelopment areas are located in the community of San Pedro: the Pacific Corridor Redevelopment Project area and the Beacon Street Redevelopment Project area. One redevelopment area is located in the community of Wilmington, the Los Angeles Harbor Industrial Center Redevelopment Project.

The 693-acre Pacific Corridor Redevelopment Project Area, established in 2002, extends from the south side of Knoll Hill and is bordered by Capital Drive on the north, Gaffey Drive on the west, 22nd Street on the south, and Harbor Boulevard on the east. That project includes: development/rehabilitation of commercial/retail uses, a "welcome park", a transit center, improvements to pedestrian facilities, decorative street light replacements, additional parking, residential uses, and formation of an Arts District; and provides business incentives and other strategies (CRA/LA, 2010b).

The Beacon Street Redevelopment Project Area, established in 1969, comprises 60 acres and is bordered by 3rd Street on the north, Mesa Street on the west, 7th Street on the south, and Harbor Street on the north. The Beacon Street Redevelopment Project has transformed a blighted waterfront area into a modern downtown community, with new commercial, residential, cultural, and institutional uses. Major recent undertakings are acquisition and rehabilitation of the historic Warner Grand Theatre development of a 14-screen movie theater complex (CRA/LA, 2010c), a new Port Police headquarters building, and pedestrian facility improvements along 6th Street (between Harbor Boulevard and Palos Verdes Street).

The Los Angeles Harbor Industrial Center Redevelopment Project, also known as the Wilmington Industrial Park, is located on 232 acres of land in the Wilmington community situated just north of the East Basin of the Harbor. The Wilmington Industrial Park project is generally bounded on the north by Anaheim Street, on the east and south by Alameda Street and Harry Bridges Boulevard (formerly B Street), and on

the west by Broad Avenue (CRA/LA, 2010d). The Redevelopment Plan was adopted by City Council on July 18, 1974. In keeping with the City General Plan for the development of industrial parks, the key goal is the creation of a healthy, active industrial center with the physical and economic strength to maintain itself. To reach that goal, the primary objective of the Plan is to entice labor-intensive industries into the industrial park to provide new employment opportunities. Current planned projects include cold storage facilities, grain handling facilities, and landscape buffers.

The LAHD is also in the process of implementing several development projects in the San Pedro and Wilmington communities, including the San Pedro Waterfront Master Plan, Wilmington Waterfront Master Plan, and future redevelopment of the Westways Terminal to develop the City Dock Marine Research Center. These development programs are aimed at strengthening economic development and enhancing community amenities. Specifically, objectives of the San Pedro Waterfront Master Plan include increasing public waterfront access, enhancing commercial opportunities, improving transportation and non-vehicular mobility around the waterfront, and growing the Port in a sustainable manner. Project elements include the creation of the San Pedro Downtown Harbor to include a public pier at 7th Street, improvements to the John S. Gibson park, a municipal fountain, and enhancements to downtown San Pedro linkages, new harbors, new commercial development, enhancement of visitor attractions, development of a waterfront promenade and open space, and a variety of transportation improvements. The EIS/EIR for the San Pedro Waterfront Master Plan was certified in September 2009.

Objectives of the Wilmington Waterfront Development Project include connecting the community with the waterfront, creating open space, enhancing the livability and economic viability of the Los Angeles Harbor area by promoting sustainable economic development, and developing an environmentally responsible project. Project elements include commercial and industrial development and creation of visitor amenities such as open space, plazas, a waterfront promenade, and a Waterfront Red Car Museum. The EIR for the Wilmington Waterfront Development Project was certified in June 2009.

Construction has commenced on a number of the San Pedro and Wilmington development projects and construction will begin on others in 2012, including the Westway Terminal decommissioning and construction of the San Pedro Downtown Harbor.

3.9.3 Applicable Regulations

Land use and development within the Port and its vicinity are governed by several state and local plans and policies, as described in this section.

3.9.3.1 State Lands Commission

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

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

3.9.3.2 California Coastal Commission

The California Coastal Act (Coastal Act) of 1976 (PRC Section 30000 *et seq*.) was enacted to establish policies and guidelines that provide direction for the conservation and development of the California coastline. The Coastal Act established the California Coastal Commission and created a state and local government partnership to ensure that public concerns regarding coastal development are addressed. The following are the policies of the Coastal Act that guide specific regulations pertaining to coastal zone conservation and development decisions.

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

The Coastal Act also influences Port operations. The Act established the California Coastal Commission as the coastal management and regulatory agency over the Coastal Zone (PRC 30103), within which the Port of Los Angeles is included. The California Coastal Commission is responsible for assisting in the preparation, review, and certification of Local Coastal Programs/Local Coastal Plans (LCPs). The LCPs are developed by municipalities for that portion of their jurisdiction that falls within the coastal zone. Following certification of the LCP, regulatory responsibility is then delegated to the local jurisdiction, although the Coastal Commission retains jurisdiction over the immediate shoreline. The Port Master Plan (PMP) acts as the LCP for the Port of Los Angeles, as described below in Section 3.9.3.3.

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

The standards for master plans, contained in Chapter 8 of the Coastal Act, require environmental protection while expressing a preference for port-dependent projects. Additionally, Section 30701 establishes the number and locations of California ports. This section of the Coastal Act encourages existing ports to modernize and construct necessary facilities within their boundaries to minimize the need to build new ports in the state. It is environmentally and economically preferable to locate major shipping terminals and other existing maritime facilities in the major ports rather than creating new ports in new areas of the state. Each 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 PMP, the Port must apply to the Coastal Commission for either a coastal permit or an amendment to its master plan.

3.9.3.3 Port Master Plan

The proposed Project is located within in the Coastal Zone, which was established pursuant to the federal Coastal Zone Management Act of 1972 and the Coastal Act. These acts require that planning and development within the Coastal Zone be compatible with coastal resources. The 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 Sections 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 provides for the short- and long-term development, expansion, and alteration of the Port (LAHD, 1980). The PMP has been certified by the California Coastal Commission and is consistent with the Port of Los Angeles Plan, a land use element of the City's General Plan. The PMP divides the Port into a series of master planning areas, for which it identifies short-term plans and preferred long-range uses. The proposed Project site is located in Master Plan Area 9, and which is adjacent and east of Area 8.

The PMP states that for Master Plan Area 9, planned fill areas on Terminal Island land plus the southerly extension were conditioned on a -45-ft depth dredging of the Main Channel (Pier 300 fill) and a -65-ft depth dredging of the Pier 300 Channel (for Pier 400 fill). These dredging projects were evaluated as part of the *Deep Draft Navigation Improvements, Los Angeles and Long Beach Harbors* (*Deep Draft FEIS/EIR*) (see Section 2.2.2 and Table 4-1 in Chapter 4). The PMP identified the fill areas as for the development and/or relocation of dry-bulk cargoes, and states that the land north of the waterfront area not required for dry-bulk facilities (essentially the proposed Project site) may be used for the storage of general cargoes. The PMP states that for Master Plan Area 8 (Fish Harbor area), uses would remain oriented to the fish-processing industry.

3.9.3.4 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 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.

3.9.3.4.1 Port of Los Angeles Plan

The Port of Los Angeles Plan is the land use element that is intended to serve as the official 20-year guide for the continued development and operation of the Port (City of Los Angeles, 1982 plus amendments). It is consistent with the PMP. The primary purposes of the Port of Los Angeles Plan are:

- To promote 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;
- To guide 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 or limitations, water developments, and other trends; and
- To protect investment to the extent reasonable and feasible.

The Port of Los Angeles Plan designates the northern and western portions of the Port as Commercial/Industrial land uses, which are further classified as General/Bulk Cargo and Commercial/Industrial Uses/Nonhazardous uses. General Cargo includes container, break-bulk,[1] neo-bulk,[2] 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, including Terminal Island and Pier 300, is similarly designated and classified, differentiated only by a Hazardous Uses classification (City of Los Angeles, 1982 plus amendments). Figure 3.9-2 illustrates General Plan land use designations for the proposed Project area.

[1] Break-bulk refers to cargo not held in containers, is loaded individually and not in intermodal containers.

[2] Neo-bulk refers to cargo shipments consisting entirely of units of a single commodity, such as cars, lumber, or scrap metal.

N

CDM

Legend

- Commercial Fishing
- General / Bulk Cargo & Commercial / Industrial Uses - Hazardous
- General / Bulk Cargo & Commercial / Industrial Uses - Non-Hazardous

Port of Los Angeles
Berths 302 - 306 [APL]
Container Terminal Project
Designated Land Uses
(Port of Los Angeles Plan)
Figure 3.9-2

3.9.3.4.1.1 The following objectives from the Port of Los Angeles Plan are pertinent to the proposed Project:

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 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 San Pedro and Wilmington-Harbor City Community Plans.

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 in its development processes to adequately respond 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. Changing laws and regulations affecting the environmental and economic uses of the Port.
e. Changes in other U.S. ports affecting the competitive position of the Port.

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 can be better used and operations improved.

Applicable Policies from the Port Plan include:

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 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 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 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 existing location on a long-term basis.

Policy 18. Port development projects shall be consistent with the specific provisions of this Plan, the certified PMP, the California Coastal Act of 1976, and other applicable federal, state, county, and municipal laws and regulatory requirements.

3.9.3.5 Zoning Designations

The Los Angeles General Plan has adopted generalized land use maps for each of the City's 35 Community Plans (City of Los Angeles, 2003).[3] These land use categories (as presented in Figure 3.9-2) are associated with a set of land use zone classifications that could be considered in rezoning applications. The zoning classification for the APL Terminal at Berths 302-305 is [Q] M3-1 (Heavy Industrial Zone, Height District1). The site's primary Heavy Industrial (M-3) designation has been qualified, as indicated by the bracketed [Q] symbol. The "qualified" designation indicates that a property so designated might be restricted or prohibited for some uses ordinarily permitted in the underlying zone classification, and/or that development on such designated sites may be required to conform to certain additional use standards. Accordingly, the [Q] in this zone restricts uses to General Cargo, limited Port-related commercial, industrial, and support uses. The zone limits the storage of hazardous materials, liquid, or solid bulk that is flammable, explosive, or produces a flammable, toxic, or suffocating gas (City of Los Angeles, 2011).

The industrial zoning designation allows a building floor-area ratio (FAR) of 1.5 times the buildable area of the lot. Also, in industrial zones, building and structure heights on industrially zoned property in Height District 1 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 Project area.

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 the purpose of creating additional floor area.

[3]The Community Plans include a map that shows generalized land use types in the Plan area. Categories include low-density residential, neighborhood commercial, heavy industrial and open space. The general land uses in the Community Plans are implemented through specific zoning designations and serve as a guide for rezoning purposes.

3.9.3.6 San Pedro Community Plan

The proposed Project site is entirely located within the Port of Los Angeles Plan area; however, the San Pedro Community Plan is located immediately adjacent to the Port Plan's boundary. Accordingly, goals, objectives, policies, and associated implementing programs of the Community Plan addressing Port land uses and operations are considered in the San Pedro Community Plan (City of Los Angeles, 1999c).

Relevant goals in the San Pedro Community Plan are as follows:

- The development of the Port should be coordinated 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;
- Future development of the Port should be coordinated with the San Pedro Community Plan, the Beacon Street Redevelopment Project, and development of the Central Business District of San Pedro; and
- Planning the remaining commercial and industrial development opportunity sites for needed job-producing uses that improve the economic and physical condition of the San Pedro Community Plan.

3.9.3.7 Wilmington - Harbor City Community Plan

The Wilmington-Harbor City Community Plan area is generally bounded by Sepulveda Boulevard, Normandie Avenue, Lomita Boulevard, the Los Angeles City boundary, Los Angeles Harbor, Harry Bridges Boulevard, John Gibson Boulevard, Taper Avenue, and Western Avenue. The Wilmington-Harbor City Community Plan, adopted in 1999, sets forth goals to maintain the individuality of the community (City of Los Angeles, 1999b).

Relevant goals in the Wilmington-Harbor City Community Plan are as follows:

- To coordinate the development of the Port 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;
- To coordinate the future development of the Port with all adopted City Plans, the Wilmington Industrial Park Redevelopment Project, and the Enterprise Zone;
- To continue to develop and operate the Port to provide economic, employment, and recreational benefits to neighboring communities; and
- To assure that Port programs for land acquisition and circulation improvements will be compatible with and beneficial in reducing environmental impacts to surrounding communities caused by Port-related activities, as well as beneficial to the Port.

3.9.3.8 Southern California Association of Governments Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP), finalized in 2008, integrates the major elements of planning for the region, including: Air Quality; Economy; Energy; Finance; Land Use and Housing; Open Space and Habitat; Security and Emergency Preparedness; Solid Waste; Transportation; and Water (SCAG, 2008a). Continuing with the same principles on which the 2004 RCP was built, the 2008 RCP is built around the *Compass Growth Vision and 2% Strategy* adopted by the Regional Council in April 2004, which is based on four key principles. These principles include mobility, getting where we want to go; livability, creating positive communities; prosperity, long-term health for the region; and sustainability, preserving natural surroundings.

The RCP transportation policies are based on the adopted 2008 Regional Transportation Plan (RTP). The RTP includes an action plan and constrained policies detailing measures that SCAG shall implement in support of the policies adopted by the SCAG Regional Council. The 2008 RTP establishes a transportation vision for the six-county region that includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties (SCAG, 2008b). The RTP is a multimodal plan representing a vision through the year 2035, and provides a long-term planning framework for meeting the region's transportation needs and addressing its challenges. The 2008 RTP transportation goals and policies include the following:

- Maximize mobility and accessibility for all people and goods in the region;
- Ensure travel safety and reliability for all people and goods in the region;
- Preserve and ensure a sustainable regional transportation system;
- Maximize the productivity of our transportation system;
- Protect the environment, improve air quality, and promote energy efficiency;
- Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures; and,
- Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

3.9.3.9 Port of Los Angeles Strategic Plan 2006-2011

The Port of Los Angeles Strategic Plan has 11 objectives, each with initiatives/action items that respond to the Strategic Plan's Mission, "To be the world's premier port in planning, design, construction, and to promote a 'grow green' philosophy, while embracing evolving technology and meeting our fiduciary responsibilities while promoting global trade". The following strategic objectives may be relevant to the proposed Project or alternative:

- Ensure the Port maintains and efficiently manages a diversity of cargo and land uses; maximize land use compatibility and minimize land use costs;
- Maximize the efficiency and the capacity of current and future facilities;

- Define and address infrastructure requirements needed to support safe, environmentally friendly, and efficient goods movement throughout the region;
- Maintain financial self-sufficiency and generate sufficient funds to implement strategic and policy priorities;
- Transform the Port of Los Angeles into the greenest port in the world by raising environmental standards and enhancing public health;
- Be the leading port for new, emerging, and environmentally-friendly cargo movement technology and energy sources;
- Transform the Port into a world-class model for safe and efficient operations, crime prevention, counter-terrorism detection, and emergency incident response and mitigation;
- Strengthen relations with local community members through meaningful interaction and community focused programs;
- Realize the potential of the diversity of L.A.'s population by expanding opportunity and inclusion. Develop more and higher quality jobs;
- Ensure Port leadership, staff, and facilities are in place to meet current and future workforce needs; and
- Make the Port a great place to work.

3.9.3.10 San Pedro Bay Ports Clean Air Action Plan

The Port, in conjunction with the Port of Long Beach and with guidance from SCAQMD, CARB, and USEPA, has developed the San Pedro Bay Ports Clean Air Action Plan (CAAP), which was approved by the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006 (POLA/POLB, 2006). Although the CAAP addresses air quality issues and is addressed in detail in Section 3.2, Air Quality, Meteorology, and Greenhouse Gases, it is summarized here because it relates to goals for the Port, as discussed in the San Pedro and Wilmington-Harbor City community plans. The CAAP focuses on reducing diesel particulate matter (DPM), nitrogen oxides (NO_X), and sulfur oxides (SO_X), with two main goals: (1) to reduce Port-related air emissions in the interest of public health, and (2) to disconnect cargo growth from emissions increases. The CAAP includes near-term measures for project-specific impacts implemented largely through the NEPA/CEQA process and new leases at both ports and Port-wide measures implemented by Port-supported programs, lease measures, tariffs, and MOUs.

The CAAP consists of the following standards:

1) San Pedro Bay Standards

- Reduce public health risk from toxic air contaminants associated with Port-related mobile sources to acceptable levels.
- Prevent Port-related violations of the state and federal ambient air quality standards at air quality monitoring stations at both ports.
- Reduce criteria pollutant emissions to the levels that will assure that Port-related sources contribute their "fair share" to enable the South Coast Air Basin to attain state and federal ambient air quality standards.

2) Project-Specific Standards

- Projects must stay below the excess residential cancer risk threshold of 10 in one million, as determined by health risk assessments conducted during NEPA/CEQA review and implemented through required NEPA/CEQA mitigations associated with lease negotiations. Projects that exceed the SCAQMD CEQA significance thresholds for criteria pollutants must implement the maximum available controls and feasible mitigations for any emissions increases.

3) Source-Specific Performance Standards

- These standards include a series of measures that will be implemented through Port lease requirements, tariffs, incentives, and the NEPA/CEQA environmental review process;
- Compliance with the Project-Specific Standards might require that an individual terminal go beyond the Source-Specific Performance Standards or advance the date of compliance with those performance standards; and
- The Source-Specific Performance Standards are targeted at the following five source categories of mobile equipment and vessels that are part of Port-related goods movement: (1) heavy-duty vehicles/trucks; (2) oceangoing vessels; (3) cargo-handling equipment; (4) Harbor craft; and (5) railroad locomotives.

The proposed Project includes air quality control measures outlined in the CAAP, both as mitigation that would be imposed via permits and lease provisions and as standard measures that would be implemented through lease agreements with other agencies and business entities and with Port contracting policies (POLA/POLB, 2006).

On November 3, 2010, the Los Angeles and Long Beach Boards of Harbor Commissioners approved the CAAP Update (POLA/POLB, 2010). The 2010 update includes new, far-reaching goals for reducing Port-related air pollution over the next ten years. The focus of the Draft CAAP Update is the same as the original CAAP, and includes updates based on changes in federal and state regulations. The most significant addition in the 2010 update is the San Pedro Bay Standards, which establish long-term goals for emissions and health-risk reductions. Refer to Section 3.2, Air Quality, Meteorology, and Greenhouse Gases, for additional information on the 2010 update.

3.9.3.11 Port of Los Angeles Sustainable Construction Guidelines

The Port adopted the Port of Los Angeles Sustainable Construction Guidelines in February 2008 (LAHD, 2008). The Guidelines were updated in November 2009 (LAHD, 2009). The guidelines will be used to establish air emission criteria for inclusion in construction bid specifications. The guidelines will reinforce and require sustainability measures during performance of the contracts, balance the need to protect the environment, be socially responsible, and provide for the economic development of the Port. Future resolutions are anticipated to expand the guidelines to cover other aspects of construction, as well as planning and design. These guidelines will be made a part of all construction specifications advertised for bids.

Significant features of these Guidelines include, but are not limited to:

- All ships and barges used primarily to deliver construction related materials for LAHD construction contracts shall comply with the Vessel Speed Reduction Program and use low-sulfur fuel within 40 nautical miles of Point Fermin;
- Harbor craft shall meet USEPA Tier 2 engine emission standards, and the requirement will be raised to USEPA Tier 3 engine emission standards by January 1, 2011;
- All dredging equipment shall be electric;
- On-road heavy-duty trucks shall comply with USEPA 2004 on-road emission standards for PM_{10} and NO_X and shall be equipped with a CARB-verified Level 3 device. Emission standards will be raised to USEPA 2007 on-road emission standards for PM_{10} and NO_X by January 1, 2012;
- Construction equipment (excluding on-road trucks, derrick barges, and harbor craft) shall meet Tier 2 emission off-road standards. The requirement will be raised to Tier 3 by January 1, 2012, and to Tier 4 by January 1, 2015;
- Comply with SCAQMD Rule 403 regarding Fugitive Dust in addition to other fugitive dust control measures; and
- Additional Best Management Practices (BMPs), based largely on Best Available Control Technology (BACT), will be required on construction equipment (including on-road trucks) to further reduce air emissions.

3.9.3.12 Water Resources Action Plan

The Water Resources Action Plan (WRAP) was prepared by the Ports of Los Angeles and Long Beach, in coordination with each of the cities, the USEPA, and the Los Angeles RWQCB (POLA/POLB, 2009). The WRAP was adopted by the Boards of both the LAHD and the Port of Long Beach on August 8, 2009. The WRAP's purpose is to provide the framework and mechanisms for the Ports to achieve the goals and targets that will be established in the relevant Total Maximum Daily Loads (TMDLs) discharge limits and to comply with the Industrial Activities, Construction Activities, and Municipal permits issued to each of the Ports and their respective Cities and tenants through the National Pollutant Discharge Elimination System (NPDES) program. The WRAP identifies multiple current and potential control measures to minimize adverse effects to water and sediment quality. These include Land Use Control Measures, On-Water Source Control Measures, Sediment Control Measures, and Watershed Control Measures.

3.9.4 Impacts and Mitigation Measures

3.9.4.1 Methodology

This analysis evaluates consistency or compliance of the proposed container terminal improvements and alternatives, with adopted plans and policies governing land use and development. Land use plans with policies applicable to development under the proposed Project and alternatives were evaluated, including the City of Los Angeles General Plan and its Elements, the City of Los Angeles Planning and Zoning Code, Port

of Los Angeles Master Plan, and plans prepared by other agencies with jurisdiction over areas in which the proposed Project might create a land use impact.

Inconsistency with a land use policy or objective is only considered a significant impact if the inconsistency would result in a significant adverse effect on the physical environment. Further, physical impacts on the environment that might result from an inconsistency with land use policies or objectives are addressed in the appropriate resource section, not in an analysis of land use.

The land use analysis also addresses the potential for the proposed Project or an alternative to create physical incompatibilities between adjacent land uses or activities that would result in a significant adverse effect on the physical environment. This is accomplished through the evaluation of the extent to which off-site land uses could be affected by physical division, isolation, or other disruptions caused by the proposed Project or an alternative.

3.9.4.1.1 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a project that exist at the time of the NOP. These environmental conditions normally would constitute the baseline physical conditions by which the CEQA lead agency determines if an impact is significant. For purposes of this Draft EIS/EIR, the CEQA baseline for determining the significance of potential Project impacts is the environmental set of conditions that prevailed at the time the NOP was published for the proposed Project - July 2009. The CEQA baseline takes into account the throughput for the 12-month period preceding July 2009 (July 2008 through the end of June 2009) in order to provide a representative characterization of activity levels throughout the year. The CEQA baseline conditions are described in Section 2.6.1. The CEQA baseline for this proposed Project includes approximately 1.13 million TEUs per year, 998,728 annual truck trips, and 247 annual ship calls that occurred on the 291-acre APL Terminal in the year prior to and including June 2009.

The CEQA baseline represents the setting at a fixed point in time and differs from the No Project Alternative (Alternative 1) in that the No Project Alternative addresses what is likely to happen at the proposed Project site over time, starting from the existing conditions. Therefore, the No Project Alternative allows for growth at the proposed Project site that could be expected to occur without additional approvals, whereas the CEQA baseline does not.

3.9.4.1.2 NEPA Baseline

For purposes of this Draft EIS/EIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the NEPA baseline. The NEPA baseline conditions are described in Section 2.6.2. Briefly, the NEPA baseline condition for determining significance of impacts includes the full range of construction and operational activities the applicant could implement and is likely to implement absent a federal action, in this case the issuance of a USACE permit. The NEPA baseline includes minor terminal improvements in the upland area (i.e., conversion of a portion of the dry container storage unit area to reefers and utility infrastructure), operation of the 291-acre container terminal, and assumes that by 2027, the terminal (Berths 302 to 305) handles up to approximately 2.15 million TEUs annually and accommodates 286 annual ships calls and 2,336 on-way rail trips, without any federal action. Because the NEPA baseline is

dynamic, it includes different levels of terminal operations at each study year (2012, 2015, 2020, 2025, and 2027).

Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA baseline is not bound by statute to a "flat" or "no-growth" scenario. Therefore, the USACE could project increases in operations over the life of a project to properly describe the NEPA baseline condition. Normally, any federal permit decision would focus on direct impacts of the proposed Project to the aquatic environment, as well as indirect and cumulative impacts in the uplands determined to be within the scope of federal control and responsibility. Significance of the proposed Project or alternative under NEPA is defined by comparing the proposed Project or alternative to the NEPA baseline (i.e., the increment).

The NEPA baseline, for purposes of this Draft EIS/EIR, is the same as the No Federal Action Alternative. Under the No Federal Action Alternative, only minor terminal improvements (utility infrastructure, and conversion of dry container storage to refrigerated container storage) would occur, but no new cranes would be added, and the terminal configuration would remain as it was configured in 2008 (291 acres, 12 A-frame cranes, and a 4,000-ft wharf). However, forecasted increases in cargo throughput and annual ship calls would still occur as container growth occurs.

3.9.4.2 Thresholds of Significance

The following criteria are based on the *LA CEQA Thresholds Guide* (City of Los Angeles, 2006) and are the basis for determining the significance of impacts associated with land use consistency and compatibility resulting from proposed Project or alternative development. There are no standard impacts thresholds for evaluating potential impacts to land use or development under NEPA; therefore, the CEQA thresholds listed below are used in evaluating potential impacts. A significant land use impact would occur if the proposed Project or an alternative is determined to be inconsistent with one of the standards listed and the inconsistency results in a significant adverse effect to the environment:

LU-1 The proposed Project/alternative would be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site, in a manner that results in a significant impact to the physical environment.

LU-2 The proposed Project/alternative would be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact.

LU-3 The proposed Project/alternative would substantially affect the types and/or extent of existing land uses in the Project area.

LU-4 The proposed Project/alternative would cause a secondary impact to the surrounding land uses.

3.9.4.3 Impact Determination

3.9.4.3.1 Proposed Project

Impact 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.

Proposed terminal buildings would conform to height requirements associated with the site zoning as outlined in the Los Angeles General Plan and discussed earlier in Section 3.9.3.5, Zoning Designations. The proposed Project would convert the 41 acres of existing fill adjacent to the terminal (created by the Channel Deepening Project behind Berths 305 and 306) to backlands. The 41-acre fill area is designated for general cargo uses and other uses (for support activities such as railyards, utilities, etc.) in the PMP (Amendment Nos. 13 and 21), which permit container and container-support operations. In addition, the 9 acres of former LAXT terminal (7 acres of backlands behind Berth 301 and the 2-acre strip of land along Earle Street) and the 2 acres of vacant land near the existing main gate would be converted to terminal uses under the proposed Project. Conversion of these areas to container terminal uses is consistent with the PMP, which allows land north of the waterfront area (in Area 9 on Terminal Island) not required for dry bulk facilities to be used for the storage of general cargo such as container terminal uses. Thus, the proposed Project would be consistent with the uses of the proposed Project site identified in the PMP for Area 9.

The APL Terminal operations, under the proposed Project, would remain consistent with the Port of Los Angeles Community Plan [Q] M3-1 zone designation[4] for the proposed Project site (that is, General/Bulk Cargo and Commercial/Industrial Uses/Nonhazardous Uses). The proposed Project would be a container terminal, and its operations would be consistent with zoning and designated uses in applicable land use plans (Port of Los Angeles Plan and the PMP).

CEQA Impact Determination

As discussed above, the proposed Project would be consistent with the site zoning and generalized land use designations in the Port of Los Angeles Plan. In addition, the proposed Project would be consistent with the PMP's designated land uses for Area 9, and by accommodating the high priority for water-dependent uses. Thus, the proposed Project would be consistent with the overall intent of the PMP. The proposed Project, therefore, would not result in significant impacts under CEQA because it would be consistent with site zoning and land use designations of applicable plans.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

[4] Cargo container storage uses are permitted by right in the M3 zone, per LAMC Chapter I, Article 2, Section 12.21.

NEPA Impact Determination

The proposed Project would result in improvements that are not included in the NEPA baseline. However, these improvements would not be inconsistent with adopted land use designations or applicable plans such as the PMP as discussed above. Therefore, the proposed Project would have a less than significant impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be 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.

The proposed Project would be consistent with the identified uses in the PMP, as described under Impact LU-1. Because the PMP serves as the LCP for the California Coastal Commission, the proposed Project, therefore, would be consistent with the Coastal Act. Thus, the proposed Project would be consistent with the overall intent of the PMP. The proposed Project also would be consistent with the preferred uses identified in the PMP for Port Development Area 9, which encompasses the proposed Project site.

The proposed Project would be consistent with the Port of Los Angeles Plan, which gives priority to water-dependent developments. Objective 1 of the Port of Los Angeles Plan is to maintain the Port as an important local, regional, and national resource and to accommodate the orderly development of the Port to meet the needs of foreign and domestic waterborne commerce. Objective 4 of the Plan gives priority to water- and coastal-dependent development within the Port to preclude the necessity for new ports elsewhere in the state. Improvements to and expansion of the existing APL Terminal would be consistent with Objectives 1 and 4.

The proposed Project would be consistent with the adopted objectives, policies, and applicable plans contained in the City of Los Angeles General Plan by way of consistency with the Port of Los Angeles Plan (see discussion under Impact LU-1), and the San Pedro and Wilmington-Harbor City Community Plans. The San Pedro Community Plan and Wilmington-Harbor City Community Plan both contain a goal for the Port to coordinate Port development with surrounding communities that 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. The proposed Project would be consistent with this goal, as it would implement environmental programs such as applicable CAAP measures (see Section 3.2, Air Quality, Meteorology, and Greenhouse Gases), WRAP measures (see Section 3.14 Water Quality, Sediment, and Oceanography), and electrified terminal infrastructure on the 41-acre expansion site. Other objectives in the San Pedro Community Plans apply to geographic areas that the proposed Project would not affect; therefore, the proposed Project would be consistent with the San Pedro Community Plan goals regarding Port development.

The Wilmington-Harbor City Community Plan contains objectives for the Port to coordinate development with the Wilmington Industrial Park Redevelopment Project and to provide economic and employment benefits to neighboring communities. The proposed Project would improve the existing APL Terminal such that throughput would increase by an estimated 900,000 TEUs over No Project condition and approximately 2 million TEUs over CEQA baseline levels. The increases in throughput would contribute to increased economic benefits and employment opportunities for local businesses and residents, and would thus be consistent with those objectives. Consequently, the proposed Project would be consistent with goals and policies in the San Pedro and Wilmington-Harbor City Community Plans.

The proposed Project is not expected to induce population migration into the area or create a demand for new housing units because new employment opportunities associated with the proposed Project are expected to be largely filled by local labor (see the discussion under Impact LU-5). As a result, the proposed Project would be consistent with the RCP and the RTP developed by SCAG. The proposed Project would be consistent with all applicable SCAG policies.

The proposed Project would require an amendment to LAHD Permit No. 733, which is the APL Terminal's lease agreement with the LAHD. The lease is an implementing mechanism for CAAP measures applicable to the APL Terminal (see Section 3.2, Air Quality, Meteorology, and Greenhouse Gases). Because applicable CAAP measures would either be considered a project component or a mitigation measure identified in this EIS/EIR, the CAAP would be implemented via the amended LAHD Permit No. 733. In addition, construction of the proposed Project would implement applicable elements of the Sustainable Construction Guidelines and WRAP (BMPs during construction). Implementation of these plan elements under the proposed Project would be consistent with environmental goals for the Port specified in the San Pedro and Wilmington-Harbor City community plans.

CEQA Impact Determination

As discussed above, the proposed Project would be consistent with the uses identified in the PMP, the Coastal Act, the Port of Los Angeles Plan, SCAG policies including the RCP and RTP, the CAAP, and Port-related goals in the San Pedro and Wilmington-Harbor City community plans (through implementation of applicable portions of the Sustainable Construction Guidelines and the WRAP). Because 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 is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As discussed above, the proposed improvements and activities under the Project would be consistent with goals and policies in applicable plans, planning goals/policies, and environmental goals or policies of the Port. Therefore, the proposed Project would not result in a significant impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact LU-3: The proposed Project would not substantially affect the types and/or extent of existing land uses in the Project area.

Under the proposed Project, terminal improvements, the new wharf at Berth 306, new cranes, dredging with beneficial reuse and/or disposal of the material at an approved site, expanded backlands, and installation of infrastructure to support electric RMG usage in the future would be confined to the proposed Project site on Pier 300 and would consist of land uses and operations that are similar to those that currently exist on and around Berths 302-305 and other container terminals on Terminal Island.

CEQA Impact Determination

As discussed above, the proposed Project would not significantly affect the types of land uses in the Project area. Expansion of the undeveloped 41-acre area as backlands would be consistent with other Port operations on Terminal Island. Other terminal improvements and their operation would be confined to the proposed Project site and the Pier 300 area of Terminal Island, and would be comparable to those that currently exist in and around the Project site and elsewhere on Terminal Island. The reuse or disposal of dredged material would take place off-site. This reuse or disposal would be consistent with the uses (or permitted uses) on the site where the reuse or disposal would occur. Consequently, significant land use impacts under CEQA would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As discussed above, the proposed improvements would be implemented primarily within the existing 291-acre APL Terminal, and confined to Pier 300 on Terminal Island. The improvements would continue to support similar container terminal operations that are currently supported, but would be able to handle a higher throughput volume, and increased operational efficiency. Consequently, the proposed Project would not result in significant impacts to existing land uses or land use types under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact LU-4: The proposed Project would not cause a secondary impact to surrounding land uses.

Secondary impacts refer here to the possible nexus between blighted conditions in communities adjacent to the Port and activities at the Port. The term "blight" has been used in a general sense to describe industrial conditions; however, "blight" has a very specific legal definition under redevelopment law and mainly refers to substantial physical deterioration of an area caused by physical or economic forces.

Adverse physical conditions include structures with serious code violations, buildings that are dilapidated and deteriorated, inadequate lot sizes or configurations for existing market conditions, or incompatible adjacent land uses that prevent the economic development of those or other parcels. Adverse economic conditions include depreciated or stagnant property values, abnormally high business vacancies or excessive vacant lots, a lack of necessary commercial facilities that are normally found in neighborhoods (for example, grocery stores or banks), residential overcrowding, an excess of businesses that cater to adults, and crime rates that constitute a serious threat to public safety and welfare.

In the City of Los Angeles, the Community Redevelopment Agency Board and City Council are jointly responsible for making the determination that an area is in a blighted condition. Once a determination of blight is made and a redevelopment plan is approved by the City Council, redevelopment under the Community Redevelopment Law can occur. Redevelopment is the responsibility of the Community Redevelopment Agency. Redevelopment areas have been designated in areas close to the Port in San Pedro (the Pacific Corridor Redevelopment Project area and Beacon Street Redevelopment Project area) and in Wilmington (Los Angeles Harbor Industrial Center Redevelopment Project), which are addressed in Section 3.9.2.2.

Additionally, the LAHD has implemented a number of actions designed to enhance community quality of life and provide public access to visually stimulating and historically relevant developments within and adjacent to the Port, including along San Pedro and Wilmington waterfronts.

One potential precursor of blight is depreciated or stagnant property values. Details regarding trends in property values in communities adjacent to the proposed Project site are presented in Chapter 7, Socioeconomics. Residential property values in communities adjacent to the Port have increased and decreased in recent years consistent with the southern California real estate market trends, including the recent economic downturn. The proposed Project would not adversely influence residential property values in the areas immediately adjacent to the Port. In addition, changes in property value are dependent on numerous factors unrelated to the Port, including monetary interest rates, ease of access to employment centers, availability of quality education, and historic and existing land uses. The proposed Project would increase the number of direct, indirect, and induced jobs and income in the region and would result in other economic benefits. As a consequence, the proposed Project would not result in blight impacts.

The proposed Project would also not induce substantial unanticipated growth because most new terminal employees would come from local sources in the Los Angeles area, largely the existing International Longshore and Warehouse Union (ILWU) workforce. The potential for substantial secondary growth is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues.

CEQA Impact Determination

As discussed above, the proposed Project would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

However, as discussed above, the proposed Project is not expected to cause blight-related impacts. As also discussed above, Project-related employment would be drawn from local sources and so would not result in substantial unanticipated growth. Therefore, secondary land use impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.9.4.3.2 Alternatives

3.9.4.3.2.1 Alternative 1 – No Project

Under Alternative 1, no further Port action or federal action would occur. The Port would not construct and develop additional backlands, wharves, or terminal improvements. No new cranes would be added, no gate or backland improvements would occur, and no infrastructure for AMP at Berth 306 or automation in the backland area adjacent to Berth 306 would be provided. This alternative would not include any dredging, new wharf construction, or new cranes. The No Project Alternative would not include development of any additional backlands because the existing terminal is berth-constrained and additional backlands would not improve its efficiency.

Under the No Project Alternative, the existing APL Terminal would continue to operate as an approximately 291-acre container terminal. Based on the throughput projections, terminal operations are expected to grow over time as throughput demands increase. Under Alternative 1, the existing APL Terminal would handle approximately 2.15 million TEUs by 2027, which would result in 286 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 7,273 peak daily one-way truck trips

(1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Under Alternative 1, cargo ships that currently berth and load/unload at the Berths 302-305 terminal would continue to do so.

The No Project Alternative would not preclude future improvements to the proposed Project site. However, any future changes in use or new improvements with the potential to significantly impact the environment would need to be analyzed in a separate environmental document.

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

CEQA Impact Determination

Under the No Project Alternative, the proposed Project site would be 291 acres, which is the same as the CEQA baseline conditions. Terminal operations would be consistent with the Heavy Industrial zone designation (M3) of the terminal site. No significant impacts under CEQA would occur, since this alternative would not alter the existing land use or terminal operations. Therefore, Alternative 1 would not result in significant impacts because it would be consistent with land use and density designations of applicable plans.

The Port of Los Angeles Plan and PMP contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth. Under Alternative 1, the proposed Project site would continue operating as a water-dependent use, and this alternative would not preclude future water-dependent uses and activities at Berth 306, should they be considered in the future. Thus, implementation of Alternative 1 would be consistent with Port of Los Angeles Plan and PMP objectives and would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

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

CEQA Impact Determination

Under Alternative 1, no terminal development beyond the CEQA baseline conditions would occur. Alternative 1 would continue to operate the existing APL Terminal, which would be consistent with the City of Los Angeles General Plan.

The Port of Los Angeles Plan and PMP contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth. Under the No Project Alternative, the existing proposed Project site would continue to operate as a container terminal, which is a water-dependent activity. Thus, implementation of Alternative 1 would be consistent with Port of Los Angeles Plan and PMP objectives and would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

Impact LU-3: Alternative 1 would not substantially affect the types and/or extent of existing land uses in the Project area.

CEQA Impact Determination

Alternative 1 would not develop or improve the existing APL Terminal, which would continue to operate as a container terminal until 2027. Because this alternative would not result in land use changes beyond CEQA baseline conditions, it would not directly affect the types of land uses in the Project vicinity.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

Impact LU-4: Alternative 1 would not cause a secondary impact to surrounding land uses.

Alternative 1 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices.

CEQA Impact Determination

Alternative 1 would not result in further development or improvements at the APL Terminal, and the proposed Project site would continue to operate as a container terminal. Alternative 1 would accommodate increasing throughput over time, as its terminal capacity allows, but, like the proposed Project, such growth would not be expected to result in secondary land use impacts such as blight. Alternative 1 would result in increased employment compared to the CEQA baseline, but would result in fewer employees than the proposed Project and would not induce substantial unanticipated growth because most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 1 is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues. Consequently, Alternative 1 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

An impact determination is not applicable.

3.9.4.3.2.2 Alternative 2 – No Federal Action

The No Federal Action Alternative would be the same as the NEPA baseline and would include only the activities and impacts likely to occur absent further USACE federal approval but could include improvements that require a local action. Under Alternative 2, no federal action would occur; however, minor terminal improvements in the upland area of the existing APL Terminal would be implemented. These minor upland improvements would include conversion of a portion of the dry container storage area to an additional 200 reefers, associated electrical lines, and installation of utility infrastructure at locations in the existing backland areas. Beyond these minor upland improvements, the Port would not construct and develop additional backlands or wharves. No gate or additional backland improvements would occur, and no in-water features such as dredging or a new berth, wharf extension, or over-water features such as new cranes would occur under the No Federal Action Alternative.

Under the No Federal Action Alternative, the existing APL Terminal would continue to operate as an approximately 291-acre container terminal, and up to approximately 2.15 million TEUs could be handled at the terminal by 2027. Based on the throughput projections, the No Federal Action Alternative would result in 286 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 7,273 peak daily truck trips (1,922,497 annual), and up to 2,336 annual one-way rail trip movements. Cargo ships that currently berth and load/unload at the Berths 302-305 terminal would continue to do so.

Impact LU-1: Alternative 2 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

CEQA Impact Determination

Under the No Federal Action Alternative, minor upland improvements would be made (installation of utility infrastructure and conversion of dry container storage to refrigerated container storage), but the proposed Project site would be 291 acres, which is the same as the CEQA baseline conditions. Terminal operations under Alternative 2 would be consistent with the Qualified Heavy Industrial zone designation [Q] (M3-1) of the terminal site. Since no substantive changes to on-site land uses or terminal operations would be implemented under this alternative, no significant impacts under CEQA would occur. Therefore, Alternative 2 would not result in significant impacts because it would be consistent with land use and density designations of applicable plans.

The Port of Los Angeles Plan and PMP contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth. Under Alternative 2, the proposed Project site would continue operating as a water-dependent use, and this alternative would not preclude future water-dependent uses and activities at Berth 306, should they be considered in the future. Thus, implementation of Alternative 2 would be consistent with land use designations in Port of Los Angeles Plan and PMP, and would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in Section 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

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

CEQA Impact Determination

Under Alternative 2, only minor terminal development beyond the CEQA baseline conditions would be implemented (installation of utility infrastructure and conversion of dry container storage to refrigerated container storage). Alternative 2 would continue to operate the existing APL Terminal, which would be consistent with the City of Los Angeles General Plan.

The Port of Los Angeles Plan and PMP contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth. Under the No Federal Action Alternative, the proposed Project site would continue to operate as a container terminal, which is a water-dependent activity. Thus, implementation of Alternative 2 would be consistent with Port of Los Angeles Plan and PMP objectives and would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in Section 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

Impact LU-3: Alternative 2 would not substantially affect the types and/or extent of existing land uses in the Project area.

CEQA Impact Determination

Alternative 2 would include only minor improvements to upland areas of the existing APL Terminal (installation of utility infrastructure and conversion of dry container storage to refrigerated container storage). Under Alternative 2, the proposed Project site would continue to operate as a container terminal until 2027. Because this alternative would not result in land uses changes, it would not directly affect the types of land uses in the Project vicinity under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

NEPA Impact Determination

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in Section 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

Impact LU-4: Alternative 2 would not cause a secondary impact to surrounding land uses.

CEQA Impact Determination

Alternative 2 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices.

Alternative 2 would not result in minor development on the existing APL Terminal (installation of utility infrastructure and conversion of dry container storage to refrigerated container storage). The proposed Project site would continue to operate as it currently does. Alternative 2 would accommodate increasing throughput over time, as its terminal capacity allows, but, like the proposed Project, such growth would not be expected to result in secondary land use impacts such as blight. Alternative 2 would result in increased employment compared to the CEQA baseline, but would result in fewer employees than the proposed Project and would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 2 is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues. Consequently, Alternative 2 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The No Federal Action Alternative would have the same conditions as the NEPA baseline, as explained in Section 2.6.2 in Chapter 2; therefore, there would be no incremental difference between Alternative 2 and the NEPA baseline. As a consequence, Alternative 2 would result in no impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no impacts.

3.9.4.3.2.3 Alternative 3 – Reduced Project: Four New Cranes

Under Alternative 3, four new cranes would be added to the existing wharf along Berths 302-305 and only minor improvements to the existing APL Terminal would be made utility infrastructure and conversion of dry container storage to reefers). No other upland terminal improvements would be constructed. The existing terminal is berth-constrained, and adding the additional four cranes would improve the terminal's efficiency.

The total acreage of backlands under Alternative 3 would remain at approximately 291 acres, which would be less than the proposed Project. This alternative would not include the extension of the existing wharf, construction of a new berth, dredging, or the relocation and improvement of various gates and entrance lanes.

Based on the throughput projections, TEU throughput under Alternative 3 would be less than the proposed Project, with an expected throughput of approximately 2.58 million TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305. In addition, this alternative would result in up to 8,725 peak daily truck trips (2,306,460 annual), and up to 2,544 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

Impact LU-1: Alternative 3 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

Alternative 3 would add four new A-frame cranes to the existing wharf and make minor upland improvements to the APL terminal. These activities would not result in any changes in land use at the terminal or on adjacent lands and would not be inconsistent with site zoning or uses designated in land use plans. Alternative 3 would therefore not result in significant impacts because it would be consistent with land use and density designations of applicable plans.

The Port of Los Angeles Plan and PMP contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth. Implementation of Alternative 3 would continue the existing terminal's water-dependent activities, through 2027.

CEQA Impact Determination

Implementation of Alternative 3 would still facilitate a water-dependent use of port lands, which would be consistent with Port of Los Angeles Plan and PMP objectives. Therefore, this alternative would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, and discussed above, improvements under Alternative 3 would not be inconsistent with existing land use plans or policies. Therefore, impacts related to inconsistencies with applicable land use plans would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

Alternative 3 would include four new cranes along the existing wharf, and minor upland improvements (installation of utility infrastructure and conversion of dry container storage to refrigerated container storage). These activities would allow the proposed Project site to continue to function at slightly improved efficiencies compared to the CEQA baseline, and like the proposed Project, would be consistent with the Port of Los Angeles Plan, the Coastal Act, SCAG policies, and the uses identified in the PMP. In addition, Alternative 3 would be consistent with goals for the Port, as started in the San Pedro and Wilmington-Harbor City community plans. Implementation of Alternative 3, therefore, would not result in significant impacts under CEQA related to plan consistency.

The Port of Los Angeles Plan and PMP contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth.

CEQA Impact Determination

Implementation of Alternative 3 would continue the terminal's water-dependent uses through 2027, which would be consistent with Port of Los Angeles Plan and PMP objectives and would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, and discussed above, Alternative 3 would not be inconsistent with applicable plans, planning goals/policies, or environmental goals for the Port specified in other applicable land use plans (i.e., San Pedro and Wilmington-Harbor

City Community Plans). Therefore, the proposed Project would have a less than significant impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact LU-3: Alternative 3 would not substantially affect the types and/or extent of existing land uses in the Project area.

Alternative 3 would add four new cranes to the existing terminal wharf and make minor upland improvements (installation of utility infrastructure and conversion of dry container storage to refrigerated container storage.

CEQA Impact Determination

The proposed features that would be implemented under this alternative would be confined to the proposed Project site and would not result in land use changes in the vicinity of the terminal area. Terminal operations under Alterative 3 would be consistent with the Qualified Heavy Industrial zone designation ([Q] M3-1) of the terminal site. Therefore, no significant impacts under CEQA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, improvements under Alternative 3 would slightly improve terminal operations. However, these improvements would be consistent with the existing site zoning designation (i.e., Qualified Heavy Industrial [Q] M3-1) and consistent with surrounding land uses. Therefore, Alternative 3 would have a less than significant impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact LU-4: Alternative 3 would not cause a secondary impact to surrounding land uses.

Alternative 3 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices.

Implementation of Alternative 3 (four new cranes and limited upland improvements) would result in some operational improvements. Alternative 3 would accommodate up to 2.58 million TEUs, but such growth, like the proposed Project, would not be expected to result in secondary land use impacts such as blight. In addition, land use development in the surrounding communities would be more generally controlled by the local and regional plans and policies that address land use issues. Alternative 3 would result in fewer employees than the proposed Project and would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 3 is minimal and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues.

CEQA Impact Determination

Consequently, Alternative 3 would not result in secondary land use impacts, including growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Similar to the proposed Project, the improvements under Alternative 3 would not result in secondary land use impacts, including substantial growth or blight. Therefore, secondary impacts on land use would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.9.4.3.2.4 Alternative 4 – Reduced Project: No New Wharf

Under Alternative 4, six cranes would be added to the existing terminal wharf at Berths 302-305, and the 41-acre fill area adjacent to the APL Terminal would be developed as container yard backlands. EMS would relinquish the 30 acres of backlands under space assignment. EMS would not add the nine acres of land behind Berth 301 or the two acres at the main gate to its permit. Because no new wharf would be constructed at Berth 306, the 41-acre backland would be operated using traditional methods and would not be expected to transition to use of automated equipment. As the existing wharf would not be extended to create Berth 306, no dredging would occur.

Under Alternative 4, the total terminal acreage would be 302 acres, which is less than the proposed Project. Based on the throughput projections, TEU throughput would be less than the proposed Project, with an expected throughput of approximately 2.78 million TEUs by 2027. This would translate into 338 annual ship calls at Berths 302-305. In

addition, Alternative 4 would result in up to 9,401 peak daily truck trips (2,485,050 annual), and up to 2,563 annual one-way rail trip movements. Configuration of all other landside terminal components (i.e., Main Gate improvements) would be identical to the proposed Project.

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

Alternative 4 would add six A-frame cranes to the existing wharf at the APL Terminal and would provide upland improvements at the terminal site. These activities would not result in any changes in land use at the terminal or on adjacent lands. Alternative 4 would also develop the 41-acre fill area as backlands, and relinquish the existing 30 acres of backlands under space assignment. The 41acres of fill are designated for general cargo uses, so conversion to backlands is consistent with PMP. Alternative 4 would be consistent with the Industrial zone designation (M3) of the terminal site, and its operations would be consistent with other container terminal and other uses in the project area. Alternative 4, therefore, would not result in significant impacts because it would be consistent with land use designations of applicable plans.

CEQA Impact Determination

As discussed under the proposed Project, Alternative 4 would be consistent with site zoning and the adopted land use and density designations in the Port of Los Angeles Plan. Therefore, significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As discussed under the proposed Project, and above, Alternative 4 improvements would not result in features that are inconsistent with adopted land use and/or density designations. Therefore, Alternative 4 would not result in a significant impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

Impacts under Alternative 4 would be similar to, but less than those of the proposed Project because it would have less intensive development and operations than the

proposed Project. Under Alternative 4, the APL Terminal would continue the water-dependent handling of foreign and domestic bound containers. Alternative 4, like the proposed Project, would be consistent with the Port of Los Angeles Plan, the Coastal Act, SCAG policies (including the RCP and RTP), and the short-term and long-term uses identified in the PMP, as well as the City's General Plan and adopted environmental goals or policies contained in other applicable plans.

CEQA Impact Determination

The terminal improvements under Alternative 4 would be consistent with the City's General Plan and adopted environmental goals or policies contained in other applicable plans referenced above. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As discussed above and under the proposed Project, terminal improvements under Alternative 4 would be consistent with applicable plans, planning goals, and policies referenced above. Therefore, Alternative 4 would not result in significant impacts under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact LU-3: Alternative 4 would not substantially affect the types and/or extent of existing land uses in the Project area.

As with the proposed Project, Alternative 4 would not affect the types of land uses in the terminal area, because improvements and operations would be confined to the proposed Project site (existing APL Terminal) and because similar uses and activities already occur in the vicinity.

CEQA Impact Determination

Alternative 4 would not significantly affect the types and/or extent of land uses in the terminal area. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Alternative 4 would not significantly affect types and/or extent of existing land uses in the vicinity of the terminal area. Therefore, impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact LU-4: Alternative 4 would not cause a secondary impact to surrounding land uses.

Alternative 4 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historical and existing zoning practices.

Implementation of Alternative 4 (backlands developments on the existing 41-acre fill area, six new cranes at the existing wharf, and other terminal improvements) would result in operational improvements at the terminal. Alternative 4 would accommodate up to 2.78 million TEUs, but, like the proposed Project, such growth would not be expected to result in secondary land use impacts such as blight. In addition, land use development in the surrounding communities would be more generally controlled by the local and regional plans and policies that address land use issues.

Alternative 4 would result in more employees than occurred in the CEQA baseline, but fewer employees than the proposed Project and would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 4 is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues.

CEQA Impact Determination

As with the proposed Project, Alternative 4 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, Alternative 4 is not expected to result in impacts that could induce secondary effects, including unanticipated growth or blight. Therefore, secondary land use impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.9.4.3.2.5 Alternative 5 – Reduced Project: No Space Assignment

Alternative 5 would improve the existing terminal, construct a new wharf (1,250 ft) creating Berth 306, add 12 new cranes to Berths 302-306, add 56 acres for backlands, wharfs, and gates improvements, construct electrification infrastructure in the backlands behind Berths 305-306, and relinquish the 30 acres currently on space assignment. This alternative would be the same as the proposed Project, except that EMS would relinquish the 30 acres of backlands under space assignment. As with the proposed Project, the 41-acre backlands and Berth 306 under Alterative 5 could utilize traditional container operations, electric automated operations, or a combination of the two over time. Dredging of the Pier 300 Channel along the new wharf at Berth 306 (approximately 20,000 cy) would occur, with the dredged material beneficially reused, and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2).

Under Alternative 5, the total gross terminal acreage would be 317 acres, which is less than the proposed Project. TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3.2 million TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-306. In addition, this alternative would result in up to 11,361 peak daily truck trips (3,003,157 annual) including drayage, and up to 2,953 annual one-way rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

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

Alternative 5 would implement the same terminal improvements as the proposed Project, but would also relinquish 30 acres of backlands currently being used under space assignment. Like the proposed Project, Alternative 5 would be consistent with the site zoning and generalized land use designations in the Port of Los Angeles Plan and the [Q] Industrial zone designation (M3) of the terminal site and the uses identified in the PMP.

CEQA Impact Determination

As with the proposed Project, improvements implemented under Alternative 5 would be consistent with existing site/area zoning and land use designations of applicable plans. Therefore, impacts would be less than under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, the improvements under Alternative 5 would not result in features that are inconsistent with adopted land use designations and plans. Therefore, Alternative 5would have a less than significant impact under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

Alternative 5 would implement the same terminal improvements as the proposed Project, but would also relinquish 30 acres of backlands under space assignment. Similar to the proposed Project, Alternative 5 would be consistent with the goals and policies identified in the City's General Plan, PMP, Coastal Act, Port of Los Angeles Plan, SCAG policies (including the RCP and RTP), and the CAAP.

CEQA Impact Determination

As with the proposed Project, Alternative 5 would be consistent with applicable plans, planning goals and policies, and adopted environmental goals or policies contained in other applicable plans. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, Alternative 5 would be consistent with applicable plans, planning goals and policies, and adopted environmental goals or policies contained in other applicable plans. Therefore, impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact LU-3: Alternative 5 would not substantially affect the types and/or extent of existing land uses in the Project area.

As with the proposed Project, features of Alternative 5 (the new wharf at Berth 306, new cranes, dredging, expanded backlands, and installation of infrastructure to support electric RMG usage in the future) would be confined to the proposed Project site on Pier 300 and would consist of land uses and operations that are similar to those that currently exist on and around Berths 302-305 and other container terminals on Terminal Island. Dredged material beneficially reused (as fill), or disposed of at an approved disposal site, or a combination of the two. This reuse or disposal would take place off-site and would be consistent with the uses or permitted uses on the site where the reuse or disposal would occur.

CEQA Impact Determination

As with the proposed Project, Alternative 5 would not significantly affect the types and/or extent of land uses in the terminal area. Therefore, this alternative would result in less than significant impacts under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, Alternative 5 would not significantly affect the types and/or extent of land uses in the terminal area. Therefore, this alternative would result in less than significant impacts under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

Alternative 5, like the proposed Project, would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices.

Alternative 5 would result in backlands developments on the existing 41-acre fill area in conjunction with relinquishment of the existing 30 acres under space assignment, 12 new cranes, maintenance dredging along Berths 302-305, and new dredging along Berth 306 with dredged material beneficially reused (as fill), or disposed of at an approved disposal site, or a combination of the two, which would increase the number of direct, indirect, and induced jobs and income in the region and would result in other economic benefits. While the economic impacts are beneficial, the additional jobs attributable to Alternative 5 would be relatively small compared to current and projected future employment the larger economic region, as discussed in Chapter 7, Socioeconomics. Therefore, as with the proposed Project, Alternative 5 would not significantly contribute to inflation in property values due to its direct or indirect economic impacts.

Alternative 5 would result in more employees than the existing conditions, but slightly fewer employees than the proposed Project. Similar to the proposed Project, Alternative 5 would not induce substantial unanticipated growth because most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 5 is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues.

CEQA Impact Determination

As with the proposed Project, Alternative 5 would not result in secondary land use impacts, including substantial growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Similar to the proposed Project, Alternative 5 is not expected to cause blight-related impacts, and substantial unanticipated growth would not occur because employment opportunities would be filled from local sources. Therefore, secondary land use impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.9.4.3.2.6 Alternative 6 – Proposed Project with Expanded On-Dock Railyard

Alternative 6 would be the same as the proposed Project; however, the existing on-dock railyard on the terminal would be redeveloped and expanded. Under this alternative, approximately 10 acres of backlands would be removed from container storage for the railyard expansion. Alternative 6 would improve the existing terminal, develop the existing 41-acre fill area as backlands, add 1,250 ft of new wharf creating Berth 306, and dredge the Pier 300 Channel along Berth 306. Under this alternative, 12 new cranes would be added to the wharves along Berths 302-306, for a total of 24 cranes. As with the proposed Project, the 41-acre backlands and Berth 306 under Alterative 6 could utilize traditional container operations, electric automated operations, or a combination of the two over time. Dredging of the Pier 300 Channel along Berth 306 would occur (removal of approximately 20,000 cy of material), with the dredged material beneficially reused and/or disposed of at an approved disposal site (such as the CDF at Berths 243-245 and/or Cabrillo shallow water habitat) or, if needed, disposed of at an ocean disposal site (i.e., LA-2). Total terminal acreage (347) would be the same as the proposed Project.

Based on the throughput projections, TEU throughput would be the same as the proposed Project, with an expected throughput of approximately 3.2 million TEUs by 2027. This would translate into 390 annual ship calls at Berths 302-306. In addition, Alternative 6 would result in up to 10,830 peak daily truck trips (2,862,760 annual), and up to 2,953 annual rail trip movements. Configuration of all other landside terminal components would be identical to the existing terminal.

Impact LU-1: Alternative 6 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

Alternative 6 would implement the same terminal improvements as the proposed Project, but would also expand the on-dock railyard at the proposed Project site. Similar to the proposed Project, Alternative 6 would be consistent with the site zoning and generalized land use designations in the Port of Los Angeles Plan and the Industrial zone designation ([Q] M3-1) of the proposed Project site and the uses identified in the PMP.

CEQA Impact Determination

As with the proposed Project, Alternative 6 would be consistent with land use designations of applicable plans. Therefore, implementation of Alternative 6 would result in less than significant impacts under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, Alternative 6 would be consistent with land use designations of applicable plans. Therefore, implementation of Alternative 6 would result in less than significant impacts under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact LU-2: Alternative 6 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Alternative 6 would result in the same development as the proposed Project, but with an expanded on-dock railyard on the proposed Project site. For the same reasons as described under the proposed Project, Alternative 6 would be consistent with the uses identified in the City's General Plan, PMP, the Coastal Act, the Port of Los Angeles Plan, SCAG policies (including the RCP and RTP), the San Pedro and Wilmington harbor Community Plans, and the CAAP.

CEQA Impact Determination

Alternative 6 would be consistent with applicable plans, planning goals and policies, and adopted environmental goals or policies contained in other applicable plans referenced above. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Alternative 6 would be consistent with applicable plans, planning goals and policies, and adopted environmental goals or policies contained in other applicable plans referenced above. Therefore, impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact LU-3: Alternative 6 would not substantially affect the types and/or extent of existing land uses in the Project area.

As with the proposed Project, Alternative 6 would not significantly affect the types of land uses in the Project area. Under Alternative 6, the undeveloped 41-acre area would be developed as backlands, which would be consistent with other Port operations on Terminal Island. Construction and operation of the additional improvements would be confined to the proposed Project site and the Pier 300 area of Terminal Island. Further, these improvements would be comparable to the operations that currently exist in and around the proposed Project site and on Terminal Island in general. The reuse or disposal

of dredged material would take place off-site at an approved facility and would be consistent with the uses on the site where the reuse or disposal would occur.

CEQA Impact Determination

As with the proposed Project, terminal improvements under Alternative 6 would be confined to the Pier 300 area of Terminal Island, and would be consistent with surrounding land uses. Therefore, Alternative 6 would result in less than significant impacts to land uses or land use types under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, terminal improvements under Alternative 6 would be confined to Pier 300 area of Terminal Island, and would be consistent with surrounding land uses. Therefore, Alternative 6 would result in less than significant impacts to land uses or land use types under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

As with the proposed Project, Alternative 6 would not adversely influence residential property values in the areas immediately adjacent to the Port. Changes in property value are dependent on numerous factors unrelated to the Port, including monetary interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices. Alternative 6 would increase the number of direct, indirect, and induced jobs and income in the region. While the economic impacts associated with employment growth are beneficial, the number of additional jobs attributable to Alternative 6 would be relatively small compared to current and projected future employment in the larger economic region, and, as discussed in Chapter 7, Socioeconomics, would not significantly contribute to inflation in property values due to its direct or indirect economic impacts. As a consequence, Alternative 6 would not result in blight impacts.

Alternative 6 would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 6 is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues.

CEQA Impact Determination

As with the proposed Project, Alternative 6 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

As with the proposed Project, Alternative 6 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.9.4.3.3 Summary of Impact Determinations

Table 3.9-1 provides a summary of the CEQA and NEPA impact determinations of the proposed Project and its alternatives related to Land Use, as described in the detailed discussion above. This table allows easy comparison of the potential impacts of the proposed Project and its alternatives with respect to this resource. Identified potential impacts can be based on federal, state, or City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

For each impact threshold, the table provides a description of the impact; the CEQA and NEPA impact determinations, any applicable mitigation measures, and residual impacts (that is, the impact remaining after mitigation). All impacts, whether significant or not, are included in this table.

Table 3.9-1: Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
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	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	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	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-3: The proposed Project would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-4: The proposed Project would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 1 – No Project	**LU-1:** Alternative 1 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	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	LU-2: Alternative 1 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	LU-3: Alternative 1 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable
	LU-4: Alternative 1 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Not applicable	Mitigation not applicable	NEPA: Not applicable

Table 3.9-1: Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 2 – No Federal Action	**LU-1:** Alternative 2 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	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	LU-2: Alternative 2 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
	LU-3: Alternative 2 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: No impact	Mitigation not required	CEQA: No impact
		NEPA: No impact		NEPA: No impact
	LU-4: Alternative 2 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: No impact		NEPA: No impact
Alternative 3 – Reduced Project: Four New Cranes	**LU-1:** Alternative 3 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	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-2: Alternative 3 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-3: Alternative 3 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-4: Alternative 3 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table 3.9-1: Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 4 – Reduced Project: No New Wharf	**LU-1:** Alternative 4 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	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-2: Alternative 4 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-3: Alternative 4 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-4: Alternative 4 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
Alternative 5 – Reduced Project: No Space Assignment	**LU-1:** Alternative 5 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	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-2: Alternative 5 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-3: Alternative 5 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-4: Alternative 5 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

Table 3.9-1: Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Alternative 6 – Proposed Project with Expanded On-Dock Railyard	**LU-1:** Alternative 6 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	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-2: Alternative 6 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-3: Alternative 6 would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant
	LU-4: Alternative 6 would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant		NEPA: Less than significant

3.9.4.4 Mitigation Monitoring

In the absence of significant impacts associated with Land Use, mitigation measures are not required.

3.9.5 Significant Unavoidable Impacts

No significant unavoidable impacts to Land Use would occur as a result of construction or operation of the proposed Project or any of the alternatives.

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