

# 3.8

## LAND USE AND PLANNING

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### 2 **3.8.1 Introduction**

3 This section describes the existing environmental and regulatory settings for  
4 land use and planning, analyzes the potential impacts on land use and  
5 planning that would result from the implementation of the proposed Project,  
6 and determines the significance of those impacts.

7 Land use and planning issues refer to the compatibility of the physical land  
8 uses of a project with adjacent or surrounding land uses, as well as a project's  
9 consistency with plans and policies that have regulatory jurisdiction over the  
10 project. This section describes existing land uses that could be affected by  
11 the proposed Project, and the proposed Project's compliance with land use  
12 plans, policies, and ordinances of the City of Los Angeles, regional planning  
13 and regulatory agencies, and the LAHD.

### 14 **3.8.2 Environmental Setting**

15 The proposed project site is at the southern end of the City of Los Angeles  
16 within the boundaries of the Port of Los Angeles and the Wilmington  
17 community of the City of Los Angeles. The proposed project site also  
18 adjoins the greater Wilmington and San Pedro communities.

19 The three primary regulatory land use documents for the proposed Project  
20 are:

- 21 ■ the Port of Los Angeles Plan, part of the General Plan of the City of Los  
22 Angeles,
- 23 ■ the Wilmington-Harbor City Community Plan (CP), also part of the  
24 General Plan of the City of Los Angeles, and,
- 25 ■ the Port Master Plan (PMP), serving as the Local Coastal Program/Plan.

1 Additionally, the City of Los Angeles Municipal Code establishes the zoning  
2 within the proposed project area. Each of the plans is described in more  
3 detail below in Sections 3.8.3.2.2, 3.8.3.2.3, and 3.8.3.2.5, respectively. Due  
4 to San Pedro’s proximity to the proposed project area including the proposed  
5 Waterfront Red Car Line and CCT, the San Pedro Community Plan is  
6 described in more detail below in Section 3.8.3.2.4.

7 The proposed project site spans two City of Los Angeles General Plan  
8 Community Plan Areas—the Port of Los Angeles Plan area, and the  
9 Wilmington-Harbor City Community Plan Area (Wilmington-Harbor CPA).

10 The Port Master Plan (PMP) and the Port Plan divide the Port into nine  
11 planning areas, each of which are intended to accommodate different water  
12 and land uses. The majority of the proposed project site (Avalon  
13 Development District and the Avalon Waterfront District) is located within  
14 Planning Area 5 (Wilmington District) of the Port and the southern portion of  
15 the Wilmington-Harbor City CPA. The Waterfront Red Car Line extension  
16 and multi-use CCT, proposed along Harry Bridges Boulevard, John S.  
17 Gibson Boulevard, and Front Street is located within Planning Area 4 (West  
18 Basin) and Planning Area 3 (West Turning Basin). The Waterfront Red Car  
19 Line extension and multi-use CCT borders the San Pedro Community Plan  
20 Area (San Pedro CPA).

## 21 **3.8.2.1 Existing Land Uses**

### 22 **3.8.2.1.1 Port of Los Angeles**

23 The LAHD administers the Port of Los Angeles, which includes 28 miles of  
24 waterfront and 7,500 acres of land and water area. LAHD leases property for  
25 automobile, container, omni (mixed-use), lumber, cruise ship, liquid and dry  
26 bulk terminals, and commercial fishing facilities. Port facilities include slips  
27 for 3,700 pleasure craft, sport fishing boats, and charter vessels, as well as  
28 community facilities, including a waterfront youth center, the Cabrillo  
29 Aquarium, and the Maritime Museum.

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

### 33 **Port Planning Area 5—The Wilmington District**

34 Planning Area 5, The Wilmington District (PA 5) surrounds the northerly  
35 terminus of the Main Channel. It comprises the harbor lands adjacent to the  
36 community of Wilmington including Berths 133–200A, which include an  
37 area of land known as the Consolidated Slip. The community of  
38 Wilmington, located north of the Port, is generally characterized by

1 residential, general and community commercial uses, public facilities, and  
2 neighborhood commercial, limited and light industry, with heavy industry to  
3 the northeast and west.

4 Port-related light and heavy industrial operations occupy Port lands south of  
5 C Street and Harry Bridges Boulevard. The Wilmington District is  
6 characterized by tall cranes lining the edge of the Port's basins and channels,  
7 numerous shipping containers stacked four or five high, tractor trailers on  
8 Harry Bridges Boulevard in Wilmington, and train traffic paralleling Harry  
9 Bridges Boulevard that serves the Port's cargo terminals. Due to active  
10 cargo handling activities, the waterfront is inaccessible to the public, with the  
11 exception of limited access to the water's edge at Banning's Landing  
12 Community Center at the north end of Slip 5.

### 13 **Port Planning Area 4—The West Basin**

14 Planning Area 4, the West Basin (PA 4) includes the northwestern portion of  
15 the Port adjacent to the communities of Wilmington and San Pedro. To the  
16 north, the West Basin is bordered by Harry Bridges Boulevard. Active  
17 railroad lines follow the Harry Bridges Boulevard alignment bordering the  
18 West Basin, with trackage entering the West Basin marine terminals at  
19 several locations.

20 Facilities east of the West Basin include Slip 1, Mormon Island (consisting  
21 primarily of marine oil terminals and a breakbulk terminal), and the  
22 Department of Water and Power's Harbor Generating Station.

23 Bordering the West Basin to the west and northwest is John S. Gibson  
24 Boulevard, the Harbor (110) Freeway, and refinery facilities operated by  
25 Conoco Phillips, which occupies Berths 148–151 in the West Basin. West of  
26 the Harbor Freeway, in San Pedro, is an industrial district along Gaffey  
27 Street, with residential neighborhoods farther to the west.

28 The West Basin is bordered on the southwest by Pacific Avenue, Front  
29 Street, the Terminal Island (47) Freeway, and Knoll Hill, which has one  
30 residence, a temporary baseball field, and a temporary community dog park  
31 at the base of the hill on the south side. West of Knoll Hill is the Harbor  
32 (110) Freeway terminus at Gaffey Street, San Pedro's commercial center,  
33 and single- and multi-family residential neighborhoods.

34 The West Basin is characterized by primarily container use, with some liquid  
35 bulk facilities along the southern edge at Berths 118–120.

### 36 **Port Planning Area 3—West Turning Basin**

37 Planning Area 3, the West Turning Basin (PA 3) includes the north to  
38 western portion of the Port adjacent to the community of San Pedro. To the

1 north, this planning area is bordered by PA 4. John S. Gibson Boulevard and  
2 the 110 freeway run along the western boundary of the West Turning Basin,  
3 as does Pacific Street, Front Street, and Harbor Boulevard. This planning  
4 area extends from Berth 115 in the north to Berth 87 in the south and is  
5 bisected by the Vincent Thomas Bridge. To the north of the bridge there are  
6 several industrial uses, including liquid bulk, shipyard operations, and a  
7 lumber facility. To the south of the bridge are Slip No. 93 and the cruise  
8 terminals and cruise parking, as well as the Catalina air-sea terminal.

### 9 **3.8.2.1.2 Wilmington Community**

10 The Wilmington community is north of PAs 4 and 5, covering approximately  
11 6,400 net acres. The community's land use is primarily low- to low-  
12 medium-density residential; commercial uses concentrated near the transit  
13 corridors of Pacific Coast Highway, Anaheim Street, and Avalon Boulevard;  
14 and industrial uses (City of Los Angeles 1999). The Wilmington-Harbor  
15 City CP Summary of Land Use indicates that Wilmington is comprised of  
16 28.6% Residential and 31.4% Industrial. Therefore, Wilmington is  
17 characterized by slightly more industrial uses.

18 The light industrial and commercial area east of Lagoon Avenue and  
19 northeast of the project site consists of small one- and two-story professional  
20 office, light industrial, and warehouse buildings with activities catering to  
21 Port operations. Many small businesses occupy the area and may require  
22 truck delivery traffic. East of Broad Avenue, the Wilmington Industrial Park  
23 is a 232-acre designated redevelopment area, which currently contains a mix  
24 of privately owned industrial businesses and some office structures, scattered  
25 residential units, oil extraction facilities, auto salvage yards, and some  
26 derelict streets and alleys. This area is described in further detail below in  
27 Section 3.8.2.1.3.

#### 28 **Olympic Tank Farm Site**

29 The Olympic Tank Farm Site is located in the Wilmington community. It is  
30 an existing liquid bulk storage tank facility located 1.5 miles northeast of the  
31 proposed project site on the southeastern corner of Alameda and Robidoux  
32 Streets. The tank farm is characterized by nine existing liquid bulk storage  
33 tanks. The land is void of natural vegetation and is located in a heavy  
34 industrial area with surrounding heavy and light industrial uses (see Figure 2-  
35 12 in Chapter 2, "Project Description").

### 36 **3.8.2.1.3 Redevelopment Areas in the Proposed Project** 37 **Vicinity**

38 The redevelopment project areas described below are located near the  
39 proposed project site and have been established to address blighted

1 conditions. These areas are located outside the LAHD jurisdiction and are  
2 subject to land use controls in the City’s General Plan and applicable  
3 Redevelopment Plans.

4 Three redevelopment areas are within the general vicinity of the proposed  
5 Project: the Los Angeles Harbor Industrial Center Redevelopment Project  
6 Area, which includes the Wilmington Industrial Park CRA, and the Pacific  
7 Corridor and Beacon Street Redevelopment Project areas in San Pedro.  
8 These redevelopment areas are not within the proposed project boundary.

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

23 The 693-acre Pacific Corridor Redevelopment Project Area, established in  
24 2002, extends from the south side of Knoll Hill and is generally bordered by  
25 Capital Drive on the north, Gaffey Drive on the west, 22<sup>nd</sup> Street on the  
26 south, and Harbor Boulevard on the east. The project includes  
27 development/rehabilitation of commercial/retail uses, a “welcome park,” a  
28 transit center, additional parking, residential uses, formation of an Arts  
29 District, and provision of business incentives and other strategies.  
30 Historically, Pacific Avenue served as the main commercial street for the San  
31 Pedro community in the downtown area. More recently, however, it became  
32 an economically stagnant area with many empty storefronts and high  
33 incidents of crime and graffiti. Construction of the Gaffey Street offramp  
34 from the 110 Freeway further exacerbated the decline by redirecting  
35 customers elsewhere (CRA/LA 2002).

36 The Beacon Street Redevelopment Project is an approximately 60-acre  
37 project area generally located between Harbor Boulevard on the east, Centre  
38 and Mesa Streets on the west, Second and Third Streets on the north, and  
39 Fifth and Seventh Streets on the south. The redevelopment plan was adopted  
40 by the City Council in April 1969 and has been amended numerous times,  
41 most recently in December 2006. The plan goals include elimination of  
42 blight and production of housing for low- to moderate-income families,  
43 changes in land use to facilitate water-oriented development, provision of  
44 new public facilities, and employment opportunities.

### 3.8.2.2 Existing Land Uses within the Proposed Project Area

There is generally a mix of uses in PA 5 within the proposed project area including the waterfront, community buildings, and warehouses. PA 5 includes Slip 5 and the waterfront, the Banning's Landing Community Center, the National Polytechnic College of Science, and Catalina Freight at Berth 184. The only facilities in PA 4 within the proposed project area are the public right-of-way at Harry Bridges and John S. Gibson Boulevards. The only facilities in PA 3 within the proposed project area are the public right-of-way at John S. Gibson Boulevard, Pacific Street, and Front Street.

Generally the proposed project area within the Wilmington community is characterized by vacant lots, warehouses, and industrial uses. A large portion of the proposed project area is owned by the Los Angeles Department of Water and Power (LADWP). This property includes three LADWP-owned bulk fuel storage tanks.

There are a number of historical buildings within the proposed project area, most of which are outside the project development footprint. For further discussion of these refer to Chapter 3.4, "Cultural Resources." Existing non-historical land uses within the proposed project area that are part of the Wilmington community are listed and described in Table 3.8-1; existing historical land uses are described in Table 3.8-2.

**Table 3.8-1.** Existing Non-Historical Land Uses in the Proposed Project Area within Wilmington Community

<i>Location</i>	<i>Existing Uses</i>	<i>Building or Parcel Square Footage</i>
South of Harry Bridges, North of A Street, between Avalon Boulevard and Marine Avenue	Private Buildings	41,260
South of Harry Bridges, North of A Street, between Avalon Boulevard and Marine Avenue	DWP-Owned Vacant Lots	48,930
Southeast Corner of C Street and Marine Avenue	Police Trailer	1,440
North of Harry Bridges, South of C Street, West of Broad Avenue, and East of Lagoon Avenue	All Vacant POLA-Owned Property	325,540
South of Harry Bridges, North of A Street, between Avalon Boulevard and Marine Avenue	All Vacant POLA-Owned Property	47,490
South of A Street	DWP Storage Tanks	117,930

<i>Location</i>	<i>Existing Uses</i>	<i>Building or Parcel Square Footage</i>
South of A Street	DWP Storage Tank Supporting Buildings	18,500
North of Harry Bridges Boulevard between Lagoon and Island Avenues	Wilmington Sills Center	18,000
West side of Marine Avenue between Harry Bridges Boulevard and C Street	Marine Technical Services	16,000

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2 **Table 3.8-2.** Existing Historical Land Uses in the Proposed Project Area within Wilmington  
3 Community

<i>Name</i>	<i>Location</i>	<i>Source</i>	<i>Date Status Determined and/or Statement of Significance</i>
Masonic Temple	221–227 North Avalon Boulevard	Los Angeles Historic Cultural Monument No. 342	Declared January 22, 1988
Wilmington Iron Works	432 West C Street	HRG Survey (2006)	“The Wilmington Iron Works building is a good example of the small industrial buildings erected around the Wilmington Waterfront during the early decades of the twentieth century. It is representative of the increasingly diversified industrial economy surrounding the harbor area during its development into an important national and international port.”
Bekins Storage Property	245 North Fries Avenue and 312–316 West C Street	Jones & Stokes Survey (2007a)	“The Bekins building at 245 North Fries Avenue is a unique example of storage warehousing built in Los Angeles during the early years of the 20th century. The multi-story structure retains considerable integrity and evokes the historic period of significance from when it was built. Located adjacent to the Pacific Electric tracks along North Fries Avenue, the warehouse still reflects the character of the neighboring structures used for warehousing and light industry, and its historic use has remained essentially the same. The structure has undergone minimal interior alterations and virtually no exterior alterations. The integrity of design, location, workmanship, and feeling of this building make it eligible for consideration for the California Register under Criterion 3 as well as a Los Angeles Historic-Cultural Monument.”
233 N. Avalon	233 North Avalon Boulevard	HRG Survey (2006)	“233 North Avalon is a rare example of multi-unit residential buildings from the early

<i>Name</i>	<i>Location</i>	<i>Source</i>	<i>Date Status Determined and/or Statement of Significance</i>
Boulevard			decades of the twentieth century. This building most likely provided housing for local workers and merchant seamen. Further research of this property may reveal additional information on the social history and housing of Waterfront workers.”
236 N. Avalon Boulevard	236 North Avalon Boulevard	HRG Survey (2006)	“One of Avalon Boulevard’s few remaining mixed-use buildings from the early decades of the twentieth century.”
Historic Brick Paving	200 Block of South Avalon Boulevard	HRG Survey (2006)	“Remnants of historic brick street paving can be found along the 200 block of South Avalon Boulevard. More research is necessary to properly date these artifacts, but they most likely date from the late nineteenth century or earlier.”
Coastal Recovery Center	117 Harry Bridges Boulevard	HRG Survey (2006)	“A good example of an industrial building from the early decades of the twentieth century, the structure exemplifies the size, scale, and design of the utilitarian port infrastructure.”

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### **3.8.3 Applicable Regulations**

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State, regional, and local governments provide regulatory guidance for land use decisions. No federal land use planning regulations are applicable to the proposed Project. Land use plans and policy documents set forth regulations pertaining to allowed development. For a description of applicable regulations associated with historical structures, please refer to Section 3.4, “Cultural Resources.” Project-related plans are discussed below.

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#### **3.8.3.1 State**

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##### **3.8.3.1.1 Los Angeles Tidelands Trust Grant**

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The State of California granted the submerged lands and tidelands comprising the Port in trust to the City of Los Angeles in 1929 by statute, commonly referred to as the “Los Angeles Tidelands Trust Grant” (Chapter 651, Statutes of 1929, as amended). The Grant provides that the submerged lands and tidelands be used in connection with, or for the promotion and accommodation of, commerce, navigation, and fishery, and that any harbor constructed on the lands always remain a public harbor for all purposes of commerce and navigation. Subsequent amendments to the Los Angeles Tidelands Trust Grant broadened uses of the tidelands to include commercial



1 and industrial buildings, public buildings, public parks, convention centers,  
2 playgrounds, small harbors, restaurants, motels, hotels, and the protection of  
3 wildlife habitats and open space.

4 The State Lands Commission (SLC) has oversight responsibility for all  
5 submerged lands and tidelands. With respect to submerged lands and  
6 tidelands that have been granted in trust to municipalities, the SLC is  
7 authorized to ensure that all revenues received from trust lands and trust  
8 assets are expended only for those uses and purposes consistent with the  
9 public trust for commerce, navigation and fisheries, and the applicable  
10 statutory grant (PRC Section 6306.)

### 11 **3.8.3.1.2 California Coastal Act of 1976**

12 The California Coastal Act of 1976 (Coastal Act; PRC §30000 et seq.) was  
13 enacted to establish policies and guidelines that provide direction for the  
14 conservation and development of the California coastline. The Coastal Act  
15 established the California Coastal Commission and created a state and local  
16 government partnership to ensure that public concerns regarding coastal  
17 development are addressed. The following are the basic goals of the state for  
18 the coastal zone:

- 19 ■ Protect, maintain, and where feasible, enhance and restore the overall  
20 quality of the coastal zone environment and its natural and artificial  
21 resources.
- 22 ■ Assure orderly, balanced utilization and conservation of coastal zone  
23 resources taking into account the social and economic needs of the  
24 people of the state.
- 25 ■ Maximize public access to and along the coast and maximize public  
26 recreational opportunities in the coastal zone consistent with sound  
27 resources, conservation principles, and constitutionally protected rights  
28 of private property owners.
- 29 ■ Assure priority for coastal-dependent and coastal-related development  
30 over other development on the coast.
- 31 ■ Encourage state and local initiatives and cooperation in preparing  
32 procedures to implement coordinated planning and development for  
33 mutually beneficial uses, including educational uses, in the coastal zone.  
34 (PRC Div 20 30001.5.)

35 The Coastal Act also influences Port operations, and the California Coastal  
36 Commission has made a series of recommendations for its implementation.  
37 The Commission has been charged to protect regional, state, and national  
38 interests in assuring the maintenance of the long-term productivity and  
39 economic vitality of coastal resources necessary for the well being of the  
40 people of the state; to avoid long-term costs to the public and a diminished  
41 quality of life resulting from the misuse of coastal resources; and to provide

1 continued state coastal planning and management through the state coastal  
2 commission (PRC 30004).

3 The California Coastal Commission is responsible for assisting in the  
4 preparation, review, and certification of Local Coastal Programs/Local  
5 Coastal Plans (LCPs). The LCPs are developed by municipalities for that  
6 portion of their jurisdiction that falls within the coastal zone. Following  
7 certification of the LCP, regulatory responsibility is then delegated to the  
8 local jurisdiction. The PMP acts as the LCP for the Port of Los Angeles, as  
9 described in Section 3.8.3.2.5 below.

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

17 The standards for master plans, contained in Chapter 8 of the Coastal Act,  
18 require environmental protection while expressing a preference for port-  
19 dependent projects. Additionally, Section 30700 establishes the number and  
20 locations of California ports. This section of the Act encourages existing  
21 ports to modernize and construct necessary facilities within their boundaries  
22 in order to minimize or eliminate the necessity for future dredging to create  
23 new ports. The logic behind this process is that it is environmentally and  
24 economically preferable to locate major shipping terminals and other existing  
25 maritime facilities in the major ports rather than creating new ports in new  
26 areas of the state. Each commercial port in California has a certified port  
27 master plan that identifies acceptable development uses. If a port desires to  
28 conduct or permit developments that are not included in the approved port  
29 master plan, the port must apply to the Coastal Commission for either a  
30 coastal permit or an amendment to the master plan.

### 31 **3.8.3.2 Regional and Local Plans and Programs**

#### 32 **3.8.3.2.1 Southern California Association of** 33 **Governments (SCAG) Regional Comprehensive** 34 **Plan**

35 The SCAG Regional Comprehensive Plan (RCP) integrates SCAG's  
36 planning policy for land use and housing, solid waste, energy, air quality,  
37 open space and habitat, economy and education, water, transportation,  
38 security and emergency preparedness, and finance. The RCP is built around  
39 the Compass Growth Vision and 2% Strategy adopted by the Regional  
40 Council in April 2004, which are based on four key principles: mobility—

1 getting where we want to go; livability—creating positive communities;  
 2 prosperity—long-term health for the region; and sustainability—preserving  
 3 natural surroundings. SCAG is mandated by the federal government to draw  
 4 up a Regional Transportation Plan (RTP) every four years to address the  
 5 region's transportation needs. On May 8, 2008, SCAG's Regional Council  
 6 adopted the *Final 2008 Regional Transportation Plan (RTP): Making the*  
 7 *Connections*.

8 The proposed Project is regionally significant per CEQA Guidelines (Section  
 9 15206) because it would improve approximately 60 acres along the Avalon  
 10 Development District and the Avalon Waterfront District, a portion of which  
 11 is located with the Coastal Zone. The SCAG policies and principles  
 12 discussed below may be applicable to the proposed Project, and the  
 13 consistency between these policies and principles are discussed under Impact  
 14 LU-2 later in this chapter:

### 15 **Consistency with Regional Comprehensive Plan and** 16 **Guide (RCPG) Policies**

17 **3.01** The population, housing, and jobs forecasts, which are adopted by  
 18 SCAG's Regional Council and that reflect local plans and policies  
 19 shall be used by SCAG in all phases of implementation and review.

20 **3.03** The timing, financing, and location of public facilities, utility  
 21 systems, and transportation systems shall be used by SCAG to  
 22 implement the region's growth policies.

### 23 **Growth Management Chapter (GMC) Policies Related to the** 24 **Regional Comprehensive Plan and Guide Goal to Improve the** 25 **Regional Standard of Living**

26 **3.04** Encourage local jurisdictions' efforts to achieve a balance between  
 27 the types of jobs they seek to attract and housing prices

28 **3.05** Encourage patterns of urban development and land use which reduce  
 29 costs on infrastructure construction and make better use of existing  
 30 facilities.

31 **3.06** Support public education efforts regarding the costs of various  
 32 alternative types of growth and development.

33 **3.09** Support local jurisdictions' efforts to minimize the cost of  
 34 infrastructure and public service delivery, and efforts to seek new  
 35 sources of funding for development and the provision of services.

36 **3.10** Support local jurisdictions' actions to minimize red tape and expedite  
 37 the permitting process to maintain economic vitality and  
 38 competitiveness.

1                   **Growth Management Chapter (GMC) Policies Related to the**  
2                   **Regional Comprehensive Plan and Guide Goal to Improve**  
3                   **Regional Quality of Life**

- 4                   **3.11**     Support provisions and incentives created by local jurisdictions to  
5                   attract housing growth in job-rich subregions and job growth in  
6                   housing-rich subregions.
- 7                   **3.12**     Encourage existing or proposed local jurisdictions' programs aimed  
8                   at designing land uses which encourage the use of transit and thus  
9                   reduce the need for roadway expansion, reduce the number of auto  
10                  trips and vehicle miles traveled, and create opportunities for  
11                  residents to walk and bike.
- 12                  **3.13**     Encourage local jurisdictions' plans that maximize the use of  
13                  existing urbanized areas accessible to transit through infill and  
14                  redevelopment.
- 15                  **3.14**     Support local plans to increase density of future development located  
16                  at strategic points along the commuter rail, transit systems, and  
17                  activity centers.
- 18                  **3.15**     Support local jurisdictions' strategies to establish mixed-use clusters  
19                  and other transit-oriented developments around transit stations and  
20                  along transit corridors.
- 21                  **3.16**     Encourage developments in and around activity centers,  
22                  transportation corridors, underutilized infrastructure systems, and  
23                  areas needing recycling and redevelopment.
- 24                  **3.17**     Support and encourage settlement patterns, which contain a range of  
25                  urban densities.
- 26                  **3.18**     Encourage planned development in locations least likely to cause  
27                  environmental impact.
- 28                  **3.19**     Support policies and actions that preserve open space areas identified  
29                  in local, state and federal plans.
- 30                  **3.20**     Support protection of vital resources such as wetlands, groundwater  
31                  recharge areas, woodlands, production lands, and land containing  
32                  unique and endangered plants and animals.
- 33                  **3.21**     Encourage the implementation of measures aimed at the preservation  
34                  and protection of recorded and unrecorded cultural resources and  
35                  archeological sites.

1                   **3.22**    Discourage development or encourage the use of special design  
2                    requirements, in areas with steep slopes, high fire, flood, and seismic  
3                    hazards.

4                   **3.23**    Encourage mitigation measures that reduce noise in certain locations,  
5                    measures aimed at preservation of biological and ecological  
6                    resources, measures that would reduce exposure to seismic hazards,  
7                    minimize earthquake damage, and to develop emergency response  
8                    and recovery plans.

9                   **Growth Management Chapter Policies Related to the Regional**  
10                  **Comprehensive Plan and Guide Goal to Provide Social, Political,**  
11                  **and Cultural Equity**

12                  **3.27**    Support local jurisdictions and other service providers in their efforts  
13                  to develop sustainable communities and provide equality to all  
14                  members of society, accessible and effective services such as: public  
15                  education, housing, health care, social services, recreational  
16                  facilities, law enforcement, and fire protection.

17                  **Air Quality Chapter Policies from the Regional Comprehensive**  
18                  **Plan**  
19                  **and Guide Goal**

20                  **5.07**    Determine specific programs and associated action needed (e.g.:  
21                  indirect source rules enhanced use of telecommunications, provision  
22                  of community based shuttle services, provision of demand  
23                  management based programs, or vehicle-miles-traveled/emission  
24                  fees) so that options to command and control regulations can be  
25                  assessed.

26                  **5.11**    Through the environmental document review process, ensure that  
27                  plans at all levels of government (regional, air basin, county,  
28                  subregional, and local) consider air quality, land use, transportation,  
29                  and economic relationship to ensure consistency and minimize  
30                  conflicts.

31                  **Open Space and Conservation Chapter Policies from the**  
32                  **Regional Comprehensive Plan and Guide**

33                  **9.01**    Provide adequate land resources to meet the outdoor recreation needs  
34                  of the present and future residents of the region.

35                  **9.02**    Increase the accessibility to open space lands for outdoor recreation.

36                  **9.03**    Promote self-sustaining regional recreation resources and facilities.

37                  **9.04**    Maintain open space for adequate protection to lives and properties  
38                  against natural and manmade hazards.

1                    **9.05**    Minimize potentially hazardous developments in hillsides, canyons,  
2                    areas susceptible to flooding, earthquakes, wildfire and other known  
3                    hazards, and areas with limited access for emergency equipments.

4                    **9.08**    Develop well-managed viable ecosystems or known habitats of rare,  
5                    threatened and endangered species including wetlands.

6                    **Water Quality Chapter Recommendations and Policy Options**  
7                    **Policies from the Regional Comprehensive Plan and Guide Goal**

8                    **11.02**    Encourage “watershed management” programs and strategies,  
9                    recognizing the primary role of local governments in such efforts.

10                  **11.07**    Encourage water reclamation throughout the region where it is cost-  
11                  effective, feasible, and appropriate to reduce reliance on imported  
12                  water and wastewater discharges. Current administrative  
13                  impediments to increased use of wastewater should be addressed.

14                  **Regional Transportation Plan Goals**

15                  **RTP G1**    Maximizing mobility and accessibility for all people and goods in  
16                  the region.

17                  **RTP G2**    Ensure travel safety and reliability for all people and goods in the  
18                  region.

19                  **RTP G3**    Preserve and ensure sustainable regional transportation system.

20                  **RTP G4**    Maximize the productivity of our transportation system.

21                  **RTP G5**    Protect the environment, improve air quality and promote energy  
22                  efficiency.

23                  **RTP G6**    Encourage land use and growth patterns that complement our  
24                  transportation investments and improve the cost-effectiveness of  
25                  expenditures.

26                  **Growth Visioning of the SCAG Compass Growth**  
27                  **Visioning Plan**

28                  **Principle 1: Improve mobility for all residents**

29                  **GVP 1.1**    Encourage transportation investments and land use decisions that  
30                  are mutually supportive.

1                   **GVP 1.2** Locate new housing near existing jobs and new jobs near existing  
2                   housing.

3                   **GVP 1.3** Encourage transit-oriented development.

4                   **GVP 1.4** Promote a variety of travel choices.

5                   **Principle 2: Foster livability in all communities**

6                   **GVP 2.1** Promote infill development and redevelopment to revitalize  
7                   existing communities.

8                   **GVP 2.2** Promote developments, which provide a mix of uses.

9                   **GVP 2.3** Promote “people scaled” walkable communities.

10                  **GVP 2.4** Support the preservation of stable, single-family neighborhoods.

11                  **Principle 3: Enable prosperity for all people**

12                  **GVP 3.1** Provide, in each community, a variety of housing types to meet the  
13                  housing needs of all income levels.

14                  **GVP 3.2** Support educational opportunities that promote balanced growth.

15                  **GVP 3.3** Ensure environmental justice regardless of race, ethnicity or  
16                  income class.

17                  **GVP 3.4** Support local and state fiscal policies that encourage balanced  
18                  growth.

19                  **GVP 3.5** Encourage civic engagement.

20                  **Principle 4: Promote sustainability for future generations**

21                  **GVP 4.1** Preserve rural, agricultural, recreational, and environmentally  
22                  sensitive areas.

23                  **GVP 4.2** Focus development in urban centers and existing cities.

24                  **GVP 4.3** Develop strategies to accommodate growth that uses resources  
25                  efficiently, eliminate pollution, and significantly reduce waste.

26                  **GVP 4.4** Utilize “green” development techniques.

### 3.8.3.2.2 General Plan of the City of Los Angeles

California state law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term plan for its future development. This general plan must contain seven elements, including land use, circulation, housing, conservation, open space, noise, and safety. In addition to these, state law permits cities to include optional elements in their general plans, thereby providing local governments with the flexibility to address the specific needs and unique character of their jurisdictions. California state law also requires that the day-to-day decisions of a city follow logically from and be consistent with the general plan. More specifically, Government Code Sections 65860, 66473.5, and 65647.4 require that zoning ordinances, subdivision, and parcel map approvals be consistent with the general plan.

The General Plan of the City of Los Angeles is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City of Los Angeles. The Plan is a dynamic document consisting of 11 elements, which include 10 Citywide elements (Air Quality, Conservation, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Noise, Open Space, Public Facilities and Services, Safety, and Transportation) and the Land Use Element, also known as the Community Plan, for each of the City's 35 Community Planning Areas, as well as plans for the Port of Los Angeles and Los Angeles International Airport.

#### General Plan Framework Element

The City of Los Angeles General Plan Framework Element, adopted December 1996 (re-adopted August 2001), is a strategy for long-term growth that creates a Citywide context in which to guide updates of the Community Plan and Citywide elements. The General Plan Framework Element responds to state and federal mandates to plan for the future. The Framework Element does not mandate or encourage growth. Because population forecasts are estimates about the future and not an exact science, it is possible that population growth as estimated may not occur: it may be less or it may be more. The City of Los Angeles uses population forecasts provided by SCAG to plan for long-term growth.

The General Plan Framework Element sets forth a Citywide comprehensive long-range growth strategy. It defines Citywide policies that will be implemented through subsequent amendments of the City's community plans, zoning ordinances, and other pertinent programs. The General Plan Framework Element includes seven areas for policies, including:

- Land Use
- Housing



- 1                   ■ Urban Form and Neighborhood Design
- 2                   ■ Open Space and Conservation
- 3                   ■ Economic Development
- 4                   ■ Transportation
- 5                   ■ Infrastructure and Public Services

6                   The General Plan Framework Element contains policies that are intended to  
 7                   maintain the City of Los Angeles’s cultural and natural diversity. The  
 8                   Framework Element refines adopted City policy and is intended to update  
 9                   “Concept Los Angeles,” the central theme of which is to preserve single-  
 10                  family neighborhoods by focusing any growth away from such  
 11                  neighborhoods and into centers. While the Framework Element incorporates  
 12                  a diagram that depicts the generalized distribution of centers, districts, and  
 13                  mixed-use boulevards throughout the City, it does not convey or affect  
 14                  entitlements for any property. Specific land use designations are determined  
 15                  by the community plans. The General Plan Framework Element provides  
 16                  guidelines for future updates of the City’s community plans. It does not  
 17                  supersede the more detailed community or specific plans.

18                  Applicable areas of the Framework Element to the proposed Project (further  
 19                  discussed in Impact LU-2 below) include:

- 20                  ■ Open Space and Conservation
- 21                  ■ Economic Development
- 22                  ■ Transportation

### 23                  **Port of Los Angeles Plan**

24                  The Port of Los Angeles Plan (LAHD 1992: PT-1 through PT-4, plus  
 25                  subsequent amendments) is part of the City of Los Angeles General Plan  
 26                  Land Use Element, which is intended to serve as the official 20-year guide to  
 27                  the continued development and operation of the Port, and is consistent with  
 28                  the PMP. The Port of Los Angeles Plan’s primary purposes are to:

- 29                  ■ promote an arrangement of land and water uses, circulation, and services  
 30                  that contribute to the economic, social, and physical health, safety,  
 31                  welfare, and convenience of the Port, within the larger context of the  
 32                  City;
- 33                  ■ guide the development, betterment, and change within the Port to meet  
 34                  existing and anticipated needs and conditions;
- 35                  ■ contribute to a safe and healthful environment;
- 36                  ■ balance growth and stability;

- 1 ■ reflect economic potentialities and limitations, land and water
- 2 developments, and other trends; and
- 3 ■ protect investment to the extent reasonable and feasible.

4 The Port of Los Angeles Plan designates the northern and western portions of  
5 the Port, including the area of the proposed Project, as Commercial/Industrial  
6 land uses, which are further classified as General/Bulk Cargo and Port-  
7 related Commercial/Industrial Uses/Non-Hazardous uses. General Cargo  
8 includes container, breakbulk, neo-bulk, and passenger facilities.  
9 Commercial uses include restaurants and tourist attractions (i.e., Ports  
10 O'Call), offices, retail facilities, and related uses. Industrial uses include  
11 light manufacturing/maritime-related industrial activities, ocean-resource  
12 industries, and related uses.

13 The Port of Los Angeles Plan contains the following objectives and policies  
14 applicable to the proposed Project:

### 15 **Port of Los Angeles Plan Objectives**

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

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

26 **Objective 3.** To coordinate the development of the Port of Los Angeles  
27 and the development of adjacent communities as set forth in the  
28 community plans for San Pedro and Wilmington-Harbor City; the  
29 development of the neighboring Port of Long Beach; and the  
30 redevelopment plans for the Beacon Street area in San Pedro and the Los  
31 Angeles Harbor Industrial Center in Wilmington.

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

36 **Objective 5.** To permit the LAHD to have the flexibility to adequately  
37 respond in its development processes to the pressures and demands  
38 placed upon it by:

- 39 a. Changing technologies in the ocean and land movement of
- 40 waterborne commerce

- 1                    b. Changing patterns in the commodity mix and form of waterborne  
2                    commerce
- 3                    c. Changing developments in the Port of Long Beach and the  
4                    surrounding residential and industrial areas adjacent to and affected  
5                    by the Port
- 6                    d. Changes in law and regulations affecting the environmental and  
7                    economic uses of the Port
- 8                    e. Changes in other U.S. ports affecting the Port's competitive position

9                    **Objective 7.** To promote efficient transportation routes within the Port  
10                    consistent with external systems, to connect employment, waterborne  
11                    commerce, commercial and recreational areas.

12                    **Objective 9.** To minimize conflicts between vehicular, pedestrian,  
13                    railroad and harbor-oriented industrial traffic, tourist and recreational  
14                    traffic and commuter traffic patterns within the Port.

15                    **Objective 12.** To stimulate employment opportunities for workers  
16                    residing in adjacent communities, such as San Pedro and Wilmington.

17                    **Applicable Port of Los Angeles Plan Policies**

18                    **Policy 5.** When a facility project involving a change in either land or  
19                    water use is proposed for those areas in the Port which are adjacent or  
20                    contiguous to residential, commercial or industrial areas in the  
21                    surrounding communities, an analysis of the location, design effect and  
22                    operation of the proposed facility shall be made to ensure the  
23                    compatibility of such a Port facility with the provisions of the Risk  
24                    Management Plan and with existing and/or planned uses in adjacent  
25                    areas.

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

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

33                    **Policy 8.** In designing and constructing facilities in upland and  
34                    waterfront areas for public recreation, including boating facilities and  
35                    marinas, adequate public access shall be provided.

36                    **Policy 11.** It shall be long-range Port development policy to have  
37                    facilities used for the storage or transfer of hazardous liquid and  
38                    hazardous dry bulk cargoes that are inappropriately located, phased out,  
39                    and relocated to more appropriate sites in areas relatively remote from  
40                    adjacent communities. Such policy shall be subject to the following

1 criteria: (1) changes in economic conditions that affect types of  
2 commodities traded in waterfront commerce; (2) the economic life of  
3 existing facilities handling or storing hazardous cargoes; and (3)  
4 precautions deemed necessary to maintain national security.

5 **Policy 12.** Adequate fire and hazard protection facilities and equipment,  
6 which meet with the approval of the City of Los Angeles Fire  
7 Department, shall be provided in accordance with the Risk Management  
8 Plan.

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

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

21 **Policy 16.** Location, design, construction and operation of all new or  
22 expanded development projects under the LAHD's jurisdiction shall be  
23 based on the latest safety standards appropriate to the intended facility.

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

28 **Policy 19.** The following long-range preferred water and land uses shall  
29 guide future Port development:

30 *Area 5 Wilmington District:* Non-hazardous liquid and non-  
31 hazardous dry bulk cargo (within the parameters of Policy no. 11),  
32 general cargo, commercial fishing operations, and Port-related  
33 commercial and industrial uses.

34 *Area 4 West Basin:* Non-hazardous general cargo operations and  
35 Port-related industrial uses.

36 *Area 3 West Turning Basin:* Non-hazardous general cargo  
37 operations, commercial shipping and other heavy commercial and  
38 industrial uses.

39 **Policy 20.** Since the Port provides an ideal environment for educational  
40 purposes such as oceanographic and marine research, the development of  
41 educational and research facilities shall be appropriate institutional uses  
42 in land or water areas of the harbor where they will not interfere with  
43 other Port-dependent preferred uses.

## 1 Port of Los Angeles Plan Programs

2 The Port Plan also identifies programs to further ensure the continued  
3 development and operation of the Port. The programs most relevant to the  
4 proposed project site are outlined below.

### 5 Risk Management

- 6 ■ Implementation of the Port Risk Management Plan, an element of the  
7 PMP.
- 8 ■ Relocation of hazardous and/or incompatible facilities to sites that do not  
9 result in a risk exposure to high-density populations in accordance with  
10 the provisions of the Risk Management Plan.

## 11 General Plan Land Use Designations and Zoning

12 As discussed above, the Port of Los Angeles Plan is a part of the City of Los  
13 Angeles General Plan and is intended to promote an arrangement of land and  
14 water uses, adequate circulation, and public services that will encourage and  
15 contribute to the economic, social, and physical health, safety, welfare, and  
16 convenience of the Port within the larger framework of the City. The Port of  
17 Los Angeles Plan defines the same PAs as those defined within the PMP.  
18 The location of the PAs and the proposed Project are identified in Figure 3.8-  
19 1. The General Plan land use categories for PA 5, PA 4, and PA 3 are  
20 general and bulk cargo uses and non-hazardous Port-related commercial and  
21 industrial uses.

22 Most of the Port is zoned [Q]M2 (Qualified Light Industrial) or [Q]M3  
23 (Qualified Heavy Industrial) by the City of Los Angeles Zoning Ordinance as  
24 depicted by Figure 3.8-1. The zoning designation for the majority of the land  
25 within the proposed project area was changed, by ordinance, from its original  
26 designation. These changes, reflected by a [Q], have brought Port zoning  
27 into consistency with the General Plan, as mandated by state law  
28 Government Code 65860(d). The city council approved the AB 283  
29 Citywide General Plan and Zoning Consistency Program, which establishes  
30 permanent qualified conditions that prohibit incompatible land uses within  
31 the Port and adjoining communities. Zoning for the proposed project site  
32 areas has been designated as [Q]M2 and [Q]M3. The following are allowed  
33 uses in the proposed project area by planning area.

### 34 Planning Area 5 Zoning—North Wilmington District 5A[Q]M3

- 35 ■ **General Cargo**—container terminals; passenger terminals; break bulk  
36 terminals; neo-bulk terminals handling cargos such as automobiles,  
37 lumber, and similar products.
- 38 ■ **Support**—warehouses; open and enclosed storage facilities; marine oil  
39 service stations; marine services including diving and water taxi services;

1 marine research facilities; and public facilities including fire stations,  
2 utility systems, and customs houses.

- 3 ■ **Commercial**—businesses and professional offices; restaurants; boat  
4 sales, boat rentals, and boat services; retail services uses including boat  
5 supply, marine hardware, and retail/service uses permitted in the C1.5  
6 zone; and tourist attractions and incidental specialty commercial uses.

- 7 ■ **Commercial Fishing**—commercial fishing docks, berthing areas, and  
8 fish markets (wholesale and retail)

- 9 ■ **Industrial**—fabrications uses including boat/ship building and repair  
10 yards, and any uses permitted in the MR2 zone.

- 11 ■ **Recreation**—marinas and related uses including offices, club houses,  
12 launching ramps, boat building and repair, dry boat storage, and sport  
13 fishing.

#### 14 Planning Area 4 Zoning —West Basin 4[Q]M3

- 15 ■ **General Cargo**—container terminals; passenger terminals; breakbulk  
16 terminals; neo-bulk terminals handling cargos such as automobiles,  
17 lumber, and similar products.

- 18 ■ **Support**—warehouses; open and enclosed storage facilities; marine oil  
19 service stations; marine services including diving and water taxi services;  
20 marine research facilities; and public facilities including fire stations,  
21 utility systems, and customs houses.

- 22 ■ **Industrial**—fabrications uses including boat/ship building and repair  
23 yards. and any uses permitted in the MR2 zone.

#### 24 Planning Area 3 Zoning —West Turning Basin 3[Q]M3

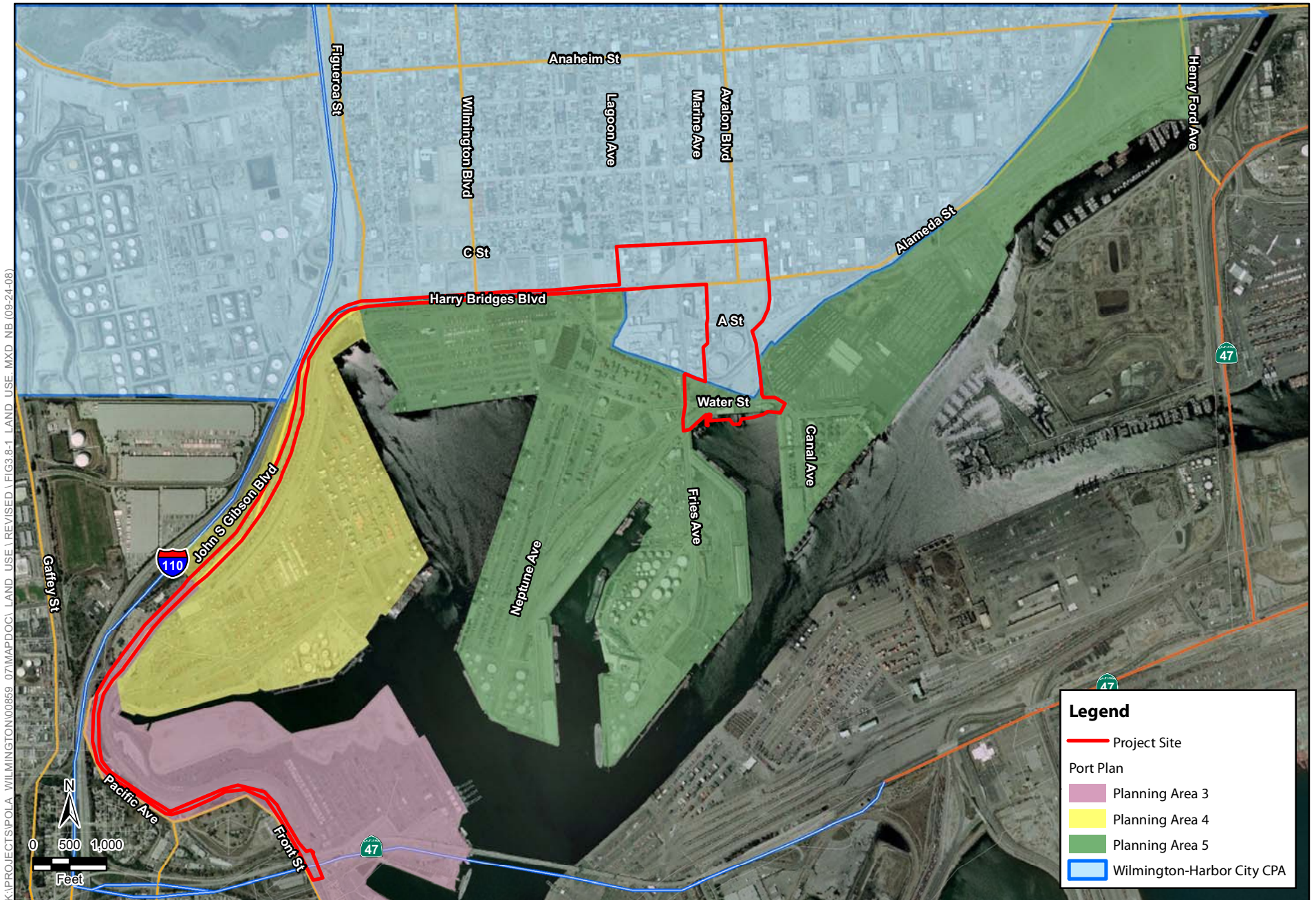
- 25 ■ **General Cargo**—passenger terminals; breakbulk terminals; neo-bulk  
26 terminals handling cargoes such as automobiles, lumber, and similar  
27 products.

- 28 ■ **Support**—warehouses; open and enclosed storage facilities; marine oil  
29 service stations; marine services including diving and water taxi services;  
30 marine research facilities; and public facilities including fire stations,  
31 utility systems, and customs houses.

- 32 ■ **Commercial**—Business or professional offices, restaurants, boat sales,  
33 retail and service uses permitted in the C1.5 zone; tourist attractions and  
34 incidental specialty commercial uses.

- 35 ■ **Industrial**—fabrication uses including boat/ship building and repair  
36 yards; and any use permitted in the MR2 zone.





SOURCE: ESRI USA Imagery (2006), Port of Los Angeles (2008)

**Figure 3.8-1**  
**Port Planning Areas**  
**Wilmington Waterfront Development Project**

### 3.8.3.2.3 Wilmington-Harbor City Community Plan

The Wilmington-Harbor City Community Plan (CP) is part of the City of Los Angeles General Plan. It consists of a plan and a land use map. The CP states the objectives, policies, and programs of the Wilmington-Harbor City CPA. The CP map outlines the arrangement and intensities of land uses, the street system, and the location and characteristics of public service facilities (City of Los Angeles 1999).

Portions of the proposed project area lie within the Wilmington-Harbor CPA. All land currently north of Water Street within the proposed project area is within the jurisdiction of the Wilmington-Harbor CPA.

The Wilmington-Harbor CPA is generally bounded by Sepulveda Boulevard, Normandie Avenue, Lomita Boulevard, the Los Angeles City Boundary, the Los Angeles Harbor, Harry Bridges Boulevard, John S. Gibson Boulevard, Taper Avenue, and Western Avenue (City of Los Angeles 1999)).

The overall purpose of the Wilmington-Harbor City CP is to set forth goals to maintain the community's individuality by:

- preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities;
- improving the function, design, and economic vitality of the commercial corridors and industrial areas;
- maximizing the development opportunities around the future transit system while minimizing any adverse impacts; and
- planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Wilmington-Harbor city CPA.

The Wilmington-Harbor City CP designates three of the most important commercial areas that serve as focal points in the Wilmington community as identified Community Centers; the commercial area at the foot of Avalon Boulevard, where the proposed Project would be located, is identified as one of these important commercial centers. This commercial area includes the commercially zoned land east and west of Avalon Boulevard, including Broad Avenue, from Harry Bridges Boulevard and south to the Port of Los Angeles. The Wilmington-Harbor City CP identifies that the Wilmington community has had a long-standing desire to have a marine-oriented commercial area developed on this site, which adjoins Slip No. 5 of the Los Angeles Harbor and is the community's most convenient and direct access to the waterfront. The Banning's Landing area is the Wilmington community's most direct access to the waterfront, and has the potential to become a commercial and recreational center; therefore, the Wilmington-Harbor City CP recognizes the potential of the commercial area at the foot of Avalon



1 Boulevard as well as its continued importance to the community (City of Los  
2 Angeles 1999).

3 There are several goals, objectives, and policies outlined in the Wilmington-  
4 Harbor City CP that apply to the proposed project area. The proposed  
5 Project's consistency with the following policies and goals are discussed  
6 under Impact LU-2 later in this chapter:

7 **Goal 2:** A strong and competitive commercial sector which best serves the  
8 needs of the community through maximum efficiency and accessibility while  
9 preserving the unique commercial and cultural character of the community.

10 **Objective 2-1** To conserve, strengthen and encourage investment in all  
11 commercial districts.

12 **Policy 2-1.3** Support commercial and/or recreational development at  
13 the foot of Avalon Boulevard as a focus for revitalization efforts, in  
14 coordination with Port development activities.

15 **Goal 3:** Provide sufficient land for a variety of industrial uses with maximum  
16 employment opportunities which are safe for the environment and the work  
17 force and which have minimal adverse impact on adjacent residential uses.

18 **Objective 3-1** To provide locations for future industrial development  
19 and employment which are convenient to transportation facilities and  
20 compatible with surrounding land uses.

21 **Policy 3-1.4** Land use compatibility should be achieved by  
22 including environmental protection standards and health and safety  
23 requirements in the design and operation of industrial facilities,  
24 including the measures identified.

25 **Objective 3-2** To retain industrial lands for industrial use to maintain  
26 and expand the industrial employment base for the community residents.

27 **Policy 3-2.1** Protect areas designated for industry and proposed for  
28 MR restricted zoning classification on the Plan map from unrelated  
29 commercial and other non-industrial uses, and upgrade such areas  
30 with high quality industrial development that is compatible with  
31 adjacent land uses.

32 **Goal 4:** Adequate recreation and park facilities which meet the needs of the  
33 residents in the plan area.

34 **Objective 4-2** To provide facilities for specialized recreational needs  
35 within the Community with consideration given to utilizing existing  
36 public lands such as flood control channels, utility easements, or  
37 Department of Water and Power Property.

38 **Policy 4-2.1** Program: Portions of the abandoned railroad right-of-  
39 way in east Wilmington has been developed as parkland. The plan  
40 encourages their continued maintenance, and the upgrading and  
41 expansion of these parks where possible.

1                   **Objective 4-4** To expand and improve local parks throughout the Plan  
2                   area on an accelerated basis, as funds and land becomes available.

3                   **Objective 4-5** To ensure the accessibility, security, and safety of parks  
4                   by their users, particularly families with children and senior citizens.

5                   **Goal 19:** Maintenance of the coastal zone within Wilmington in an  
6                   environmentally-sensitive manner, to allow maximum use for public access  
7                   and recreational activities, as well as by other coastal-dependant activities, in  
8                   accordance with the policies of the California Coastal Act of 1976.

9                   **Objective 19-1** To implement the policies of the California Coastal Act  
10                  of 1976 in the areas of Wilmington designated within the Coastal Zone,  
11                  allowing for maximum opportunities for public access and  
12                  recreational/educational activities, and to encourage coastal-dependant  
13                  activities and to encourage coastal-dependent activities and facilities to  
14                  locate in the Coastal Zone.

15                  **Policy 19-1.5** Provide public access and viewing areas for the public  
16                  enjoyment and education of the Coastal Zone environment, including  
17                  access to and viewing of recreational and industrial activities in the  
18                  Port of Los Angeles consistent with public safety, efficient Port  
19                  operations and the California Coastal Act.

20                  *Policy Program:* The Wilmington-Harbor City CP identifies the area  
21                  bounded by C Street on the north, Broad Avenue on the east, Fries  
22                  Avenue on the west, and the Port of Los Angeles on the south,  
23                  including the commercial area and the foot of Avalon Boulevard, as  
24                  a special study area for improved integration and linkage of Port  
25                  activities with the Wilmington community. Allowance by variance  
26                  for additional building height may be considered for developments  
27                  which provide public viewing of the harbor (e.g.; restaurants,  
28                  observation decks, etc.).

## 29                   **Wilmington-Harbor City Community Plan Relationship** 30                   **to the Port of Los Angeles**

31                   The Wilmington-Harbor City CP seeks to coordinate Port-related land use  
32                   development and the circulation system with those adjoining areas by  
33                   providing adequate buffers and transitional uses between the Wilmington  
34                   community and the Port. The CP seeks to better integrate the planning and  
35                   development of Wilmington with the Port in order to help stimulate the  
36                   revitalization and rehabilitation and provide opportunities for community  
37                   access to recreational waterfront activities. Therefore, the Plan identifies  
38                   several goals related to the Port of Los Angeles. The consistency between  
39                   the proposed Project and the following goals are discussed under Impact LU-  
40                   2 later in this chapter:

41                   **Goal 18:** Coordinate the development of the Port of Los Angeles with  
42                   surrounding communities to improve the efficiency and operational

1 capabilities of the Port to better serve the economic needs of Los Angeles  
2 and the region, while minimizing adverse environmental impacts to  
3 neighboring communities from Port-Related activities.

4 **Objective 18-1** To coordinate the future development of the Port with  
5 all adopted City Plans, the Wilmington Industrial Park Redevelopment  
6 Project and the Enterprise Zone.

7 **Objective 18-2** To continue to develop and operate the Port of Los  
8 Angeles to provide economic, employment, and recreational benefits to  
9 neighboring communities.

10 **Policy 18-2.1** The Port should continue to provide employment  
11 opportunities for workers residing in the Wilmington-Harbor City  
12 communities.

13 **Policy 18-2.2** The Port should commit resources toward providing  
14 public amenities (commercial, recreational and service-oriented) that  
15 will benefit the Wilmington community, consistent with the State  
16 Tidelands Grant, the California Coastal Act of 1976 and the City  
17 Charter.

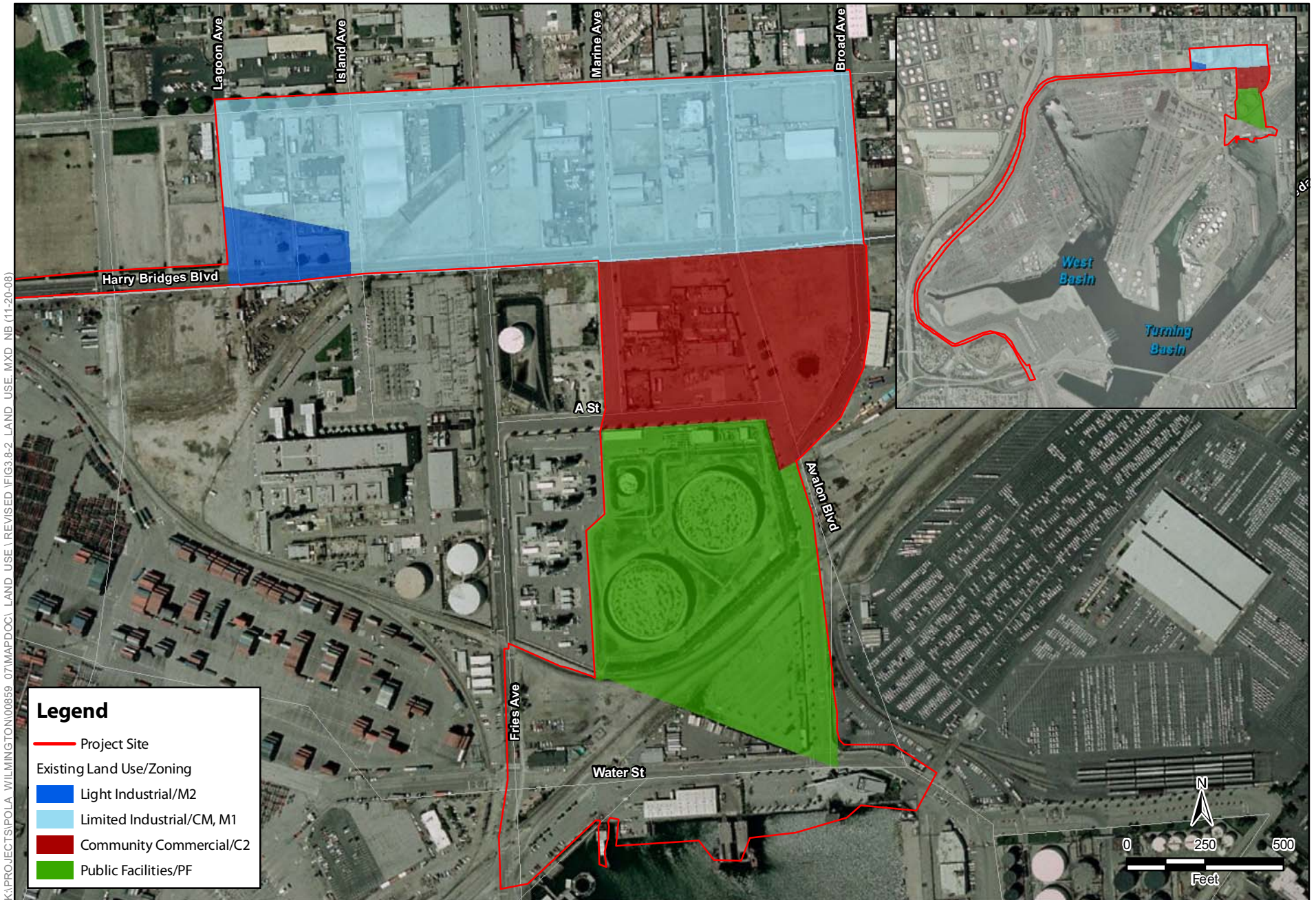
18 **Objective 18-3** To assure that Port programs for land acquisition and  
19 circulation improvements will be compatible with and beneficial in  
20 reducing environmental impacts to surrounding communities caused by  
21 Port-related activities, as well as beneficial to the Port.

## 22 **Wilmington-Harbor City Community Plan Land Use** 23 **Designations Relationship to Los Angeles Municipal** 24 **Code Zones**

25 As discussed above, the Wilmington-Harbor City CP is a part of the City of  
26 Los Angeles General Plan and is intended to promote an arrangement of land  
27 and water uses, circulation, and services that will encourage and contribute to  
28 the economic, social, and physical health, safety, welfare, and convenience of  
29 the Wilmington-Harbor City area within the larger framework of the City of  
30 Los Angeles. The Wilmington-Harbor City CP defines the following general  
31 land use designation for the Olympic Tank Farm site: Heavy Manufacturing.  
32 The Wilmington-Harbor City CP defines the following general land use  
33 designations for the proposed project area: Community Commercial, Limited  
34 Industrial, Light Industrial, and Public Facilities (City of Los Angeles,  
35 Department of City Planning 2006). Figure 3.8-2 identifies the land uses of  
36 the proposed project area for the Wilmington-Harbor City CP.

37 The Wilmington-Harbor City CP provides general land use  
38 recommendations, and does allow the following zones within the designated  
39 land uses of the proposed project area:

- 40 ■ C2: Commercial
- 41 ■ C4: Commercial



K:\PROJECTS\POLA\_WILMINGTON\00859\_07\MAPDOC\ LAND USE \REVISED \FIG3.8-2 LAND USE.MXD NB (11-20-08)

SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006)

**Figure 3.8-2**  
**Existing Wilmington-Harbor City Land Use Designations/Zoning**  
**Wilmington Waterfront Development Project**

- 1 ■ CR: Limited Commercial
- 2 ■ CM: Commercial Manufacturing
- 3 ■ M1: Limited Industrial
- 4 ■ M2: Light Industrial
- 5 ■ MR2: Restricted Light Industrial
- 6 ■ PF: Public Facilities
- 7 ■ RAS3: Residential/Service Accessory

8 Of the nine zones allowed within the designated land uses of the Wilmington  
9 Harbor CP, five currently exist and are identified within the proposed project  
10 area by the Los Angeles Municipal Code. These five zones include:

- 11 ■ C2: Commercial
- 12 ■ CM: Commercial Manufacturing
- 13 ■ M1: Limited Industrial
- 14 ■ M2: Light Industrial
- 15 ■ PF: Public Facilities

16 The purposes and definitions of these existing zones are described in further  
17 detail below.

### 18 **Community Commercial: Existing Zoning**

19 Section 12.14 of the Municipal Code provides the definition and uses of the  
20 C2 zone. Specifically it identifies that any uses permitted in the C1 (Limited  
21 Commercial zone) and C1.5 (Limited Commercial zone) are allowed in C2.  
22 Therefore, uses permitted in the C2 zone include but are not limited to:  
23 restaurants; feed and fuel stores; carpenter shops; bakeries; bookstores;  
24 drugstores; and park, playground or recreational or community centers  
25 operated by a private entity. Furthermore, any use permitted in the C2 zone,  
26 provided that all regulations and limitations of said C2 Commercial zone are  
27 complied with, are allowed in the C4 Commercial zone. These uses include  
28 all the above-mentioned uses with certain exclusions associated that may be  
29 allowed in C1, 1.5, or 2 Commercial zones. Examples of these exclusions  
30 include, but are not limited to: shooting galleries, skating rinks, billiard or  
31 pool halls, and bowling alleys.

### 32 **Limited Industrial: Existing Zoning**

33 Section 12.17.1 of the Municipal Code identifies the definition and uses of  
34 the CM Commercial Manufacturing zone. In this zone, any uses permitted in



1 the C2 zone, provided that such uses are conducted in full compliance with  
2 all of the regulations of the zone, are allowed. Furthermore, this section  
3 prohibits certain uses in the area; examples include but are not limited to:  
4 churches, childcare facilities, and schools. Industries that produce goods are  
5 generally allowed in this area (e.g., assembly of electrical appliances).

6 Section 12.17.6 of the Municipal Code provides the definition and uses of  
7 M1: Limited Industrial zone. Any uses permitted in the MR1 zone  
8 (Restricted Industrial zone) are also permitted in M1. Any commercial uses  
9 permitted in the C2 zone (except sanitariums and hospitals) provided that  
10 these uses are conducted in accordance with all building enclosure and fence  
11 enclosure limitations of the C2 zone are permitted in the M1 zone.

## 12 **Light Industrial: Existing Zoning**

13 Section 12.19 of the Municipal Code defines the uses of the M2—Light  
14 Industrial zone. This zone allows for any uses permitted in the M1 or MR2  
15 zone, whether conducted within or without a building or enclosed area.  
16 However, it does exclude uses, including but not limited to the following:  
17 buildings permitted in an R zone, buildings containing dwelling units or  
18 guest rooms, storage of abandoned automobiles, open air sale of  
19 merchandise, concrete or cement products manufactured in the open, and  
20 open storage of materials and equipment. Uses specifically allowed under  
21 the M2 zone include, but are not limited to: junk yard, processing of second-  
22 hand furniture, processing of second-hand boxes, crates, barrels, drums, and  
23 automobile dismantling yard.

## 24 **Public Facilities: Existing Zoning**

25 Section 12.04.09 of the Municipal Code defines the purpose of the PF  
26 (Public Facilities) zone. It is the purpose of the PF zone to provide  
27 regulations for the use and development of publicly owned land in order to  
28 implement the City’s adopted General Plan. These regulations cover the  
29 circulation and service systems designations in the City’s adopted district and  
30 community plans, and other relevant General Plan elements, including  
31 circulation, public recreation, and service systems.

32 Figure 3.8-2 identifies the land use and zoning for the proposed Project  
33 within the Wilmington-Harbor City CP. Table 3.8-3 identifies the land uses  
34 identified in the Wilmington-Harbor CP and the zoning allowed in each land  
35 use.

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**Table 3.8-3. Zoning in the Proposed Project Area**

<i>Proposed Project within Wilmington CP</i>	<i>Wilmington CP Existing Land Use</i>	<i>Wilmington CP Existing Zoning</i>	
Avalon Development District: (Area A)	Light Industrial	M2 Light Industrial	
	Limited Industrial	CM Commercial Manufacture	M1 Limited Industrial
Avalon Development District: (Area B)	Community Commercial	C2 Commercial	
	Public Facilities	PF Public Facilities	
Sources: City of Los Angeles, Department of City Planning 2006; 2008.			

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3 **3.8.3.2.4 San Pedro Community Plan**

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The San Pedro community is located immediately adjacent to the proposed project area and shares John S. Gibson Boulevard and Front Street as a boundary with the Wilmington Community Plan. The San Pedro Community Plan area is generally bounded on the north by Taper Avenue; on the east by John Gibson Boulevard, Harbor Boulevard, the West Channel of the Port, and Cabrillo Beach; on the south by the Pacific Ocean; and on the west by Los Angeles (the City of Rancho Palos Verdes).

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The San Pedro Community Plan (City of Los Angeles 1999) sets forth goals and objectives to maintain the community’s individuality by:

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- preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities;

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- improving the function, design, and economic vitality of the commercial corridors and industrial areas;

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- preserving and enhancing the positive characteristics of existing uses that provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance; and

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- 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 Area.

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1 The proposed project site only shares a common boundary with the San  
2 Pedro community. Therefore, the proposed Project's proximity to the San  
3 Pedro community implicates only certain goals and policies of the San Pedro  
4 CP, as discussed below.

## 5 **Relationship to the Port of Los Angeles**

6 The San Pedro CP recognizes that the primary function of the harbor is to  
7 promote "commerce, navigation, and fisheries," with a secondary emphasis  
8 on providing water-oriented recreational opportunities. The San Pedro CP  
9 seeks to coordinate harbor-related land uses and circulation system with  
10 those of adjoining areas by providing adequate buffers and transitional uses  
11 between the harbor and the rest of the community. Toward this end, the San  
12 Pedro CP makes the following recommendations for consideration by the  
13 Harbor Commission, State Coastal Commission, and other decision-making  
14 bodies having jurisdiction over the Port:

15 **Goal 19:** Coordinate the development of the Port of Los Angeles with  
16 surrounding communities to improve the efficiency and operational  
17 capabilities of the Port to better serve the economic needs of Los Angeles  
18 and the region, while minimizing adverse environmental impacts to  
19 neighboring communities from Port-related activities.

20 **Objective 19-1** To recognize the Port of Los Angeles as a regional  
21 resource and the predominant influence on the economic well-being of  
22 the Community and to promote its continued development as to meet the  
23 needs of the fishing industry, recreational users, the handling of  
24 passengers and cargo, with special emphasis on the accommodation of  
25 increasingly larger ships.

### 26 **3.8.3.2.5 Port of Los Angeles Master Plan**

27 Intended as a guide for development within the Port, the PMP was certified  
28 in 1979 and was most recently revised in January 2006 (LAHD 2006). The  
29 PMP was approved by the Board of Harbor Commissioners and certified by  
30 the California Coastal Commission. The PMP preceded the Port Plan, and  
31 divides the Port into nine individual planning areas. The PMP identifies ten  
32 major land uses that are allowed within the Port:

- 33 1. General Cargo—including container, unit, breakbulk, neo-bulk, and  
34 passenger facilities
- 35 2. Liquid Bulk—comprised of crude oil, petroleum products, petrochemical  
36 products, and chemicals and allied products
- 37 3. Other Liquid Bulk—molasses, animal oils, fats, vegetable oils



- 1 4. Dry Bulk—metallic ores, nonmetallic minerals, coal, chemicals, primary  
2 metal products, etc.
- 3 5. Commercial Fishing—includes docks, fish canneries, fish waste  
4 treatment facilities, fish markets, and commercial fishing berthing areas
- 5 6. Recreational—water-oriented parks, marinas and related facilities, small  
6 craft launching ramps, museums, youth camping and water oriented  
7 facilities, public beaches, and public fishing piers
- 8 7. Industrial—shipbuilding/yard/repair facilities, light  
9 manufacturing/industrial activities, and ocean resource-oriented  
10 industries
- 11 8. Institutional—uses that pertain to lands either owned or leased by  
12 institutional activities of federal, state, and city governments
- 13 9. Commercial—restaurants, tourist attractions, office facilities, and retail  
14 facilities
- 15 10. Other—vacant land, proposed acquisitions, rights-of-way for rail,  
16 utilities, roads, and areas not designated for specific short-term use

17 The proposed project site is primarily located in one PA, PA 5 (Wilmington  
18 District), and the Waterfront Red Car Line and pedestrian corridor of the  
19 proposed Project skirt the boundaries of PA 4 (West Basin) and PA 3 (West  
20 Turning Basin). The locations of these three PAs are depicted in Figure 3.8-  
21 1. The land use classifications for the proposed project site planning areas  
22 are as follows:

- 23 PA 5 (Wilmington District)
- 24 1—General Cargo
- 25 2—Liquid Bulk
- 26 3—Other Liquid Bulk
- 27 4—Dry Bulk
- 28 5—Commercial Fishing
- 29 7—Industrial
- 30 8—Institutional
- 31 10—Other
- 32 PA 4 (West Basin)
- 33 1—General Cargo
- 34 2—Liquid Bulk
- 35 7—Industrial
- 36 10—Other
- 37 PA 3 (West Turning Basin)

1 1—General Cargo

2 2—Liquid Bulk

3 7—Industrial

4 8—Institutional

5 9—Commercial

6 10—Other

7 The short-term plan for PA 5 is oriented to continuing to integrate the many  
8 diverse activities in this PA. Waterfront areas are allocated primarily for  
9 general cargo and marine oil terminals. Changes in major land uses are not  
10 anticipated in the long-range plan for this PA.

11 The short-term plan for PA 4 is for continued use for container operations.  
12 The long-range plan is to develop PA 4 into a major container complex and  
13 to relocate the existing petroleum storage tanks and berths to PA 9.

14 The short-term plan for PA 3 is oriented toward cargo handling, heavy  
15 industrial, and commercial land uses. Potentially, a major general cargo  
16 terminal for container and breakbulk operations, a marine oil terminal, a  
17 major shipyard, commercial air and sea service to Catalina Island, and/or a  
18 floating restaurant would be appropriate for this planning area. The long-  
19 range plan is make this area available for commercial shipping or industrial  
20 uses.

### 21 **3.8.3.2.6 Port of Los Angeles Strategic Plan 2006–2011**

22 The Port of Los Angeles Strategic Plan, released in May of 2007, will be  
23 used to improve the performance of the Port and to outline the Port’s  
24 direction and priorities (LAHD 2007). The Strategic Plan has 11 objectives,  
25 each with initiatives/action items that respond to the Strategic Plan’s  
26 Mission, “To be the world’s premier port in planning, design, construction,  
27 and to promote a “grow green” philosophy, while embracing evolving  
28 technology and meeting our fiduciary responsibilities while promoting global  
29 trade.”

30 Strategic Plan Objectives relevant to the proposed Project include the  
31 following:

- 32 ■ Ensure the Port maintains and efficiently manages a diversity of cargo  
33 and land uses; maximize land use compatibility and minimize land use  
34 costs.
- 35 ■ Define and address infrastructure requirements needed to support safe,  
36 environmentally friendly, and efficient goods movement throughout the  
37 region.

- 1 ■ Transform the Port of Los Angeles into the greenest port in the world by  
2 raising environmental standards and enhancing public health.
- 3 ■ Strengthen relations with local community members through meaningful  
4 interaction and community focused programs.
- 5 ■ Realize the potential of the diversity of L.A.'s population by expanding  
6 opportunity and inclusion. Develop more and higher quality jobs.

### 7 **3.8.3.2.7 Port of Los Angeles Sustainability Plan**

8 The development of the Port of Los Angeles Sustainability Plan is in  
9 response to the Mayoral initialized Executive Directive No. 10, Sustainable  
10 Practices in the City of Los Angeles, passed in June of 2007. "This directive  
11 sets forth his vision to transform Los Angeles into the most sustainable large  
12 city in the country and includes goals in the areas of energy and water,  
13 procurement, contracting, waste diversion, non-toxic product selection, air  
14 quality, training, and public outreach"(LAHD 2008a). Thirty-two of the  
15 Port's current environmental programs already meet, in varying degrees, all  
16 the goals of the Executive Directive. However, there are identified areas of  
17 improvement, specifically in the area of employee training and public  
18 outreach. The Port of Los Angeles Sustainability Plan is still in progress and,  
19 because of its draft status, will not be analyzed in detail per each applicable  
20 policy for consistency in regards to the proposed Project. However, the  
21 proposed Project's consistency with the multiple current environmental  
22 programs and policies of the Port, discussed in further detail below, would  
23 ensure that efforts for consistency with the future goals and policies of the  
24 Port of Los Angeles Sustainability Plan are included within the proposed  
25 Project.

### 26 **3.8.3.2.8 Green Building Policy**

27 On August 27, 2003, the Board of Harbor Commissioner approved the  
28 LAHD's Environmental Management Policy, which includes guidelines on  
29 implementation of Leadership in Energy and Environmental Design (LEED)  
30 certification and standards for new and existing building construction and/or  
31 renovation.

32 The LEED Green Building Rating System is voluntary, consensus-based, and  
33 market-driven, and is based on existing, proven technology that evaluates  
34 environmental performance in five categories:

- 35 ■ Sustainable Site Planning
- 36 ■ Improving Energy Efficiency
- 37 ■ Conserving Materials and Resources
- 38 ■ Embracing Indoor Environmental Quality

1                   ■ Safeguarding Water

2                   Points are earned for goals accomplished in each category, and the  
3                   certification level for a building is acquired by the total amount of points.  
4                   There are four LEED certification levels: Certified (23–32 points), Silver  
5                   (33–38 points), Gold (39–51 points), and Platinum (52–69 points).

6                   Specifically, the City of Los Angeles adopted the policy that all new City  
7                   buildings of 7,500 square feet or more should be designed, whenever  
8                   possible, to meet the LEED Certified level. The Port has taken this policy  
9                   further, and under the jurisdiction of the Harbor Department, all construction  
10                  must meet the following (NC = New Construction):

- 11                  ■ New Construction (e.g., office buildings) 7,500 square feet or greater,  
12                  without compromising functionality, will be designed to a minimum  
13                  level of LEED NC Gold.
- 14                  ■ New Construction (e.g., marine utilitarian buildings such as equipment  
15                  maintenance), without compromising functionality, will be designed to a  
16                  minimum level of LEED NC Silver.
- 17                  ■ Existing Buildings of 7,500 square feet or greater will be inventoried as  
18                  evaluated for their applicability to the LEED Existing Building  
19                  Standards. Priority for certification will be determined by building  
20                  operation and maintenance procedures.
- 21                  ■ All other buildings will be designed or constructed to meet the highest  
22                  achievable LEED standard to the extent feasible for the building’s  
23                  purpose.
- 24                  ■ In addition, all Port buildings will include solar power to the maximum  
25                  extent feasible, as well as incorporation of the best available technology  
26                  for energy and water efficiency.

27                  A sustainability staff has been created to continuously evaluate and advance  
28                  the Port’s sustainability practices, as well as develop green guidelines and  
29                  sustainable strategies.

30    **3.8.3.2.9      Clean Air Action Plan**

31                  The Port, in conjunction with the Port of Long Beach and with guidance  
32                  from SCAQMD, CARB, and EPA, has developed the Ports Clean Air Action  
33                  Plan (CAAP), which was approved by the Los Angeles and Long Beach  
34                  Boards of Harbor Commissioners on November 20, 2006. The CAAP  
35                  focuses on reducing diesel particulate matter (DPM), NO<sub>x</sub>, and SO<sub>x</sub> within  
36                  the Port boundaries, with two main goals: (1) to reduce Port-related air  
37                  emissions in the interest of public health, and (2) to disconnect cargo growth  
38                  from emissions increases. The CAAP includes near-term measures  
39                  implemented largely through the CEQA/NEPA process and new leases at  
40                  both ports.

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The CAAP consists of the following standards:

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1. San Pedro Bay Standards

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- ❑ Reduce public health risk from toxic air contaminants associated with port-related mobile sources to acceptable levels.

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- ❑ Prevent port-related violations of the state and federal ambient air quality standards at air quality monitoring stations at both ports.

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- ❑ 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.

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2. Project-Specific Standards

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- ❑ Projects must meet the 10 in 1,000,000 excess cancer risk threshold, as determined by health risk assessments conducted during CEQA review and implemented through required NEPA/CEQA mitigations associated with lease negotiations. Projects that exceed the AQMD CEQA significance thresholds for criteria pollutants must implement the maximum available controls and feasible mitigations for any emissions increases.

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3. Source Specific Performance Standards

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- ❑ These standards include a series of measures that will be implemented through port lease requirements, tariffs, incentives, and the NEPA/CEQA environmental review process.

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- ❑ Compliance with the Project Specific Standards may require that an individual terminal go beyond the Source Specific Performance Standards or advance the date of compliance with those performance standards.

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- ❑ 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) ocean-going vessels, (3) cargo handling equipment, (4) harbor craft, and (5) railroad locomotives.

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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 Port contracting policies.

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## 3.8.4 Impact Analysis

### 3.8.4.1 Methodology

This analysis evaluates the consistency or compliance of the proposed Project and associated infrastructure improvements with relevant land use documents and regulations. The proposed project area spans from Slip No. 5 at the waterfront to C Street in the north and Broad Avenue in the east to Lagoon Avenue in the west. Also included in the analysis is the programmatic assessment of the Waterfront Red Car Line, which covers an area from Avalon Boulevard in the east to Swinford Street in the southwest.

The land use analysis addresses the potential for the creation of physical incompatibilities between the proposed Project and adjacent land uses or activities and determines whether any identified incompatibilities would result in physical impacts on the environment. To this end, the analysis evaluates the extent to which off-site land uses may be affected by physical interruption or disruption, and the extent to which other environmental impacts are also land use impacts. Additionally, this analysis evaluates the potential for proposed project activities to affect physical conditions in surrounding communities.

The land use impact analysis is based on the IS/NOP's determination of potentially significant issues, and issues identified by reviewing agencies, organizations, or individuals commenting on the IS/NOP that made a fair argument that the issue was potentially significant (Appendix A).

The IS/NOP determined that the proposed Project would have less-than-significant impacts on the following land use issue; therefore, it will not be discussed in the land use impact analysis below:

- physically divide an established community

The proposed Project would not displace existing community uses, nor would it physically divide an established neighborhood because the proposed Project is located along the edge of existing neighborhoods.

### 3.8.4.2 Thresholds of Significance

The following criteria are based on the *L.A. 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 physical changes associated with the proposed Project. The following factors are used to determine significance for land use consistency and compatibility:

1 **LU-1:** The proposed Project would be inconsistent with the adopted land  
2 use/density designation in the Community Plan, redevelopment plan, or  
3 specific plan for the site, which would result in an adverse physical effect on  
4 the environment.

5 **LU-2:** The proposed Project would be inconsistent with the General Plan or  
6 adopted environmental goals or policies contained in other applicable plans,  
7 which would result in an adverse physical effect on the environment.

### 8 **3.8.4.3 Impacts and Mitigation**

9 The proposed project area is located within the jurisdiction of three existing  
10 land use plans:

- 11 ■ Port of Los Angeles Plan, which is an element of the City of Los Angeles  
12 General Plan (described above in Section 3.8.3.2.2.)
- 13 ■ Wilmington-Harbor City CP, which is an element of the City of Los  
14 Angeles General Plan (described above in Section 3.8.3.2.3), and,
- 15 ■ Port Master Plan, which serves as the LCP (described above in Section  
16 3.8.3.2.5).

17 The proposed Project is also subject to the City of Los Angeles zoning code.

18 Because the Port Plan and Wilmington-Harbor City CP share a common  
19 boundary, changes to the Port Plan jurisdictional boundary result in  
20 correlated changes to the Wilmington-Harbor City CP jurisdictional  
21 boundary. The proposed Project would include a General Plan Amendment  
22 to modify the existing jurisdictional boundaries of the Wilmington-Harbor  
23 City CP and the Port of Los Angeles plans and would add a Port Plan land  
24 use designation (i.e., recreation) to areas formerly designated under the  
25 Wilmington-Harbor City CP as commercial.

26 The Port Plan would be amended to extend the Port Plan jurisdictional  
27 boundary from its current location at Water Street north to Harry Bridges  
28 Boulevard. The jurisdictional Port Plan boundary relocation would *add* all  
29 the area between Broad Avenue to the east and Marine Avenue to the west.  
30 Figure 3.8-3 depicts the existing jurisdictional boundary of the Port of Los  
31 Angeles Plan and the Wilmington-Harbor City CP, and Figure 3.8-4 depicts  
32 the changes to the jurisdictional boundaries of these two plans.

33 The Port Plan existing land use designation of General/Bulk Cargo &  
34 Commercial/Industrial Uses non-hazardous in PA 5 would be amended to  
35 include the Recreation land use designation in the areas south of Harry  
36 Bridges Boulevard not currently designated as Public Facility. This would  
37 address Triangle Park as well as the waterfront promenade and land bridge

1 areas. An amendment of the existing zoning 5A[Q]M3 in PA 5 would be  
2 required to allow for parks (recreation) consistent with the Tidelands Trust.

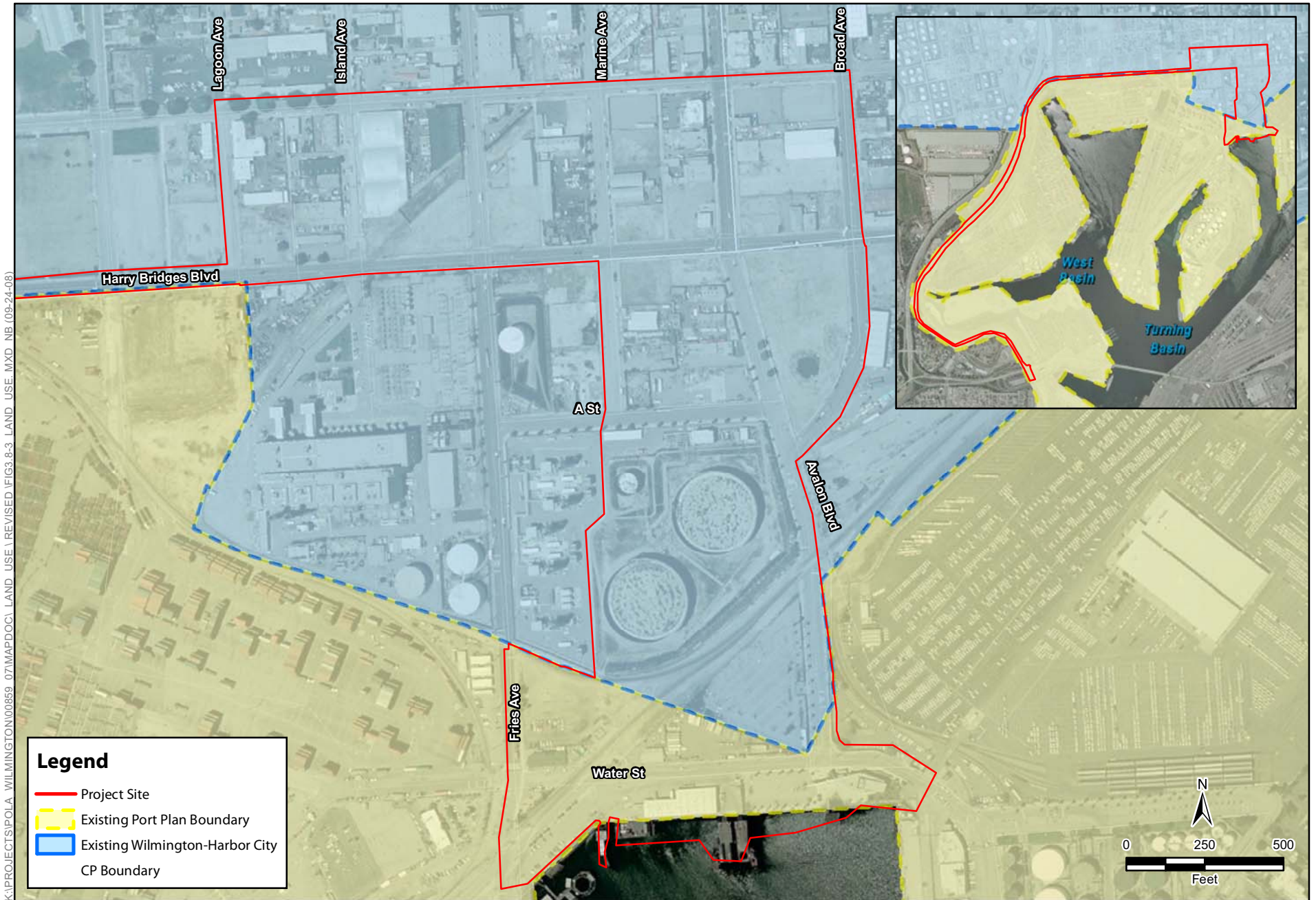
3 Due to the changes proposed to the Port Plan, the Wilmington-Harbor City  
4 CP would be amended to relocate the Wilmington-Harbor City jurisdictional  
5 boundary from its current southernmost location near Water Street north to  
6 Harry Bridges Boulevard and would retract the jurisdictional boundary to the  
7 east of Broad Avenue and to the west of Marine Avenue. The relocation of  
8 the jurisdictional boundary would effectively *remove* the area in between  
9 Broad Avenue and Marine Avenue from the jurisdiction of the Wilmington-  
10 Harbor City CP. The HGS and peaker plants would remain within the  
11 Wilmington-Harbor City CP jurisdiction, as would all the existing Light and  
12 Limited Industrial land uses north of Harry Bridges Boulevard. The  
13 proposed Project could include the development of this area north of Harry  
14 Bridges Boulevard (Area A) with up to 150,000 square feet of light industrial  
15 uses as currently zoned in Area A.

16 In addition to the two community plan jurisdictional boundary changes, the  
17 proposed Project would amend the Port Master Plan to extend the PMP  
18 jurisdictional boundary from its current location along Water Street north to  
19 Harry Bridges Boulevard. The jurisdictional boundary would *add* all area  
20 between Broad Avenue and Marine Avenue. Therefore, the relocation of the  
21 PMP boundary would match the relocation of the Port Plan boundary. Figure  
22 3.8-5 depicts the existing jurisdictional boundary of the PMP and the changes  
23 to this boundary.

24 The Port Master Plan would also require an amendment to add Recreation  
25 and Commercial land uses to the existing land use designations for PA 5  
26 (General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Industrial,  
27 Institutional, Other).

28 Table 3.8-4 identifies the proposed Project amendments to the three land use  
29 plans and corresponding rezones.

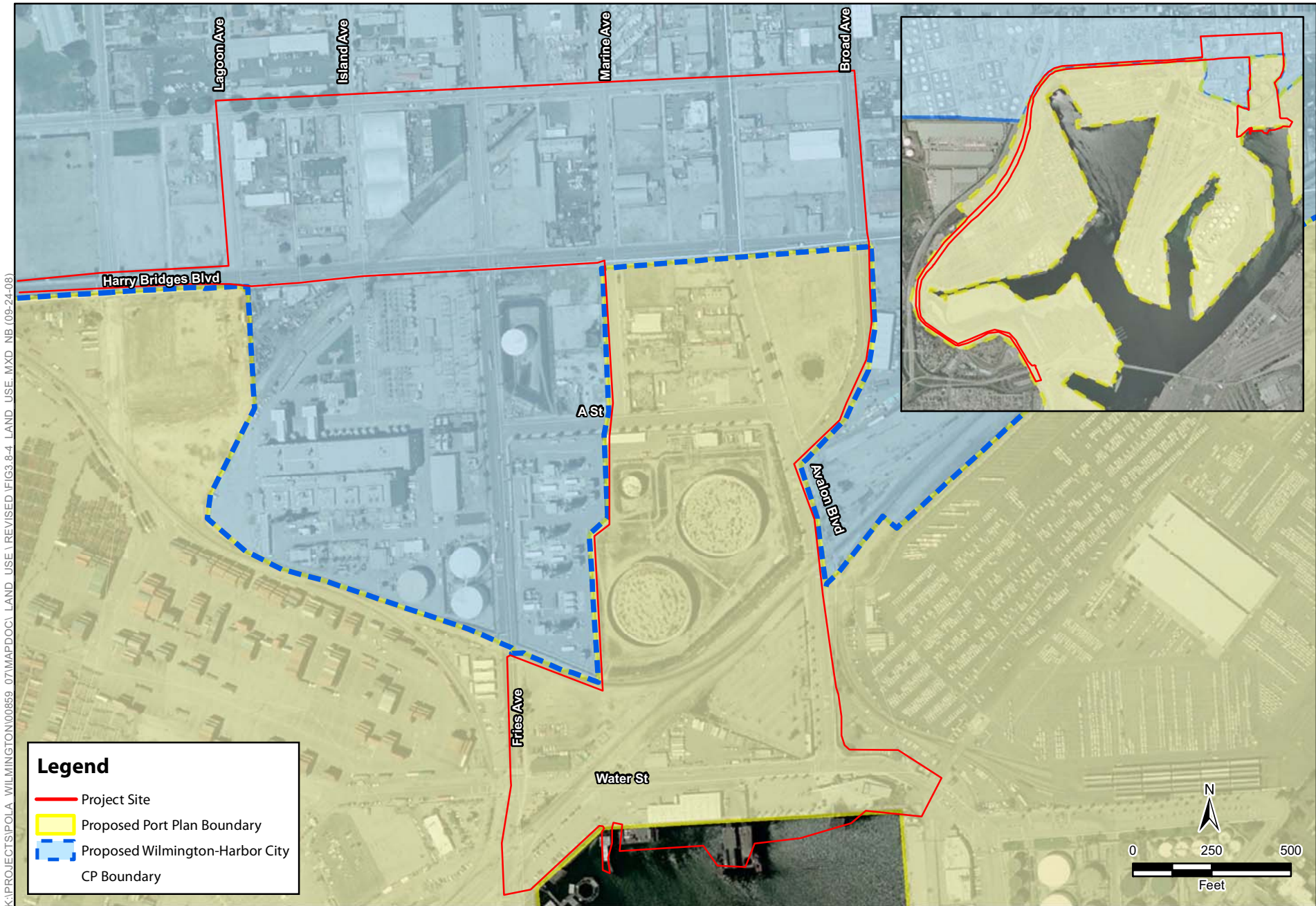




SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

**Figure 3.8-3**  
**Existing Port Plan and Wilmington-Harbor City Community Plan Boundaries**  
**Wilmington Waterfront Development Project**



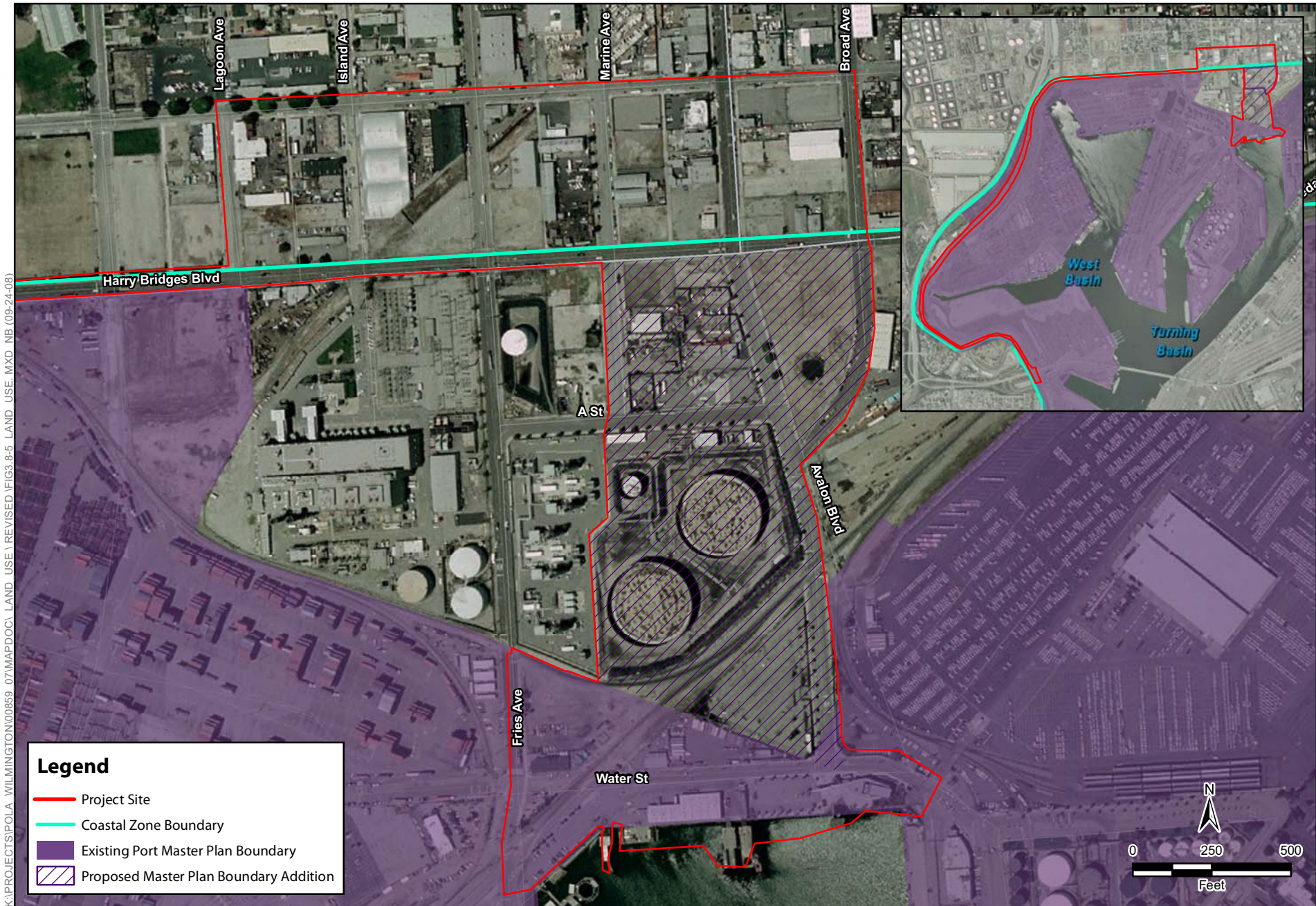


K:\PROJECTS\POLA\_WILMINGTON\00859\_07\MAPDOC\LAND USE\REVISED\FIG3.8-4\_LAND USE.MXD NB (09-24-08)

SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

**Figure 3.8-4**  
**Proposed Project Jurisdictional Boundary Change to Port Plan and Wilmington-Harbor City Community Plan Wilmington Waterfront Development Project**





K:\PROJECTS\POLA\_WILMINGTON\00859\_07\MAPDOC\LAND\_USE\REVISED\FIG3.8-5 LAND\_USE.MXD NB (09-24-08)

SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

**Figure 3.8-5**  
**Existing Jurisdictional Boundary**  
**of Port Master Plan and Proposed Addition**  
**Wilmington Waterfront Development Project**

1 **Table 3.8-4.** Proposed Project Land Use Actions

<i>Land Use Plan</i>	<i>Action to Land Use Plan</i>	<i>Proposed Project Action</i>
City of Los Angeles General Plan	Amendment	Downgrade Avalon Boulevard from a collector street to a local street from Harry Bridges Boulevard south to its terminus at Water Street.
Port Plan	Amendment	Extend the jurisdictional boundary from its current boundary at Water Street north to Harry Bridges Boulevard, between Broad Avenue in the east and Marine Avenue in the west (effectively adding all area between Broad Avenue and Marine Avenue and south of Harry Bridges Boulevard to the Port Plan).
Port Plan	Amendment	Amend existing land use designation of General/Bulk Cargo & Commercial/Industrial Uses non-hazardous in PA 5 to add Recreation to include waterfront elements of the proposed Project and to include the Triangle Park site, whose land use designation would be Recreation. .
Wilmington-Harbor City CP	Amendment	Realign the jurisdictional boundary from its current boundary to the north side of Harry Bridges Boulevard, east of Broad Avenue, and west of Marine Avenue (effectively removing all area between Broad Avenue and Marine Avenue and south of Harry Bridges Boulevard from the Wilmington-Harbor City CP). Land use designations of Light Industrial, Community Commercial, and Limited Industrial north of Harry Bridges Boulevard and west of Marine Avenue would remain unchanged and would stay within the Wilmington-Harbor City Community Plan jurisdiction.
Port Master Plan	Amendment	Extend the jurisdictional boundary from its current location along Water Street north to Harry Bridges Boulevard, between Broad Avenue to the east and Marine Avenue to the West, to be consistent with Port Plan (effectively adding all area between Broad Avenue and Marine Avenue and south of Harry Bridges Boulevard).
Port Master Plan	Amendment	Amend Port Master Plan’s existing land use designations for PA 5 (General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Industrial, Institutional, Other) to add Recreation and Commercial (non-fishing related) land uses.
Los Angeles Municipal Zoning Code	Zone Change	Amend the Los Angeles Municipal Zoning Code within the previous Port Master Plan boundary to add Recreation, consistent with the Tidelands Trust to accommodate proposed project components (e.g., waterfront promenade, Observation Tower,). The Triangle Park area would be rezoned to Open Space.

2

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

4                   **Avalon Development District (Areas A and B) and Avalon Waterfront**  
5                   **District**

6                   Redevelopment or Specific Plan Areas

7                   The proposed project site is not located within any redevelopment or specific plan  
8                   areas, and therefore implementation of such plans is not applicable to the proposed  
9                   project site. The proposed Project would not affect blighted conditions in  
10                  surrounding redevelopment project areas. However, the proposed Project could  
11                  contribute up to 150,000 square feet of additional light industrial uses and up to  
12                  70,000 square feet of additional commercial uses to Avalon Development District  
13                  Area A. This would promote economic development of the Wilmington community  
14                  and possibly extend to the greater San Pedro and Harbor City areas. Therefore, the  
15                  proposed Project would complement the two nearby redevelopment areas mentioned  
16                  in 3.8.2.1.3 by providing additional light industrial and commercial development  
17                  which would likely add to the job market. (Chapter 7, “Socioeconomics,” discusses  
18                  the proposed Project and the development of jobs.)

19                  **Community Plans**

20                  Port Plan and Wilmington-Harbor City CP

21                  The proposed project would amend the Wilmington-Harbor City CP to realign the  
22                  Wilmington-Harbor City CP jurisdictional boundary from its current boundary  
23                  alignment to Harry Bridges Boulevard east of Broad Avenue and west of Marine  
24                  Avenue. The Harbor Generating Station site would effectively remain within the  
25                  Wilmington–Harbor City jurisdiction, as would all light and limited industrial areas  
26                  north of Harry Bridges Boulevard. Therefore, the existing land use designations and  
27                  zoning for primarily light and limited industrial uses would remain the same under  
28                  the proposed Project as they are in the Wilmington-Harbor City CP and the  
29                  Municipal Zoning Code. The proposed Project would include the development of  
30                  this area with 150,000 square feet of light industrial uses as currently zoned.

31                  The proposed Project would amend the Port Plan to realign the Port Plan  
32                  jurisdictional boundary from its current boundary alignment at Water Street north to  
33                  Harry Bridges Boulevard, effectively adding all area between Broad Avenue and  
34                  Marine Avenue. This would allow the inclusion of Avalon Development District  
35                  Area B (south of Harry Bridges and north of A Street proposed with commercial) and  
36                  the entire Avalon Waterfront District within the Port Plan jurisdiction.

37                  The Port Plan existing land use designation of General/Bulk Cargo &  
38                  Commercial/Industrial Uses non-hazardous in PA 5 would be amended to include the  
39                  Recreation land use designation, allowing the waterfront promenade land use. The  
40                  Avalon Triangle Park site, which is being processed separately as an independent

1 project will be designated in the Port Plan as Recreation land use. Additionally, the  
2 Los Angeles Municipal Zoning Code for the Avalon Triangle Park site will be  
3 changed to Open Space. The land use designation changes under the Port Plan and  
4 the zone change would make the proposed Project elements (e.g., waterfront  
5 promenade and land bridge) consistent with the Port Plan and Municipal Zoning  
6 Code. Figure 3.8-6 identifies the land use designation amendments and zoning  
7 changes that are part of the proposed Project and that would be approved as part of  
8 the proposed Project.

9 The existing land use and zoning currently identified in the Wilmington–Harbor City  
10 CP and Municipal Zoning Code for the LADWP Marine Tank site would remain as  
11 Public Facilities after the jurisdictional boundary change to include this area in the  
12 Port Plan. Under the proposed Project the LADWP Marine Tank site would  
13 generally remain in place during Phase I (2009 to 2015) of the proposed Project,  
14 during which a major portion of the land bridge would be constructed and operated.  
15 It is anticipated that by 2012, the LADWP Marine Tank site would be dedicated to  
16 park and recreation use, and the tanks would be demolished and removed. The  
17 existing Public Facilities land use designation and zoning would be consistent with  
18 proposed Project land bridge use and by virtue of the boundary change would be  
19 incorporated into the Port Plan with its current designation (Public Facilities).  
20 Furthermore, the relocation of the Marine Tank Farm liquid bulk storage tanks to the  
21 Olympic Tank Farm site, where there are existing liquid bulk storage tanks, would be  
22 consistent with the underlying Heavy Industrial land use designation and no changes  
23 to the CP land use designation or City zoning would be required.

24 Additionally, the existing land use and zoning identified in the Wilmington–Harbor  
25 City CP and Municipal Zoning code for the block of land located southwest of the  
26 intersection of Avalon and Harry Bridges Boulevards (between Avalon Boulevard  
27 and Marine Avenue, north of A Street and south of Harry Bridges Boulevard) would  
28 remain as Community Commercial (C2) after the jurisdictional boundary change that  
29 would effectively include this area in the Port Plan. Under the proposed Project this  
30 area would be developed as commercial, such as a Mercado; therefore, the existing  
31 Community Commercial land use designation and zoning would be consistent with  
32 the proposed Project commercial development. By virtue of the jurisdictional  
33 boundary change, this existing land use would be incorporated into the Port Plan as it  
34 currently is designated (Community Commercial).

35 Finally, the existing land use under the Port Plan for PA 5 includes commercial land  
36 uses. This existing land use would allow for the proposed 12,000 square foot visitor-  
37 serving commercial development (i.e., restaurant) at the waterfront. Therefore, this  
38 existing land use would remain as is and would be consistent with the proposed  
39 Project.

40 Although the proposed Project would be consistent with General Plan (via the Port  
41 Plan and Wilmington-Harbor City CP) designated land uses and zones, the proposed  
42 Project would locate the public within relative close proximity of noise-producing  
43 facilities, such as the existing railroads and the existing HGS peaker units. These  
44 facilities have the capability of producing noise levels above General Plan land use  
45 compatibility thresholds within certain parts of the proposed Project. Therefore, the



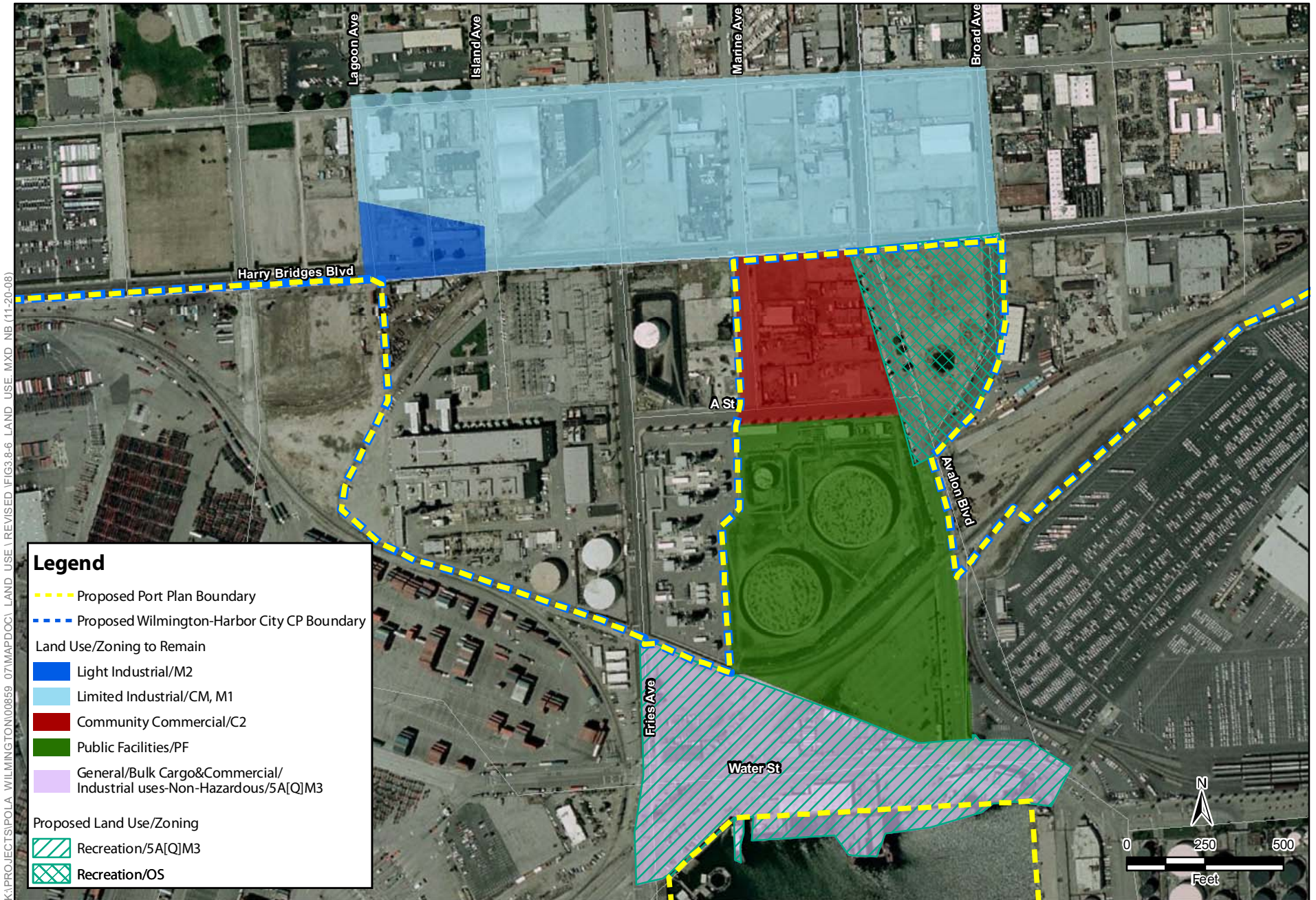
1 continued operation of the peaker units and the railroads adjacent to the proposed  
2 Project would not be consistent with some of the noise thresholds within the Noise  
3 Element of General Plan (refer to Section 3.9, “Noise,” for more information  
4 regarding these existing facilities and noise impacts).

### 5 **Port Master Plan**

6 The amendment process for the PMP is described in Section 30716 of the California  
7 Coastal Act (CCA). The proposed Project would amend the PMP to extend the PMP  
8 jurisdictional boundary from its current location along Water Street north to Harry  
9 Bridges Boulevard. The jurisdictional boundary relocation would *add* all the area  
10 between Broad and Marine Avenues. Therefore, the relocation of the PMP boundary  
11 would match the relocation of the Port Plan boundary, thereby making the two  
12 boundaries consistent.

13 For the area located south of Water Street PMP existing land use designations of  
14 General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Industrial, Institutional,  
15 and Other in PA 5 would be amended to include parks (Recreation), consistent with  
16 the Tidelands Grant guidelines, and Commercial. The area north of Water Street,  
17 including the expanded PMP boundary up to Harry Bridges Boulevard would receive  
18 a land use designation of Recreation, with the sole exception of the site located north  
19 of A Street and west of Avalon Boulevard, which will receive a land use designation  
20 of Commercial (which is its current designation under the Wilmington-Harbor City  
21 CP and therefore does not include a change of land use designation). The  
22 amendments to the land use designations would allow for the construction and  
23 operation of the land bridge, waterfront promenade, Observation Tower, visitor-  
24 serving commercial use at the waterfront (i.e., restaurant), and would better  
25 accommodate park use at the Avalon Triangle Park site (under a separate and  
26 individual project). Figure 3.8-7 identifies the land use designation amendments and  
27 zoning changes which are part of the proposed Project and would be approved as part  
28 of the proposed Project.

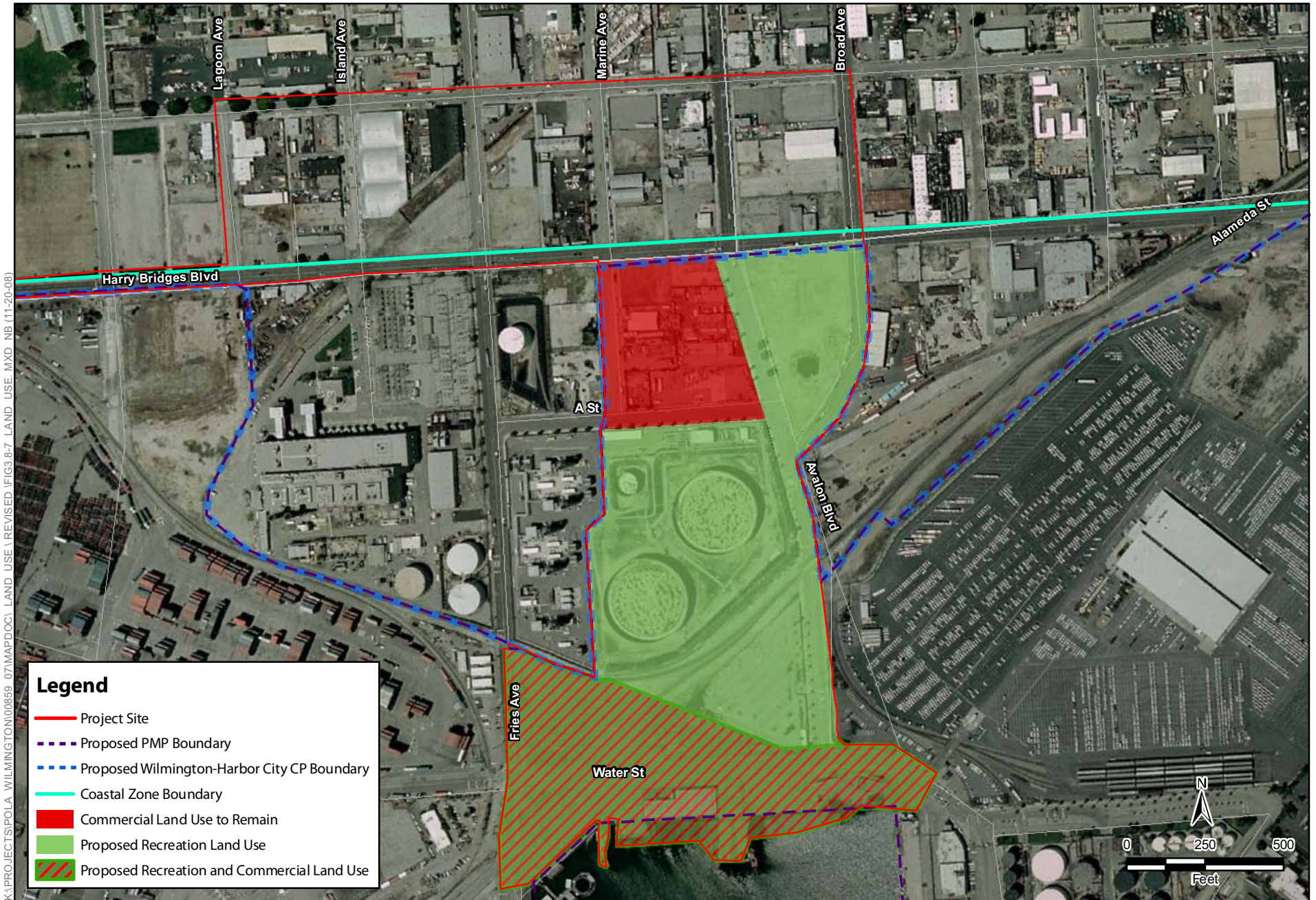
29 Although the proposed Project would be consistent with PMP designated land uses,  
30 the proposed Project would be located in an area of predominately industrial uses  
31 including the LADWP Marine Tank Farm Site, the peaker plants, and the HGS. The  
32 proposed Project would include the operation of a pedestrian walkway, water feature,  
33 waterfront promenade, and interim land bridge adjacent to existing LADWP Marine  
34 Tank site prior to the removal of those tanks for a temporary period of time  
35 (approximately 2011 to 2015). However, the co-location would allow for the full  
36 buildout of the proposed Project, including the proposed land bridge, which would  
37 occupy the location of the existing LADWP tanks. However, the commodities the  
38 LADWP site stores and handles are not considered hazardous since the gas oils have  
39 flashpoints above 140°F, and the hydrogen sulfide present in the raw gas oil has  
40 chemical properties which would not generate a hydrogen sulfide gas to cause a  
41 health hazard. Since these commodities are not considered hazardous, no hazardous  
42 footprint analysis is required and the LADWP Marine Tank Farm site is not subject  
43 to the provisions of the PMP RMP (refer to Section 3.7, “Hazards and Hazardous  
44 Materials,” for additional discussion of the LADWP Marine Tank Farm site and the  
45 RMP).



SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

**Figure 3.8-6**  
**Proposed Project Wilmington-Harbor City CP**  
**and Port Plan Land Use/Zoning Change**  
**Wilmington Waterfront Development Project**





K:\PROJECTS\POLA\_WILMINGTON\00859\_07\MAPDOC\LAND\_USE\REVISED\FIG3.8-7 LAND\_USE.MXD NB (11-20-08)

SOURCE: ESRI USA Imagery (2006), Wilmington-Harbor Community Plan (2006), Port of Los Angeles (2008)

**Figure 3.8-7**  
**Proposed Port Master Plan Land Use Designations**  
**Wilmington Waterfront Development Project**

1 Under the proposed Project, the HGS peaker plants and HGS main plant would  
2 continue operating in its existing location. The proposed interim and final land  
3 bridge, pedestrian bridge, and waterfront promenade would operate within the  
4 general vicinity of these two facilities. The HGS currently handles, uses, and stores  
5 liquid bulk materials which include aqueous ammonia and Diesel No. 2. In addition  
6 there are a number of pipelines for aqueous ammonia, as well as a high pressured  
7 natural gas pipeline, buried beneath the surface used to support the HGS. The bulk  
8 storage components are considered hazardous per the Port's RMP; however, the  
9 hazardous footprint analysis conducted per the RMP for the HGS identified that the  
10 hazardous footprint of the HGS does not overlap with the proposed Project. Refer to  
11 Section 3.7, "Hazards and Hazardous Materials," for additional details regarding  
12 HGS operations and the hazardous footprint.

### 13 **Waterfront Red Car Line and Multi-Use CCT**

14 The Waterfront Red Car Line and CCT would extend west and south from the  
15 Avalon Development District and Avalon Waterfront District to the intersection of  
16 Swinford Street and Harbor Boulevard. They would both extend through PAs 3 and  
17 4.

#### 18 Port Plan in Planning Areas 3 and 4

19 PAs 3 and 4 would not require any amendments to the Port Plan to implement the  
20 proposed Project's Waterfront Red Care Line and CCT. These proposed land uses  
21 are consistent with the Port Plan.

#### 22 PMP in Planning Areas 3 and 4

23 PAs 3 and 4 would not require any amendments to the PMP to implement the  
24 proposed Project's Waterfront Red Care Line and CCT. These proposed land uses  
25 are consistent with the existing land use designation of "Other" identified in the PMP  
26 for these areas.

### 27 **Impact Determination**

#### 28 Avalon Development District (Area B) and Avalon Waterfront District 29 Discretionary Actions

30 Discretionary actions of the proposed Project would include an amendment to the  
31 General Plan (Port of Los Angeles Plan and Wilmington-Harbor City CP) and PMP  
32 to change the jurisdictional boundaries of these plans, resulting in an extension of the  
33 Port Plan and PMP boundary, and a reduction of the Wilmington-Harbor City CP  
34 boundary. In addition, General Plan and PMP amendments would be required to re-  
35 designate land uses that would permit land uses as planned by the proposed Project.  
36 These changes would rectify any inconsistencies or incompatibilities with the  
37 existing General Plan or PMP. Furthermore, an amendment to the Port's zoning  
38 consistency ordinances would be proposed to allow for development of park  
39 elements. Finally, the land use and zone designation of the Olympic Tank Farm  
40 would remain the same, and the possible relocation of the LADWP tank capacity to

1 the Olympic Tank site as a feasible relocation site would be consistent with the land  
2 use designation (Heavy Manufacturing) and the zoning (Heavy Industrial).  
3 Therefore, the proposed Project would be consistent with all land use and zone  
4 designations and impacts would be less than significant.

#### 5 Potential Land Use Inconsistencies: Noise

6 Although the public would be introduced to noise from existing facilities surrounding  
7 the proposed project site that would exceed the General Plan Land Use Compatibility  
8 Guidelines, this would not result in an adverse physical environmental impact (refer  
9 to Section 3.9, “Noise,” for a more thorough discussion of impacts). Generally, rail  
10 traffic would not significantly impact the proposed land and pedestrian bridge. The  
11 proposed visitor-severing commercial land uses at the waterfront would also not be  
12 significantly impacted by the rail traffic located along the existing rail lines.  
13 Furthermore, the proposed park and land bridge would be raised above existing grade  
14 and the only location that would experience noise levels in excess of the threshold  
15 (67 dBA CNEL) is the area at the northern portion of the land bridge where planned  
16 grades do not change from the existing grades. Therefore, areas affected by excess  
17 noise levels from the peaker plants would be limited to edge locations, and land  
18 bridge patrons would be able to move to quieter, interior areas of the park. Since the  
19 existing noise-producing facilities would not result in a significant physical noise  
20 impact, the land use inconsistency as it relates to existing noise levels is less than  
21 significant.

#### 22 Potential Land Use Inconsistencies: Hazards

23 The proposed project would be consistent with the RMP for the following reasons:

- 24 ■ The LADWP Marine Tank Farm site does not contain hazardous materials and  
25 therefore is not subject to a hazardous footprint analysis or the policies of the  
26 RMP.
- 27 ■ The hazardous footprint analysis for aqueous ammonia and Diesel No. 2 at the  
28 HGS shows no overlap with the proposed project.

29 Therefore, the co-location of the interim plan of the proposed Project next to the  
30 LADWP Marine Tank Farm site and the co-location of the proposed Project buildout  
31 next to HGS would be consistent with the RMP. Furthermore, this co-location would  
32 not result in a physical environmental impact. Impacts would be less than significant.

33 The proposed Project would be consistent with all land use designations, and would  
34 not be physically impacted by noise-producing facilities, the LADWP Marine Tank  
35 Farm site, or HGS. Therefore, impacts would be less than significant under LU-1.

36

1                    Mitigation Measures

2                    No mitigation is required.

3                    Residual Impacts

4                    Impacts would be less than significant.

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

8                    Table 3.8-5 below identifies specific goals/objectives/policies contained within the  
9                    following land use documents applicable to the proposed Project, indicates whether  
10                    the goal/policy/objective is consistent with the proposed Project, and includes a  
11                    discussion of the consistency between the goal/policy/objective and the proposed  
12                    Project.

- 13                    ■ SCAG Regional Plans including the RCP, RTP, and RCPG
- 14                    ■ General Plan Framework Element
- 15                    ■ Port of Los Angeles Strategic Plan
- 16                    ■ Port of Los Angeles Plan (part of the City of Los Angeles General Plan)
- 17                    ■ CAAP
- 18                    ■ Los Angeles Green Building Policy
- 19                    ■ Wilmington-Harbor City CP (part of the City of Los Angeles General Plan)
- 20                    ■ San Pedro CP (part of the City of Los Angeles General Plan)



1 **Table 3.8-5.** Proposed Project Consistency Analysis

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<b>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS</b>	
<p><b>3.01</b> The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council (RC) in its RTP and RCP and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</p>	<p>This policy is <b>not applicable</b> to the proposed Project.</p> <p>The proposed Project does not include residential units. Therefore, this policy from the Regional Comprehensive Plan and Guide does not apply to the proposed Project.</p>
<p><b>3.03</b> The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project includes a number of public facilities and expanded utility systems. With the addition of light-industrial businesses and commercial (Retail/Mercado) areas of the proposed Project, there would be an increase in employment opportunities within the Wilmington and surrounding communities. This increase in employment opportunities would also bring increased growth. Upon certification of the EIR, SCAG may use the proposed Project to implement the region’s growth policies.</p>
<p><b>3.04</b> Encourage local jurisdictions’ efforts to achieve a balance between the types of jobs they seek to attract and housing prices.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project includes the development of 150,000 square feet of light industrial uses and some commercial uses. The proposed project area has been designated by the Wilmington-Harbor City CP as an area that should focus on the revitalization efforts in coordination with the Port Development Activities (Policy 2.1-3). The proposed Project would be directed at supporting the commercial and recreational development at the foot of Avalon Boulevard and would enhance the visibility of the area and provide jobs and recreational amenities the public would want to use. Although the proposed Project does not include housing, those living in the area would have an increased opportunity for jobs and recreational amenities via this proposed Project. Since the Wilmington-Harbor City CP has specifically targeted this area for this type of project, the proposed Project would encourage the local jurisdiction of the Wilmington-Harbor City CP efforts to achieve the jobs they seek to attract.</p>
<p><b>3.05</b> Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project includes the infill, development, and enhancement of 150,000 square feet of light industrial use north of Harry Bridges Boulevard. Infrastructure currently exists in this area including roads and utilities needed to support the light industrial uses. The proposed Project would realign and reroute some of the existing utilities to enhance the light</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
	industrial utilization needs.
<p><b>3.06</b> Support public education efforts regarding the costs of various alternative types of growth and development.</p>	<p>This policy is <b>not applicable</b> to the proposed Project.</p> <p>The proposed Project includes the infill, development, and infrastructure to support up to 150,000 square feet of light industrial use north of Harry Bridges Boulevard. Additionally, the proposed Project would provide recreational opportunities in the form of a waterfront promenade and land bridge for open space as well as retail and restaurant uses.</p>
<p><b>3.09</b> Support local jurisdictions’ efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.</p>	<p>This policy is <b>not applicable</b> to the proposed Project.</p> <p>As a proprietary and self-supporting department, the Port is not supported by taxes. Instead, revenue is derived from fees for shipping services such as dockage, wharfage, pilotage, storage, property rentals, royalties, and other Port services. Considered a landlord port, the Port of Los Angeles leases its property to tenants who then, in turn, operate their own facilities. The Port is open to support from SCAG to help minimize the cost of infrastructure and public services within the Port.</p>
<p><b>3.10</b> Support local jurisdictions’ actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The LAHD is a department within the City of Los Angeles, and discretionary permits are reviewed by this department to streamline the process. However, permits are subject to internal review, and all development within the Port is subject to USACE review and approval, as well as review and approval by the City Council, among others. A primary goal of the proposed Project is to ensure that the Port remains vital, responds to future economic goals and needs, and remains competitive.</p>
<p><b>3.11</b> Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The Wilmington-Harbor City CP specifically identifies the proposed project area as one that should be developed with job-inducing land uses. Specifically, Policy 2-1.3 of the Wilmington-Harbor City CPA identifies the need for commercial opportunities at the foot of Avalon Boulevard. The proposed Project would support this local provision created by the local jurisdiction as it would provide commercial and industrial land use. The proposed Project would enhance the visual character of the area and improve accessibility to the area, which would support development and revitalization within the Avalon Development District.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p><b>3.12</b> Encourage existing or proposed local jurisdictions’ programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Elements of the proposed Project include expanded use of the Waterfront Red Car Line, expanded Promenade, pedestrian “water” bridge, 10-acre land bridge, and multi-modal CCT that aims to encourage alternative modes of transportation and increase access to the water’s edge.</p>
<p><b>3.13</b> Encourage local jurisdictions’ plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project is an infill development project that proposes to redevelop underutilized land within the Port and de-industrialize portions of the Port closest to surrounding communities. Mass transit bus lines currently exist along Avalon Boulevard, but do not extend to the waterfront or the proposed project area. However, the proposed Project supports local plans to infill, redevelop, and enhance an existing urban area.</p>
<p><b>3.14</b> Support local plans to increase density of future development located at strategic points along the commuter rail, transit systems, and activity centers.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The Wilmington-Harbor City CP is the local plan to increase light industrial, commercial, and recreational development at the foot of Avalon Boulevard. The CP supports commercial and/or recreational development at the foot of Avalon Boulevard and identifies this area as a focus for revitalization efforts, in coordination with Port development activities. The Wilmington-Harbor City CP aims to conserve, strengthen, and encourage investment in all commercial districts, including the area at the foot of Avalon Boulevard. The proposed Project would increase the density of future development in an area that is identified by the local plan as a strategic point or activity center.</p>
<p><b>3.15</b> Support local jurisdictions’ strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.</p>	<p>This policy is <b>not applicable</b> to the proposed Project.</p> <p>The proposed Project does not include any housing or establish mixed use that would support transit oriented development (TOD). The purpose of the proposed Project is to establish a link between the surrounding community and the waterfront, thereby increasing public access, to provide recreational amenities for the surrounding region, and to provide a modest increase in the light industrial and commercial uses in the area to promote economic growth.</p>
<p><b>3.16</b> Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>A primary purpose of the proposed Project is to create gathering areas and public open spaces, centralize commercial and retail uses, and provide opportunities for residents and visitors to enjoy the Port. The proposed project area is a redevelopment area and recycles</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
	<p>parcels of land that have been underutilized. The local plan to increase light industrial, commercial, and recreational development at the foot of Avalon Boulevard is the Wilmington-Harbor City CP. It supports commercial and/or recreational development at the foot of Avalon Boulevard and identifies this area as a focus for revitalization efforts, in coordination with Port development activities. The Wilmington-Harbor City CP wants to conserve, strengthen, and encourage investment in all commercial districts, including the area at the foot of Avalon Boulevard. Therefore, the proposed Project is consistent with this policy.</p>
<p><b>3.17</b> Support and encourage settlement patterns, which contain a range of urban densities.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project includes a variety of densities. It generally reduces density and reduces uses south of Harry Bridges Boulevard, while increasing densities and infilling the area north of Harry Bridges Boulevard with light industrial uses.</p>
<p><b>3.18</b> Encourage planned development in locations least likely to cause environmental impact.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>An element of the proposed Project is to de-industrialize portions of the Port and to lessen the environmental impact on and from the Port and on adjacent areas. Additionally, the proposed Project would infill, enhance, and redevelop the already developed and urbanized area north of A Street and north of Harry Bridges Boulevard. Since the proposed Project would occur in an existing urban setting, it would generally reduce the overall environmental impact when compared to developing the proposed Project in a non-existing urban setting.</p>
<p><b>3.19</b> Support policies and actions that preserve open space areas identified in local, state and federal plans.</p>	<p>This policy is <b>not applicable</b> to the proposed Project.</p> <p>There are no open space areas within the proposed project area that are identified in local, state, and/or federal plans. The proposed project area consists of existing developed and vacant urbanized land.</p>
<p><b>3.20</b> Support protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.</p>	<p>This policy is <b>not applicable</b> to the proposed Project.</p> <p>There are no vital resources within the proposed project area, including wetlands, groundwater recharge areas, woodlands, or land containing unique and endangered animals. The proposed project area consists of existing developed and vacant industrial land. See Section 3.3, “Biological Resources,” and Section 3.14, “Water Quality, Sediments, and Oceanography,” for additional discussion of these topics.</p>
<p><b>3.21</b> Encourage the implementation of measures aimed at the preservation and protection of recorded and</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p>



<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
unrecorded cultural resources and archeological sites.	The proposed project land use design incorporates elements to safeguard, preserve, and protect recorded and unrecorded cultural resources on site. For additional discussion of these resources and the measures proposed to protect and preserve them, please see Section 3.4, “Cultural Resources.”
<b>3.22</b> Discourage development or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	The proposed Project is <b>consistent</b> with this policy.  The proposed Project is not located in an area with steep slopes or high fire or flooding hazards. The proposed Project is located within an area of seismic hazards. Although specific design measures would be implemented to reduce the risk associated with the known seismic hazards, they cannot eliminate the risk. See Section 3.5, “Geology,” for further discussion of the seismic hazards in the area and a discussion of the design measures.
<b>3.23</b> Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	The proposed Project is <b>consistent</b> with this policy.  This EIR analyzes impacts related to noise, biological resources, water resources, hazards and hazardous materials, and geology and soils (see relevant sections in this chapter). The Emergency Response Plan was discussed in Section 3.7, “Hazards and Hazardous Materials.” Mitigation measures are incorporated where appropriate.
<b>3.27</b> Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide equality to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	The proposed Project is <b>consistent</b> with this policy.  An analysis of Public Services is contained in Section 3.13, “Public Services.” An important element of this proposed Project is to encourage use and enjoyment of the Port by all socioeconomic groups and to ensure access for all. The proposed Project would not charge a fee to use the land bridge or Observation Tower.
<b>Air 5.07</b> Determine specific programs and associated action needed (e.g.: indirect source rules enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	The proposed Project is <b>consistent</b> with this policy.  Please refer to Section 3.11, “Transportation and Circulation—Ground and Marine” of this EIR. The proposed Project includes improvements of traffic circulation on Avalon Boulevard, Broad Street, A Street, and Water Street. Additionally, under the proposed Project the Waterfront Red Car Line/CCT would be extended.
<b>Air 5.11</b> Through the environmental document review process, ensure that plans at all levels of government	The proposed Project is <b>consistent</b> with this policy.

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<p>(regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationship to ensure consistency and minimize conflicts.</p>	<p>Please refer to relevant sections of this EIR, including Section 3.2, “Air Quality and Meteorology,” and Section 3.11, “Transportation and Circulation—Ground and Marine.” This EIR is part of the environmental document review process and thus provides evidence in support of the environmental document review process that air quality, land use, transportation, and economic relationship would be consistent and minimize conflicts. Additionally, the proposed Project would comply with all other plans/documents. The Air Quality section makes an effort to comply with all AQMD documents/plans such as the Air Quality Management Plan. Traffic, air, and noise all make an effort to comply with SCAGs RTIP/RTP. Noise ordinances and general plan elements are reviewed for consistency. Growth management plans are reviewed for consistency with growth-inducing impacts. Therefore, the proposed Project is consistent with this policy.</p>
<p><b>Open Space 9.01</b> Provide adequate land resources to meet the outdoor recreation needs of the present and future residents of the region.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project would provide surrounding and future residents with additional amounts of outdoor recreation opportunities. The proposed Project would include a 10-acre land bridge that includes landscape and hardscape, as well as pedestrian links and bicycle paths to the waterfront. Additionally, the proposed Project would improve and landscape the 1-acre Railroad Green area within the proposed light-industrial development area to provide further recreational opportunities. Furthermore, the waterfront promenade and docks, which include the proposed observation tower and pedestrian water bridge, would further enhance the recreational uses for all residents in the Wilmington and surrounding communities.</p>
<p><b>Open Space 9.02</b> Increase the accessibility to open space lands for outdoor recreation.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project would include pedestrian walkways, promenades, and linkages to the Wilmington Waterfront increasing its accessibility. Additionally, the proposed pedestrian land and water bridges would provide pedestrian connections for Avalon Boulevard and the Entry Plaza to the water’s edge. Furthermore, Avalon Boulevard and Broad Street would be realigned to provide direct access to the promenade and Observation Tower, and adequate parking would be provided.</p>
<p><b>Open Space 9.03</b> Promote self-sustaining regional recreation resources and facilities.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project would be regularly maintained by Port staff. This would include, on a weekly basis, lawn mowing, fountain cleaning, and leaf collection. It would also include graffiti removal when needed. The proposed Project’s open space development would include measures to provide self-sustaining landscaping including low-water-demand</p>

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	plants, trees, and shrubs. It would also include trash removal, pavement power washing, and other maintenance activities. This maintenance would be funded by the Port and has already been included as like-items in the budget.
<b>Open Space 9.04</b> Maintain open space for adequate protection to lives and properties against natural and manmade hazards.	This policy is <b>not applicable</b> to the proposed Project.  The open space that is part of the proposed Project is not being constructed or generated to protect against wildfires or any other natural disaster.
<b>Open Space 9.05</b> Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.	The proposed Project is <b>consistent</b> with this policy.  The proposed Project is not being developed within a hillside or canyon. At no time during construction or operation would the proposed Project be limited to emergency access. The proposed Project would include development that is within a 100-year floodplain, as well as areas that are susceptible to earthquakes, liquefaction, and expansive soils. However, in order to minimize impacts, all development and areas of open space would be built and/or updated to accommodate current county and state building codes for emergency preparedness, as well as including provisions for providing adequate emergency access to all areas of the proposed Project. See Section 3.13, “Public Services,” and Section 3.7, “Hazards and Hazardous Materials,” for further discussion of issues associated with emergency preparedness and emergency equipment.
<b>Open Space 9.08</b> Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species including wetlands.	The proposed Project is <b>consistent</b> with this policy.  The proposed Project would not place development within wetlands or habitats for rare, threatened, or endangered species. The majority of the Project is located within previously disturbed areas—areas containing hardscape. The California least tern and the California brown pelican, listed as endangered species, regularly use the harbor area; however, neither of these species uses the proposed project area or open space for habitat. It is possible, however, that with the development and maintenance of the open-space and park areas within the proposed Project that use of the site by these endangered species would increase.
<b>Water Quality 11.02</b> Encourage “watershed management” programs and strategies, recognizing the primary role of local governments in such efforts.	This policy is <b>not applicable</b> to the proposed Project.  The proposed Project includes the infill, development, and enhancement of the Wilmington Waterfront and the Avalon Development District. This area is at the terminus of the watershed that drains into the L.A. River, which ultimately discharges into the Pacific Ocean. The proposed Project is not large enough to encourage watershed management, and its purpose is not intended to establish programs and strategies for watershed management.
<b>Water Quality 11.07</b> Encourage water reclamation	The proposed Project would be <b>consistent</b> with this goal.

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<p>throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.</p>	<p>The proposed Project would incorporate recycled water into landscaping maintenance and water feature operation. Additionally, the proposed Project would include additional water conservation measures, including low-flow faucets and toilets. The reclaimed water would be provided by the Terminal Island Treatment Plant. Therefore, the proposed Project would reduce reliance on imported water.</p>
<p><b>RTP G1</b> Maximizing mobility and accessibility for all people and goods in the region.</p>	<p>The proposed Project would be <b>consistent</b> with this goal.</p> <p>The proposed Project would incorporate a network of sidewalks, pedestrian crossings, trails, and bridges as well as a promenade to enhance the pedestrian environment. Emphasis would be placed on connecting the Harry Bridges Boulevard buffer with the Wilmington Waterfront, incorporating continuous sidewalks along Lagoon and Broad Avenues, and extending the Waterfront Red Car Line and upgrading its access points for better ridership use and mobility throughout the Port. Additionally, integrating a bicycle lane system and expanded California Coastal Trail to connect to and serve the proposed project area would occur. The proposed Project would connect the waterfront with direct access routes, maximizing mobility and accessibility for people and goods.</p>
<p><b>RTP G3</b> Preserve and ensure sustainable regional transportation system.</p>	<p>The proposed Project is <b>consistent</b> with this goal.</p> <p>There would be realignment and streetscaping of local road systems that would not have an impact on the sustainability of regional transportation systems. The proposed Project would maintain the regional network for truck and rail circulation while, in some cases, removing, realigning, or merging certain secondary roadways (e.g., Avalon Boulevard, Water Street, Broad Avenue) to enhance functionality. The proposed Project would lead to development of a currently underutilized area, improve traffic circulation, and increase commercial and recreational use. This increase of development would lead to more employment opportunities for the surrounding communities. However, when the proposed project employment contributions are compared to employment at the regional, county, and city levels, the project contribution accounts for less than 0.1% of the total employment. Therefore, as increased employment opportunities would not substantially increase commuter traffic, the increased development within the proposed Project would not induce a significant amount of new growth within the local community or regional area that would affect the regional transportation network.</p>
<p><b>RTP G4</b> Maximize the productivity of our transportation system.</p>	<p>The proposed Project is <b>consistent</b> with this goal.</p> <p>The proposed Project would include circulation improvements for Avalon Boulevard, Broad Avenue, A Street, and Water Street. These improvements include realignments to create</p>

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	consistent grid patterns, create more direct routes to the waterfront, and create better circulation patterns in the area. These elements would maximize the productivity of the proposed Project’s transportation system.
<b>RTP G5</b> Protect the environment, improve air quality and promote energy efficiency.	The proposed Project is <b>consistent</b> with this goal.  The proposed Project would implement requirements of the Green Building Policy, the Clean Air Action Plan, and the Sustainability Plan. All efforts would be made to protect those who use the proposed Project from the surrounding industrial environment, while also decreasing the amount of energy used by the project elements by requiring LEED certification levels for new and future buildings. Furthermore, the proposed Project would comply with the existing draft Port-wide sustainable construction guidelines.
<b>RTP G6</b> Encourage land use and growth patterns that complement our transportation investments.	The proposed Project is <b>consistent</b> with this goal.  The proposed Project would include land uses which are desired by the surrounding community: commercial (Retail/Mercado), light industrial, and open space. The redevelopment and enhancement of the waterfront and the inclusion of 150,000 square feet of light industrial uses, and 58,000 square feet of Retail/Mercado uses would increase the number of jobs available to surrounding residents and the community of Wilmington and accommodate growth in the area. The circulation improvements to Avalon Boulevard, Broad Street, A Street, and Water Street would improve system connectivity, as well as improve access to areas of recreation and entertainment for the Wilmington community.
<b>GVP 1.1</b> Encourage transportation investments and land use decisions that are mutually supportive.	The proposed Project is <b>consistent</b> with this principle.  By the proposed Project’s realignment of Avalon Boulevard, and circulation improvements along Broad Street, A Street, and Water street, the proposed Project is encouraging transportation investments related to the commercial (Retail/Mercado), the waterfront promenade, the recreational and open-space parks, and the light-industrial land uses within the proposed project areas.
<b>GVP 1.2</b> Locate new housing near existing jobs and new jobs near existing housing.	The proposed Project is <b>consistent</b> with this principle.  Although the proposed Project does not include any housing or mixed-use communities that would be associated with TOD, the redevelopment and enhancement of the waterfront and the inclusion of 150,000 square feet of light industrial uses, and 58,000 square feet of Retail/Mercado uses would increase the number of jobs available to surrounding residents and the community of Wilmington. Therefore, the proposed Project would locate new jobs near existing housing.

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<b>GVP 1.3</b> Encourage transit-oriented development.	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>Although the proposed Project does not include any housing or mixed-use communities that would be associated with TOD, the proposed Project would include circulation improvements and promenade development that may increase the desire for transit oriented development in the surrounding area. Additionally, the construction and operation of the Waterfront Red Car Line would increase ridership of those people who may live in San Pedro who want to recreate at the waterfront or commute to their jobs north of Harry Bridges Boulevard.</p>
<b>GVP 1.4</b> Promote a variety of travel choices.	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project would provide many different options for travel. Along with obvious motor vehicle transportation opportunities, the development of the Waterfront Red Car Line would provide transit and commuter services to the surrounding community throughout the Port, while the land and water bridge would provide pedestrian modes of travel (e.g., walking and biking).</p>
<b>GVP 2.1</b> Promote infill development and redevelopment to revitalize existing communities.	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project would include the redevelopment of the waterfront and the inclusion of 150,000 square feet of light industrial uses, 58,000 square feet of Retail/Mercado uses, and 12,000 square feet of restaurant. This development would all occur as infill or the redevelopment of vacant industrial lots. Furthermore, it would provide additional jobs, and would enhance and revitalize the waterfront and recreational opportunities for the surrounding communities, increasing waterfront tourism and resident uses.</p>
<b>GVP 2.2</b> Promote developments, which provide a mix of uses.	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project would include 150,000 square feet of light industrial uses, and 58,000 square feet of Retail/Mercado uses. Tenants for the retail and industrial uses have yet to be chosen; however, the open Request for Proposals (RFP) for tenants would encourage mixed retail and commercial development. Additionally, the proposed Project would include recreational uses, industrial uses, and a mix of commercial uses, further increasing consistency with this goal.</p>
<b>GVP 2.3</b> Promote “people scaled” walkable communities.	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project does include recreational and open space amenities which would be utilized by the Wilmington community and perhaps communities in the greater Los Angeles area. It encourages walking by including parks and open-space areas with accessible and</p>

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	aesthetically pleasing pedestrian paths (i.e., Land Bridge, Water Bridge, Railroad Green, and Waterfront Promenade). Furthermore, the streetscape enhancements north of Harry Bridges Boulevard and the Railroad Green would encourage employees and business owners to walk in their community and enjoy the outdoors.
<b>GVP 2.4</b> Support the preservation of stable, single-family neighborhoods.	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project does not include the development of single-family neighborhoods. However, it does include recreational and open-space amenities that would be utilized by the single-family neighborhoods of the Wilmington community and perhaps neighborhoods of the greater Los Angeles area. These recreational and open-space amenities would provide outdoor activities for the surrounding neighborhoods. Specifically the parks provided as part of the proposed Project would encourage more outdoor family-oriented activities. Providing areas for families and/or individuals to take their children, exercise, or hold special events would increase the stability of the single-family neighborhoods.</p>
<b>GVP 3.1</b> Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	<p>This principle is <b>not applicable</b> to the proposed Project.</p> <p>The proposed Project does not include the construction of homes.</p>
<b>GVP 3.2</b> Support educational opportunities that promote balanced growth.	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project would provide direct public access and viewing areas for public enjoyment and education. The proposed Project would provide a 10-acre land bridge providing public access from the Wilmington community to the waterfront. Additionally, the proposed Project includes a promenade at the water’s edge, viewing piers, and an Observation Tower, all of which provide public access and viewing areas along the waterfront of the proposed project area. Finally, the proposed Project would include interpretive displays regarding the historical maritime activities of Wilmington and the Port, providing educational opportunities.</p>
<b>GVP 3.3</b> Ensure environmental justice regardless of race, ethnicity or income class.	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project would provide recreational opportunities, and open space within an area and community that historically has generally lacked these elements. Furthermore, the proposed project elements are for use free of charge regardless of race, ethnicity, or income class. The proposed Project would further connect the communities of San Pedro and Wilmington with the development of the Waterfront Red Car Line, providing economical travel and commuter opportunities between the two areas.</p>

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<p><b>GVP 3.4</b> Support local and state fiscal policies that encourage balanced growth.</p>	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project would encourage balanced growth by providing jobs and commercial development in a community that has expressed desire for it, per the Wilmington-Harbor City CP. Additionally, the surrounding communities currently have adequate available housing opportunities for the increased development and the expected amount of increased growth. Furthermore the proposed Project’s ground leases within the development districts of the Avalon Development District, through rental charges and fees, would support a portion of the development costs of the proposed Project, supporting fiscal policies.</p>
<p><b>GVP 3.5</b> Encourage civic engagement.</p>	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>This EIR included a comprehensive public outreach process to ensure public participation and comments. Furthermore, the development of the proposed Project has been an active planning process with the Wilmington community, starting with the input received by the community to prepare the Wilmington Waterfront Development Final Plan in 2004. Four community workshops were conducted after this plan to receive community input, review, and comments. The Port has coordinated with the community throughout the entire Wilmington Waterfront Development planning process. The process was inclusive of all who wished to comment and participate in the Port renovation and rehabilitation.</p>
<p><b>GVP 4.1</b> Preserve rural, agricultural, recreational, and environmentally sensitive areas.</p>	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>There are no rural, agricultural, or environmentally sensitive areas in the proposed project area. The proposed Project would be constructed and operated in a built out section of the Port and the built out community of Wilmington. The proposed Project primarily consists of recreational and open space amenities including the 10-acre land bridge, the Railroad Green, the waterfront promenade, the Observation Tower, and the hardscaped plazas. Therefore, the proposed Project would enhance the recreational opportunities of an area that currently has very few.</p>
<p><b>GVP 4.2</b> Focus development in urban centers and existing cities.</p>	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project would be redeveloping an area that is currently urbanized within the Port and the Wilmington-Harbor City CPA. Furthermore, this area is identified specifically by the Wilmington-Harbor City CP as having important commercial and recreational value that is to be developed for commercial and recreational uses.</p>
<p><b>GVP 4.3</b> Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution, and</p>	<p>The proposed Project is <b>consistent</b> with this principle.</p> <p>The proposed Project would have minimal amounts of indirect increased growth</p>



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significantly reduce waste.	(approximately less than 0.1% when compared to regional growth; see Section 3.10, “Population and Housing”). However, to accommodate the small amount of increased growth in the surrounding communities the proposed Project would implement goals, policies, and techniques described within the Green Building Policy (e.g., LEED Certification mandates), the Sustainability Plan, and the Clean Air Action Plan, all of which have been discussed earlier in this section.
<b>GVP 4.4</b> Utilize “green” development techniques.	The proposed Project is <b>consistent</b> with this principle.  The proposed Project would implement goals, policies, and techniques described within the Green Building Policy (e.g., LEED Certification mandates), the Sustainability Plan, and the Clean Air Action Plan, all of which have been discussed earlier in this section.
GENERAL PLAN FRAMEWORK ELEMENT	
The General Plan Framework Element provides guidelines for future updates of the City’s community plans. It does not supersede the more detailed community or specific plans.	The proposed Project is <b>consistent</b> overall with this element.  The proposed Project would overall support the goals, objectives, and policies of the three community plans in and around the proposed project area: the Port Plan, the Wilmington-Harbor City CP, and the San Pedro CP. The boundary adjustment to incorporate area south of Harry Bridges Boulevard into the Port Plan and PMP would not result in a significant impact on the Wilmington-Harbor City CP area. The boundary adjustment would maintain and be consistent with all applicable goals, objectives, and policies of these three community plans.
<b>Open Space Policy:</b> Consider Open Space as an integral ingredient of neighborhood character	The proposed Project is <b>consistent</b> with this policy.  The proposed Project would bring additional open space and recreational opportunities to an existing industrial area and would link the Wilmington community to the waterfront. As described in more detail below under the Wilmington-Harbor City CP Goal 4, Objectives 4-2 and 4-4 regarding recreation, the proposed Project area is an integral ingredient to the Wilmington community; and by providing the additional open space, parks, and plazas, the proposed Project would enhance the open space of the neighborhood character of Wilmington and the character of the region.
<b>Open Space Policy:</b> Consider urban forms of open space, such as small parks, pedestrian districts, community plazas, and similar elements.	The proposed Project is <b>consistent</b> with this policy.  The proposed Project provides approximately 10 acres of open space within an urban setting and creates a waterfront promenade with community plazas and gathering areas. Furthermore, the Railroad Green (located north of Harry Bridges Boulevard) is a small park within the urban setting of the light industrial and manufacturing land uses and zoning that

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	will remain.
<b>Economic Policy:</b> Provide sufficient land to support economic development activities.	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project retains the existing land use and zoning designations of all light industrial and manufacturing north of Harry Bridges Boulevard and the commercial area south of Harry Bridges Boulevard between Marine and Broad Avenues. Under the proposed Project this area would be developed with 150,000 square feet of light industrial uses and 58,000 square feet of commercial uses. Therefore, the proposed project would promote and encourage economic development in this area.</p>
<b>Economic Policy:</b> Retain current industrial land use classifications to provide adequate quantities of land for emerging industrial sectors, except where such lands are unsuitable for such purposes	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project retains the existing land use and zoning designations of all light industrial and manufacturing north of Harry Bridges Boulevard and the commercial area south of Harry Bridges Boulevard between Marine and Broad Avenues. Under the proposed Project this area would be developed with 150,000 square feet of light industrial uses and 58,000 square feet of commercial uses. Therefore, the proposed project would promote and encourage economic development in this area.</p>
<b>Economic Policy:</b> Facilitate the operations of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy, supporting planned expansion and modernization.	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project is located within the Port area, and would expand the Port Plan and PMP jurisdictional boundaries to include the area south of Harry Bridges Boulevard. This area would be developed with 58,000 square feet of commercial uses immediately south of Harry Bridges Boulevard between Marine and Broad Avenues and would develop 12,000 square feet of commercial uses at the waterfront. Utilizing the proximity to the Port as an important economic driver, all area north of Harry Bridges Boulevard and south of C Street would be developed with 150,000 square feet of light industrial using the existing land use and zoning.</p>
<b>Economic Policy:</b> Promote the re-use and recycling of deteriorated commercial and industrial districts.	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Currently much of the land within the proposed Project area is vacant or under-utilized industrial and commercial land. The proposed Project would provide an additional 150,000 square feet of light industrial and a total of 70,000 square feet of commercial to the proposed project area, making use of the existing vacant and under-utilized commercial and industrial area. The proposed Project would attract this development by upgrading the street infrastructure and providing amenities such as the Railroad Green and the waterfront promenade.</p>

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<p><b>Transportation Policy:</b> Enhance pedestrian circulation and bicycle access to centers and mixed-use boulevards.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Although the foot of Avalon Boulevard is technically not defined as a mixed-use boulevard in the Wilmington-Harbor City CP, the proposed Project would enhance pedestrian use and circulation in the area through the addition of the CCT and the upgrades to the street infrastructure. Furthermore, the downgrade of Avalon Boulevard from a collector street to a local street from Harry Bridges Boulevard south to its terminus at Water Street would allow the roadway to be vacated between Broad Avenue and Harry Bridges Boulevard. This downgrade would require amending the circulation plan of the City’s General Plan. The Avalon Boulevard change would be justified by the fact that Avalon Boulevard “dead ends” into a private, Port-owned street, and serves only Port-owned property.</p>
<p>PORT OF LOS ANGELES STRATEGIC PLAN</p>	
<p>Ensure the Port maintains and efficiently manages a diversity of cargo and land uses; maximize land use compatibility and minimize land use conflicts.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The Strategic Plan initiatives note that the Port has long-range plans to “develop a comprehensive land use plan that recognizes the needs of commerce and recreation; establish land areas that consolidate liquid bulk storage facilities; retain economically viable breakbulk operations; promote the expansion of water-dependent institutional/research facilities and develop appropriate recreational facilities.” Overall, the proposed Project includes amendments to the PMP and the zoning to incorporate the recreational and open space uses of the proposed Project into the proposed Project area, which would effectively maximize land use compatibility and minimize land use conflicts by removing industrial uses for an area that would be recreation, open space, and commercial uses.</p> <p>Furthermore, the proposed Project supports the Strategic Plan initiative by providing recreation and promoting the development of water-dependent institutions (i.e., waterfront promenade and interpretive displays) and developing appropriate recreational facilities (i.e., Observation Tower, waterfront promenade, land bridge).</p> <p>The proposed Project is located within an area that is primarily industrial. However, as discussed above under Impact LU-1, the existing industrial uses (LADWP Marine Tank Farm Site and those uses to remain [HGS and peaker plants]) would not pose an adverse physical environmental impact. Furthermore, the proposed Project and these industrial land uses would be consistent with the PMP RMP. Therefore, there is no inconsistency with the land use compatibility</p>

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<p>Define and address infrastructure requirements needed to support safe, environmentally friendly, and efficient goods movement throughout the region.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Transportation studies conducted as part of this EIR address this issue directly. See Section 3.11, “Transportation and Circulation—Ground and Marine,” for analysis and mitigation measures. However, as transportation relates indirectly to land use, the proposed Project supports safe, environmentally friendly, and efficient goods movement throughout the proposed project area. The proposed Project would utilize the Waterfront Red Car Line to connect people to and from the Wilmington Waterfront to San Pedro and the San Pedro community. Additionally, the proposed Project includes the realignment of Avalon Boulevard, Broad Avenue, and Water Street to support a safe and direct route to connect the Wilmington community to the proposed Project’s land bridge and the Wilmington Waterfront Promenade.</p>
<p>Transform the Port of Los Angeles into the greenest port in the world by raising environmental standards and enhancing public health.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project has been subject to the Clean Air Action Plan (CAAP) and has undergone CEQA analysis in this document, and, where appropriate, mitigation measures have been imposed as an implementation strategy. Sections of this EIR create and implement action plans for clean water, clean soil, and clean groundwater. Specifically, the proposed Project includes the removal of hazardous materials and the remediation of hazardous areas. Additionally, the proposed Project would actually reduce the intensity of the land use of the area by removing industrial uses and replacing them with recreational amenities and open space. The proposed Project includes the removal of the DWP tanks to complete the full buildout of the 10-acre land bridge to connect the Wilmington community with the waterfront. Additionally, the proposed Project includes the redevelopment and enhancement of the existing industrial area north of Harry Bridges Boulevard to support future tenants that would operate in LEED-certified buildings and would specialize in “green industries” and/or “green technologies,” the definition of which is still in progress. Although the proposed Project would bring individuals within close proximity to pipelines and diesel emissions, these individuals would spend several hours, or a weekend at most, within close proximity to these hazards, thus minimizing the overall lifetime exposure.</p>
<p>Strengthen relations with local community members through meaningful interaction and community focused programs.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>This EIR included a comprehensive public outreach process to ensure public participation and comments. Furthermore, the development of the proposed Project has been an active planning process with the Wilmington community, starting with the input received by the community to prepare the Wilmington Waterfront Development Final Plan in 2004. Four community workshops were conducted after this plan to receive community input, review,</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
	and comments. The Port has coordinated with the community throughout the entire Wilmington Waterfront Development planning process. The process was inclusive of all who wished to comment and participate in the Port renovation and rehabilitation.
Realize the potential of the diversity of L.A.’s population by expanding opportunity and inclusion. Develop more and higher quality jobs.	The proposed Project is <b>consistent</b> with this policy.  The 150,000 square feet of redeveloped and enhanced light industrial uses north of Harry Bridges Boulevard and the 70,000 square feet of commercial uses (retail/restaurant/Mercado) along the waterfront and in the Avalon Development District, under the proposed Project, would provide jobs. It is anticipated the majority of these jobs would be served by local residents of the Wilmington community and possibly the San Pedro community.
PORT OF LOS ANGELES PLAN—CITY OF LOS ANGELES GENERAL PLAN	
<b>Objective 1:</b> To maintain the Port of Los Angeles as an important local, regional, and national resource and to promote the orderly and continued development of the Port so as to meet the needs of foreign and domestic waterborne commerce and commercial fishing industry and public recreational users.	The proposed Project is <b>consistent</b> with this objective.  The proposed Project addresses land use and regulatory strategies to ensure the Port continues to be an economically vibrant hub for foreign and domestic commerce, while providing and enhancing a spectrum of recreational opportunities within the Port.
<b>Objective 2:</b> To establish standards and criteria for the long-range orderly expansion of the Port by the eventual aggregation of major functional and compatible land and water uses under a system of preferences which will result in the segregation of related Port facilities and operations into functional areas.	The proposed Project is <b>consistent</b> with this objective.  The proposed Project would include recreation and commercial uses (retail and restaurants) that are segregated from existing industrial and Port-related uses where appropriate. The PMP amendment and zone change would allow for the proposed Project to operate in a functional area. The proposed Project would include the operation of a pedestrian walkway, water feature, and interim park adjacent to existing DWP tanks prior to the removal of those tanks. This co-location would be inconsistent with Policy 2 as it relates to the segregation of facilities and operations into functional areas. However, the temporary inconsistency would allow for the full buildout of the proposed Project, including the proposed land bridge, which would occupy the location of the existing DWP tanks. The full buildout of the proposed Project would eliminate the temporary nonsegregated land use issue based on functional areas, causing the temporary inconsistency between the proposed Project and Policy 2. Therefore, the proposed Project is consistent with Policy 2.
<b>Objective 3:</b> To coordinate the development of adjacent communities as set forth in the community plans for San Pedro and Wilmington-Harbor City; the	The proposed Project is <b>consistent</b> with this objective.  Extensive public outreach ensured that adjacent communities were able to communicate their needs, desires, and concerns with how the Port development would impact them. PAs

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<p>development of the neighboring Port of Long Beach; and the redevelopment plans for the Beacon Street area in San Pedro and the Los Angeles Harbor Industrial Center in Wilmington.</p>	<p>4 and 3 are distinct from the San Pedro Community Plan area, but the shared John S. Gibson Boulevard, Front Street, and Pacific Avenue would be designed to ensure a safe pedestrian/vehicular/Waterfront Red Car Line interface. PA 5 of the Port is currently distinct from the Wilmington-Harbor City Plan area and the Avalon Development District; however, under the proposed Project the jurisdictional boundaries of the Port Plan and PMP would be amended to include all land north of Water Street, south of C Street, and in between Broad and Lagoon Avenues. Once the amendment occurs, the shared boundaries of the Port Plan and PMP with the Wilmington-Harbor City CP would be C Street, Broad Avenue, and Lagoon Avenue. Broad Avenue would be designed to ensure a safe pedestrian and vehicle interface by its realignment. Additionally, C Street and Lagoon Avenue would be streetscaped to provide for proper and safe pedestrian access. The proposed land bridge would be built up and over Water Street to route pedestrians away from vehicle and rail traffic.</p> <p>Finally, the proposed Project that is currently within the jurisdictional boundaries of the Wilmington-Harbor City CPA does coordinate the development of this area as outlined in the CP. The CP has a number of goals, objectives, and policies directly related to the proposed Project area to develop it as an industrial and commercial hub, with recreational amenities enhancing the waterfront and expressly connecting the Wilmington community with their waterfront. The proposed Project satisfies the goals, objectives, and policies of the Wilmington-Harbor City CP by proposing the infill, redevelopment, and enhancement of 150,000 square feet of light industrial use north of Harry Bridges, and by proposing 70,000 square feet of commercial use throughout the proposed project area. Additionally, the proposed Project connects the Wilmington community to the waterfront via the 10-acre land bridge and by realigning Avalon Boulevard and Broad Avenue.</p>
<p><b>Objective 4:</b> To assure priority for water and coastal dependent development within the Port while maintaining and enhancing coastal zone environment and public views of and access to coastal resources.</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>Development in the Port would include recreational and commercial uses (including retail and restaurants), which would be coastal dependent and supportive. Public views and access to the coastal resources would be protected and enhanced by improved vehicular and pedestrian linkages to the waterfront via the land bridge, the realigned Avalon Boulevard, Broad Avenue, and Water Street, the waterfront promenade, and the Observation Tower.</p>
<p><b>Objective 5:</b> To permit the Port to have flexibility to adequately respond in its development processes to the pressures and demands placed upon it by:</p> <p>a. changing technologies in the ocean and land</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>The proposed Project attempts to respond to evolving needs, desires, and economic pressures of the Port by providing recreational opportunities, tourist-oriented commercial development, and needed parking; and by expanding the Waterfront Red Car Line to</p>

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<p>movement of waterborne commerce;</p> <p>b. changing patterns in the commodity mix and form of waterborne commerce;</p> <p>c. changing developments in the Port of Long Beach and the surrounding residential and industrial areas adjacent to and affected by the Port;</p> <p>d. changes in laws and regulations affecting the environmental and economic uses of the Port; and</p> <p>e. changes in other U.S. ports affecting the Port's competitive position.</p>	<p>provide service to more residents and visitors in a more efficient and safe manner. Additionally, the proposed Project includes 150,000 square feet of light industrial infill and redevelopment that would foster “green businesses” and “green technologies” (e.g., retrofitting diesel engines). Finally, the light industrial development would maintain the minimum LEED certification, per the Green Building Policy.</p>
<p><b>Objective 7:</b> To promote efficient transportation routes within the Port consistent with external systems to employment, waterborne commerce, commercial and recreational areas.</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>Circulation improvements as part of the proposed Project include the straightening of Avalon Boulevard to maintain consistency with the street grid pattern, realignment of Broad Avenue to create a more direct route through the area, and the relocation of Water Street to open the area nearest the water's edge for additional public improvements. There would also be incorporation of a network of sidewalks, pedestrian crossings, and trails to enhance the pedestrian environment along streets in the proposed project area and to connect external pedestrian systems in the Wilmington area to the recreational and commercial areas in the Port. A contiguous and continuous multi-modal pedestrian promenade along the waterfront would separate vehicles from pedestrians and provide people with various ways to move through the Port area and public open spaces. Additionally, the land bridge would also separate vehicles from pedestrians and provide people with a route to access the recreational and commercial amenities at the waterfront</p>
<p><b>Objective 9:</b> To minimize conflicts between vehicular, pedestrian, railroad, and harbor-oriented industrial traffic, tourist and recreational traffic and commuter traffic patterns within the Port.</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>Segregated land uses, realigned roads (Avalon Boulevard), Waterfront Red Car Line realignment, multi-modal pedestrian walkways, and parking would minimize conflicts between the various means of traffic and pedestrians. There would also be incorporation of a network of sidewalks, pedestrian crossings, and trails to enhance the pedestrian environment along streets in the proposed project area and to connect external pedestrian systems in the Wilmington area north of C Street and east of Broad Avenue, as well as to the Harry Bridges Buffer area west of Lagoon Avenue to the recreational and commercial areas</p>

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	<p>in the Port. A contiguous and continuous multi-modal pedestrian promenade along the waterfront would separate vehicles from pedestrians and provide people with various ways to move through the Port area and public open spaces. Additionally, the land bridge would also separate vehicles from pedestrians and provide people with a route to access the recreational and commercial amenities at the waterfront</p>
<p><b>Objective 12:</b> To stimulate employment opportunities for workers residing in adjacent communities, such as San Pedro and Wilmington.</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>The proposed Project would include commercial uses (retail and restaurants) that would increase the employment opportunities for workers residing in adjacent communities. Additionally, the proposed Project includes streetscaping treatments to attract light industrial development and plans for the future infill, development, and redevelopment of 150,000 square feet of light industrial uses in this area north of Harry Bridges Boulevard. The proposed light industrial use would provide employment opportunities for people living in Wilmington and possibly San Pedro.</p>
<p><b>Policy 2.</b> Marina, marina-related facilities and recreational boating facility projects, to the extent feasible, shall be designed and located so as not to interfere with the harbor-related needs of the commercial fishing industry or of vessels engaged in waterborne commerce, transportation or services.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Proposed waterfront development includes a waterfront promenade and two floating docks located at the edge of Slip No. 5 in the existing PA 5. There is no commercial fishing in this area, and the waterborne commerce of Catalina Freight would be relocated to another area of the Port, under a separate project. The floating docks would serve recreational water users and potentially a water taxi. Therefore, the waterfront promenade and floating docks would not interfere with any harbor-related needs of the commercial fishing industry or vessels engaged in waterborne commerce. And the floating docks may actually support waterborne transportation services via the proposed waterborne taxi.</p>
<p><b>Policy 5.</b> When a facility project involving a change in either land or water use is proposed for those areas in the Port which are adjacent or contiguous to residential, commercial or industrial areas in the surrounding communities, an analysis of the location, design effect and operation of the proposed facility shall be made to ensure the compatibility of such a Port facility with the provisions of the Risk Management Plan and with existing and/or planned uses in adjacent areas.</p>	<p>The proposed Project is <b>consistent</b> overall with this policy.</p> <p>Proposed project uses would be segregated and themed where appropriate. All aspects of the proposed Project have been subjected to community participation and review by the public and a wide range of public officials. There are no residential uses in the proposed project area or located along the proposed project boundaries. Currently, there are industrial uses located in the proposed project area, north of Harry Bridges Boulevard along the Avalon Development District, that would be redeveloped and enhanced to support 150,000 square feet of light industrial activities under the proposed Project. This redevelopment and enhancement would be compatible with the surrounding industrial and commercial development. The proposed Project would include the operation of a pedestrian walkway and water feature adjacent to existing DWP tanks prior to the removal of those tanks. Since the commodities stored and handled at the LADWP Marine Tank Farm are not hazardous,</p>



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	they are not subject to a hazardous footprint analysis or the policies of the PMP RMP (see Section 3.7, “Hazards and Hazardous Materials,” for additional discussion on the LADWP commodities ).
<p><b>Policy 6.</b> The highest priority for any water or land area use within the jurisdiction of the Port shall be for developments that are completely dependent on harbor water areas and/or harbor land areas for their operations.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project includes the waterfront area along Slip No. 5. This area would consist of the waterfront promenade, open spaces along the waterfront, and the floating docks. These uses would be dependent upon the harbor water areas and would connect the Wilmington community to their maritime heritage and their historical relationship with the Port.</p>
<p><b>Policy 7.</b> Decisions to undertake individual and specific development projects shall be based on considerations of alternative locations and designs to minimize environmental impacts.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Two design alternatives are being proposed as part of this EIR to ensure the development would occur in the most environmentally sensitive manner.</p>
<p><b>Policy 8.</b> In designing and constructing facilities in upland and waterfront areas for public recreation, including boating facilities and marinas, adequate public access shall be provided.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Contiguous and continuous public access from the Wilmington community to the waterfront is an important element of the proposed Project. Promenade, multi-modal pedestrian paths, and public open space would be included as part of the proposed Project. Additionally, the land bridge would be the primary connection from the Wilmington community and Harry Bridges Boulevard to the waterfront and waterfront promenade. Finally, the realignment of Avalon Boulevard and Broad Street would provide public access to the public recreation opportunities along the waterfront.</p>
<p><b>Policy 11.</b> It shall be long-range Port development policy to have facilities used for the storage or transfer of hazardous liquid and hazardous dry bulk cargoes that are inappropriately located, phased out, and relocated to more appropriate sites in areas relatively remote from adjacent communities. Such policy shall be subject to the following criteria: (1) changes in economic conditions that affect types of commodities traded in waterfront commerce; (2) the economic life of existing facilities handling or storing hazardous cargoes; and (3) precautions deemed necessary to maintain national security.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project includes the phase out of the LADWP Marine Tank Farm site for the development of a park, public space, and other-visitor serving amenities.</p>

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<p><b>Policy 12.</b> Adequate fire and hazard protection facilities and equipment, which meet with the approval of the City of Los Angeles Fire Department, shall be provided in accordance with the Risk Management Plan.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Existing fire department facilities are adequate to serve the proposed project area. See Sections 3.12, “Utilities,” and 3.13, “Public Services,” for additional discussion of public services.</p>
<p><b>Policy 13.</b> Road, rail and access systems within the Port and connecting links with road, rail and access systems outside of the Port shall be located and designed to provide necessary, convenient and safe access to and from land and water areas consistent with the long-term preferred uses for the Port and consistent with the applicable elements of the City of Los Angeles General Plan and the Local Coastal Program.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>All transportation systems within the Port have been carefully designed to promote an efficient and safe interface between vehicles of various types and pedestrians. The proposed Project does include connecting links outside the Port, specifically the realignment of Avalon Boulevard and Broad Avenue and the relocation of Water Street. Additionally, the proposed land bridge would provide safe waterfront access from Harry Bridges Boulevard south to the waterfront over the existing railroad tracks and the realigned Water Street. These transportation improvements would be done to make the Wilmington Waterfront even more accessible and safe.</p>
<p><b>Policy 14.</b> Programs designed to improve or modify roadway circulation in the Port shall be developed, in part, to eliminate: hazardous situations caused by inadequately protected rail/highway crossings; dual use of streets (by rails in the pavement); service and other roads crisscrossing the tracks; and random use of land areas by both highway and rail movement.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Roadway circulations within the Port would be improved and modified to promote safe interfaces between pedestrians and vehicles. Intersections would be enhanced where necessary. The Waterfront Red Car Line would be routed along John S. Gibson Boulevard, Pacific Avenue, and Front Street to ensure the safest route. Additionally, the construction of the land bridge would separate vehicle and rail traffic from pedestrians accessing the waterfront.</p>
<p><b>Policy 16.</b> Location, design, construction and operation of all new or expanded development projects under the Port’s jurisdiction shall be based on the latest safety standards appropriate to the intended facility.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>All aspects of design of the proposed Project would be reviewed by appropriate Port staff to ensure any and all safety standards and measures have been adhered to.</p>
<p><b>Policy 18.</b> Port development projects shall be consistent with the specific provisions of this Plan, the certified Port Master Plan, the California Coastal Act of 1976 and other applicable federal, state, county and municipal laws and regulatory requirements.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed project amendments to the PMP, GP, and zoning would ensure consistency. Furthermore, as discussed throughout this Land Use section, the proposed Project would be consistent with local, state, and federal regulations for the Port.</p>
<p><b>Policy 19.</b> The following long-range preferred water and land uses shall guide future Port development:</p>	<p>The proposed Project is <b>inconsistent</b> with this policy.</p>

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<p><i>Area 5 West Channel/Cabrillo Beach:</i> Non-hazardous liquid and non-hazardous dry bulk cargo (within the parameters of Policy no. 11), general cargo, commercial fishing operations, and Port-related commercial and industrial uses.</p> <p><i>Area 4 West Bank:</i> Non-hazardous general cargo operations and Port-related industrial uses.</p> <p><i>Area 3 West Turning Basin:</i> Non-hazardous general cargo operations, commercial shipping and other heavy commercial and industrial uses.</p>	<p>The existing long-range preferred water and land uses in PAs 5, 4, and 3 primarily included the storage of bulk cargo and general cargo. The proposed Project includes amendments to change the PMP, GP, and Zoning to allow for open space, recreational, and commercial uses.</p> <p>However, this inconsistency does not result in a significant physical environmental effect. It results in a beneficial environmental effect by providing additional recreational amenities to the area in the form of open space, linking the waterfront to the Wilmington community in the form of a land bridge, and providing additional commercial and light industrial jobs in the Wilmington community.</p>
<p><b>Policy 20.</b> Since the Port provides an ideal environment for educational purposes such as oceanographic and marine research, the development of educational and research facilities shall be appropriate institutional uses in land or water areas of the harbor where they will not interfere with other Port-dependent preferred uses.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>Recreation, community, and educational facilities (e.g., the Observation Tower, the Banning’s Landing Community Center, and the Waterfront Red Car Museum) would provide various educational opportunities. Additionally, the land bridge would include interpretive and interactive educational components about the Port and Wilmington.</p>
<p>SAN PEDRO BAY PORTS CLEAN AIR ACTION PLAN</p>	
<p><b>Standard 1:</b> Projects must meet the 10 in 1,000,000 excess cancer risk threshold, as determined by health risk assessments conducted during CEQA review and implemented through required CEQA mitigations associated with lease negotiations.</p>	<p>The proposed Project is <b>consistent</b> with this standard.</p>
<p><b>Standard 2:</b> Projects that exceed the SCAQMD CEQA significance thresholds for criteria pollutants must implement the maximum available controls and feasible mitigations for any emissions increases.</p>	<p>The proposed Project is <b>consistent</b> with this standard.</p> <p>The proposed Project could potentially exceed the SCAQMD–CEQA significance threshold for criteria pollutants by increasing the number of visitors and thereby increasing vehicle trips. However, the proposed Project includes a general reduction in the intensity of land uses south of Harry Bridges Boulevard by removing existing industrial uses and replacing them with recreational use and open space. This would reduce the amount of pollutants when compared to existing land uses. The proposed Project would implement maximum</p>

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	available controls and feasible mitigation measures in order to lower the impacts on air quality in the proposed project area. See Sections 3.2, “Air Quality and Meteorology,” and 3.11, “Transportation and Circulation—Ground and Marine,” for additional information.
PORT OF LOS ANGELES GREEN BUILDING POLICY	
New Construction (e.g., office buildings) 7,500 square feet or greater, without compromising functionality, will be designed to a minimum level of LEED NC Gold.	<p>The proposed Project is <b>consistent</b> with this standard.</p> <p>The proposed Project includes a total of 70,000 square feet of commercial use (12,000 square feet of restaurant space; 58,000 square feet of Retail/Mercado space) and 150,000 square feet of light industrial use. Currently there are no proposed or known tenants for this development. Future tenant occupation would be based on an Open Port RFP process that would incorporate conditions for each tenant’s ability to meet LEED Certification and the Port’s minimum level requirements.</p>
New Construction (e.g., marine utilitarian buildings such as equipment maintenance), without compromising functionality, will be designed to a minimum level of LEED NC Silver.	<p>The proposed Project is <b>consistent</b> with this standard.</p> <p>The proposed Project includes a total of 70,000 square feet of commercial use (12,000 square feet of restaurant space; 58,000 square feet of Retail/Mercado space) and 150,000 square feet of light industrial use. Currently there are no proposed or known tenants for this development. Future tenant occupation would be based on an Open Port RFP process that would incorporate conditions for each tenant’s ability to meet LEED Certification and the Port’s minimum level requirements.</p>
Existing Buildings of 7,500 square feet or greater will be inventoried as evaluated for their applicability to the LEED Existing Building Standards. Priority for certification will be determined by building operation and maintenance procedures.	<p>The proposed Project is <b>inconsistent</b> with this standard.</p> <p>Under the proposed Project, no existing buildings would be assessed and upgraded/updated on their individual ability to meet LEED Certification and the Port’s minimum level requirements. Only new buildings that the Port would own or would occupy would be for LEED certification.</p>
All other buildings will be designed or constructed to meet the highest achievable LEED standard to the extent feasible for the building’s purpose.	<p>The proposed Project is <b>consistent</b> with this standard.</p> <p>The proposed Project includes a total of 70,000 square feet of commercial use (12,000 square feet of restaurant space; 58,000 square feet of Retail/Mercado space) and 150,000 square feet of light industrial use. Currently there are no proposed or known tenants for this development. Future tenant occupation would be based on an Open Port RFP process that would incorporate conditions for each tenant’s ability to meet LEED Certification and the Port’s minimum level requirements.</p>
All Port buildings will include solar power to the	The proposed Project is <b>consistent</b> with this standard.

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<p>maximum extent feasible, as well as incorporation of the best available technology for energy and water efficiency.</p>	<p>The proposed Project would incorporate energy efficient designs into construction and development of new buildings. In addition, the proposed Project would incorporate photovoltaics on the shade pavilions, with a goal of providing up to 12.5% of the proposed Project’s energy needs through solar power.</p>
<p>WILMINGTON-HARBOR CITY COMMUNITY PLAN</p>	
<p>Under the proposed Project the Port Plan and PMP may be amended to expand their respective jurisdictional boundaries and, therefore, would ultimately be the land use documents that would control approximately ¾ of the proposed project area that is currently under the jurisdiction of the Wilmington-Harbor City CP. Although this area would be ultimately under the control of the Port Plan and the PMP, the analysis below identifies the goals, objectives, and policies of the Wilmington-Harbor City CP and their consistency with the proposed Project. However, it should be noted that even without the boundary change, the proposed Project is consistent with the Wilmington-Harbor City CP.</p>	
<p><b>Goal 2:</b> A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the unique commercial and cultural character of the community.</p>	<p>The proposed Project is <b>consistent</b> with this goal.</p> <p>The proposed Project would provide approximately 150,000 square feet of a vibrant light industrial sector north of Harry Bridges Boulevard and 70,000 square feet of commercial use (Retail/Mercado/Restaurant) south of Harry Bridges Boulevard and along the waterfront promenade. The development of these commercial areas would be directed toward efficiency and accessibility, and preserving the cultural character of the Wilmington community</p>
<p><b>Objective 2-1:</b> To conserve, strengthen and encourage investment in all commercial districts.</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>The proposed Project, by enhancing the visual character of, and improving the accessibility to, the area, would encourage investment in the commercial districts along the Avalon Development District and the waterfront promenade.</p>
<p><b>Policy 2-1.3:</b> Support commercial and/or recreational development at the foot of Avalon Boulevard as a focus for revitalization efforts, in coordination with Port development activities.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project would be directed at supporting the commercial and recreational development at the foot of Avalon Boulevard. The waterfront promenade, commercial land use, and land bridge directly relate to Policy 2-1.3. The proposed Project would enhance the visual character of the area and improve accessibility to the area, which would support development and revitalization within the Avalon Development District.</p>
<p><b>Goal 3:</b> Provide sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and</p>	<p>The proposed Project is <b>consistent</b> with this goal.</p> <p>The proposed Project includes sufficient land to provide for the area’s existing industrial character. At the northern half of the Avalon Development District, between Lagoon and</p>

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<p>the work force and which have minimal adverse impact on adjacent residential uses.</p>	<p>Broad Avenues, there would be opportunities for redeveloped and infill development consisting of light industrial uses. These light industrial uses would provide jobs for the residents of the proposed Project and surrounding area. And, in accordance with LAHD’s Green Building Policy, the buildings would be developed in an environmentally sustainable matter, with mandatory achievement of LEED certification levels depending on the type of development.</p>
<p><b>Objective 3-1:</b> To provide locations for future industrial development and employment which are convenient to transportation facilities and compatible with surrounding land uses.</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>Industrial uses are currently located north of Harry Bridges Boulevard in the proposed project area. This area would be redeveloped and enhanced under the proposed Project to support 150,000 square feet of new and infill light industrial development. This development would be consistent with the surrounding industrial and commercial uses. Therefore, the proposed Project provides industrial development areas that would be conducive and compatible with the surrounding land uses and with the proposed transportation enhancements and upgrades. Additionally, the downgrade of Avalon Boulevard from a collector street to a local street from Harry Bridges Boulevard south to its terminus at Water Street would allow the roadway to be vacated between Broad Avenue and Harry Bridges Boulevard. This would require amending the circulation plan of the City’s General Plan and would be justified by the fact that Avalon Boulevard “dead ends” into a private, Port-owned street and serves only Port-owned property. Circulation improvements in the area are discussed further in Section 3.11, “Transportation and Circulation—Ground and Marine.”</p>
<p><b>Policy 3-1.4:</b> Land use compatibility should be achieved by including environmental protection standards and health and safety requirements in the design and operation of industrial facilities, including the measures identified.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>As discussed above, the environmental, health, and safety standards provided by the Port of Los Angeles and the communities of San Pedro and Wilmington would be implemented at all stages of development for the proposed Project.</p>
<p><b>Objective 3-2:</b> To retain industrial lands for industrial use to maintain and expand the industrial employment base for the community residents.</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>The proposed Project would retain the industrial land at the northern half of the Avalon Development District, between Lagoon and Broad Avenues. This industrial area would be upgraded and enhanced in order to expand the industrial employment base for the community.</p>
<p><b>Policy 3-2.1:</b> Protect areas designated for industry and proposed for MR restricted zoning classification on the Plan map from unrelated commercial and other non-</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project would retain the industrial land at the northern half of the Avalon</p>

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<p>industrial uses, and upgrade such areas with high quality industrial development that is compatible with adjacent land uses.</p>	<p>Development District, between Lagoon and Broad Avenues. This industrial area would be upgraded and enhanced in order to expand the industrial employment base for the community. Although future tenants of this area are currently unknown, tenants would be selected through an open RFP process controlled by the Port. During this process conditions would be applied so that tenants met the minimum LEED standards and so that tenants supporting “green industries” or “green technologies” (e.g., businesses retrofitting diesel engines) would be selected specifically for this area.</p>
<p><b>Goal 4:</b> Adequate recreation and park facilities which meet the needs of the residents in the plan area.</p>	<p>The proposed Project is <b>consistent</b> with this goal.  The proposed Project has multiple areas within the proposed project site that would be designated as recreation and park facilities (e.g., the Waterfront Promenade, the 10-acre Land Bridge Park, and the 1-acre Railroad Green). These elements are included as part of the proposed Project to meet the needs of the Wilmington community.</p>
<p><b>Objective 4-2:</b> To provide facilities for specialized recreational needs within the Community with consideration given to utilizing existing public lands such as flood control channels, utility easements, or Department of Water and Power Property.</p>	<p>The proposed Project is <b>consistent</b> with this objective.  The proposed Project would include the purchase and redevelopment of the DWP property and tanks between Water Street and Harry Bridges Boulevard. Once this property is purchased by the Port, the DWP tanks would be decommissioned and removed, and the land would be remediated as needed. The 10-acre proposed land bridge would be built on this area. Therefore, the proposed Project would utilize existing DWP property to provide facilities for specialized recreational needs.</p>
<p><b>Policy 4-2.1:</b> Program: Portions of the abandoned railroad right-of-way in east Wilmington has been developed as parkland. The plan encourages their continued maintenance, and the upgrading and expansion of these parks where possible.</p>	<p>The proposed Project is <b>consistent</b> with this policy.  The Railroad Green area is currently an abandoned railroad right-of-way. As part of the proposed Project it would be upgraded and maintained as a green open space park.</p>
<p><b>Objective 4-4:</b> To expand and improve local parks throughout the Plan area on an accelerated basis, as funds and land becomes available.</p>	<p>The proposed Project is <b>consistent</b> with this objective.  The proposed Project primarily would expand the existing open space and green space acreage within the Wilmington community; it would consist of a 10-acre landscaped and hardscaped land bridge, the Railroad Green park, and many open space areas along the waterfront, including the waterfront promenade. The proposed Project would include standards of park, recreational, and open space improvement and maintenance for all of the parks included within the proposed project area.</p>
<p><b>Objective 4-5:</b> To ensure the accessibility, security, and safety of parks by their users, particularly families</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
with children and senior citizens.	All parks within the proposed Project would include security and safety features (e.g., lighting and walkways) to provide accessibility and safety to the users of the parks. Furthermore, the proposed Project could, at a future date and with appropriate analysis, include a Port police boat stationed further down Water Street. Finally, as discussed in Section 3.13, “Public Services,” there would be adequate police security for the park.
<b>Goal 18:</b> Coordinate the development of the Port of Los Angeles with surrounding communities to improve the efficiency and operational capabilities of the Port to better serve the economic needs of Los Angeles and the region, while minimizing adverse environmental impacts to neighboring communities from Port-Related activities.	The proposed Project is <b>consistent</b> with this goal.  The Port involves members of the surrounding communities as part of the public CEQA process, as well as facilitating the Port Community Advisory Committee’s (and various subcommittees’) involvement in the proposed Project. Furthermore, the development of the proposed Project has been an active planning process with the Wilmington community, starting with the input received by the community to prepare the Wilmington Waterfront Development Final Plan in 2004. Four community workshops were conducted after this plan to receive community input, review, and comment. The Port has coordinated with the community throughout the entire Wilmington Waterfront Development planning process.
<b>Objective 18-1:</b> To coordinate the future development of the Port with all adopted City Plans the Wilmington Industrial Park Redevelopment Project and the Enterprise Zone.	The proposed Project is <b>consistent</b> with this objective.  The proposed Project enhances and expands commercial and industrial development, provides for increased employment opportunities, and accommodates the needs of the surrounding community.
<b>Objective 18-2:</b> To continue to develop and operate the Port of Los Angeles to provide economic, employment, and recreational benefits to neighboring communities.	The proposed Project is <b>consistent</b> with this objective.  The proposed Project would maintain these locations for recreation uses, including sport fishing and recreational boating.
<b>Policy 18-2.1:</b> The Port should continue to provide employment opportunities for workers residing in the Wilmington-Harbor City communities.	The proposed Project is <b>consistent</b> with this policy.  As discussed earlier in this Land Use section, the proposed Project would enhance and upgrade the Avalon Development District in order to attract business development and increase employment opportunities. The proposed Project includes development of a variety of commercial, industrial, restaurant, retail, and recreational uses that would also increase employment opportunities.
<b>Policy 18-2.2:</b> The Port should commit resources toward providing public amenities (commercial, recreational and service-oriented) that will benefit the Wilmington community, consistent with the State	The proposed Project is <b>consistent</b> with this policy.  The proposed Project considered its relationship with the adjacent Wilmington community and its community plan. The Port would commit resources toward public amenities under the proposed Project that would benefit the Wilmington community and would be consistent



<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>Tidelands Grant, the California Coastal Act of 1976 and the City Charter.</p>	<p>with the State Tidelands Grant. The proposed Project would include a Waterfront Red Car Museum, the extension of the Waterfront Red Car Line, a pedestrian corridor and enhancement of the CCT, and the Railroad Green. All of these amenities would benefit the Wilmington community. The proposed Project would also include public amenities such as the land bridge, which would provide public access to the waterfront, the waterfront promenade, the Observation Tower, and the floating docks, all of which would be consistent with the State Tidelands Grant and the California Coastal Act.</p>
<p><b>Objective 18-3:</b> 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.</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>The proposed Project includes land acquisition of the existing DWP property and tanks between Water Street and Harry Bridges Boulevard for the full buildout of the 10-acre land bridge. The proposed Project would reduce environmental impacts on the Wilmington community, because the removal of the DWP tanks would replace an industrial land use with a passive recreation use that would also connect the Wilmington community to the waterfront. Additionally, the purchase of the property and tanks and ultimate removal of the tanks would require remediation if contamination of groundwater or soil is identified. This remediation would also reduce environmental impacts on the Wilmington community. The straightening of Avalon Boulevard and Broad Avenue and the realignment of Water Street are circulation improvements that would be beneficial to the Wilmington community in that they would provide better and more direct access to the proposed project area, including the land bridge, the waterfront promenade, and the Observation Tower.</p>
<p><b>Goal 19:</b> Maintenance of the coastal zone within Wilmington in an environmentally-sensitive manner, to allow maximum use for public access and recreational activities, as well as by other coastal-dependant activities, in accordance with the policies of the California Coastal Act of 1976.</p>	<p>The proposed Project is <b>consistent</b> with this goal.</p> <p>All development and maintenance of the waterfront within the proposed Project would be in accordance with the policies of the CCA. As part of the proposed Project public access and recreational use of the waterfront would be enhanced to include a 10-acre land bridge, Observation Tower, waterfront promenade, and floating docks, as well as commercial and retail development; all of which would provide public access to the waterfront and allow for maximum use of the waterfront.</p>
<p><b>Objective 19-1:</b> To implement the policies of the California Coastal Act of 1976 in the areas of Wilmington designated within the Coastal Zone, allowing for maximum opportunities for public access and recreational/educational activities, and to encourage coastal-dependant activities and to encourage coastal-dependent activities and facilities to</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>All development and maintenance of the coastal zone within the proposed Project would be in accordance with the policies of the CCA. As part of the proposed Project, public access and recreational use of the coastal zone would be enhanced to include a 10-acre land bridge, Observation Tower, waterfront promenade, and floating docks, as well as commercial and retail development; all of which would provide public access to the waterfront and allow for</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
locate in the Coastal Zone.	maximum use of the waterfront.
<p><b>Policy 19-1.5:</b> Provide public access and viewing areas for the public enjoyment and education of the Coastal Zone environment, including access to and viewing of recreational and industrial activities in the Port of Los Angeles consistent with public safety, efficient Port operations and the California Coastal Act.</p>	<p>The proposed Project is <b>consistent</b> with this policy.</p> <p>The proposed Project would provide direct public access and viewing areas for public enjoyment of and education about the Coastal Zone. The proposed Project would provide a 10-acre land bridge giving public access from the Wilmington community to the waterfront. Additionally, the proposed Project includes a promenade at the water’s edge, viewing piers, and an Observation Tower, all of which would provide public access and viewing areas along the Coastal Zone of the proposed project area. Finally, the proposed Project would include interpretive displays regarding the historical maritime activities of Wilmington and the Port, providing education about the Coastal Zone.</p>
<p>SAN PEDRO COMMUNITY PLAN—RELATIONSHIP TO THE PORT OF LOS ANGELES SECTION</p>	
<p>The proposed Project is not located within the jurisdictional boundary of the San Pedro CP. However, the Waterfront Red Car Line and Pedestrian Corridor, which follow John S. Gibson, Pacific Avenue, and Front Street, border the San Pedro CPA. Therefore, the consistency between the proposed Project and applicable goals, objectives, and policies of the San Pedro CP are discussed below. The proposed Project is consistent with the San Pedro CP.</p>	
<p><b>Goal 19:</b> Coordinate the development of the Port of Los Angeles with surrounding communities to improve the efficiency and operational capabilities of the Port to better serve the economic needs of Los Angeles and the region, while minimizing adverse environmental impacts to neighboring communities from Port-related activities.</p>	<p>The proposed Project is <b>consistent</b> with this goal.</p> <p>The proposed Project enhances and expands commercial and industrial development, provides for increased employment opportunities, and accommodates the needs of the surrounding community. The proposed Project’s consistency with the Port’s Green Building Plan, Sustainability Plan, and Clean Air Action Plan would ensure that environmental impacts on neighboring communities would be minimized. Furthermore, traffic and circulation upgrades and realignments would improve the efficiency and operational capabilities of the Port with surrounding communities.</p>
<p><b>Objective 19-1:</b> To recognize the Port of Los Angeles as a regional resource and the predominant influence on the economic well-being of the Community and to promote its continued development as to meet the needs of the fishing industry, recreational users, the handling of passengers and cargo, with special emphasis on the accommodation of increasingly larger ships.</p>	<p>The proposed Project is <b>consistent</b> with this objective.</p> <p>The proposed Project recognizes the Port’s economic influence on the surrounding communities. As such, the proposed Project’s development of the waterfront promenade, including recreational and commercial uses, as well as the 150,000 square feet of light industrial uses, would ensure the economic well-being of the proposed project area and the Port.</p>

## 1                   **Impact Determination**

2                   The proposed Project is consistent with nearly all goals, objectives, and policies of  
3                   the following plans:

- 4                   ■ SCAG Regional Plans including the RCP, RTP, and RCPG
- 5                   ■ Framework Plan
- 6                   ■ Port of Los Angeles Strategic Plan
- 7                   ■ Port of Los Angeles Plan (part of the City of Los Angeles General Plan)
- 8                   ■ Los Angeles Green Building Policy
- 9                   ■ CAAP
- 10                  ■ Wilmington-Harbor City CP (part of City of Los Angeles General Plan)
- 11                  ■ San Pedro CP (part of City of Los Angeles General Plan)

12                  The proposed Project is consistent with California Tidelands Trust Act of 1911  
13                  because all property and improvements included in the proposed Project would be  
14                  dedicated to maritime-related uses and maritime-support uses. The proposed Project  
15                  is consistent with the Port Master Plan’s provisions, but implementation of the  
16                  proposed Project would require a PMP amendment as described above under Impact  
17                  LU-1.

18                  The proposed project is inconsistent with Policy 19 of the Port of Los Angeles Plan  
19                  as it would not support the identified long-range program for PA 5. The proposed  
20                  Project would develop a park, land bridge, and Observation Tower in the Avalon  
21                  Waterfront District. These uses are not explicitly stated in the long-range plan, and  
22                  the proposed Project would not be consistent with this policy. However, while the  
23                  proposed Project is inconsistent, there is no adverse physical effect that would result  
24                  that could not be mitigated to a less-than-significant level, from the development of a  
25                  land bridge and Observation Tower, as analyzed and described in each resource  
26                  section of this EIR (i.e.. Aesthetics, Air Quality, Biology, etc.).

27                  The proposed Project would be generally consistent with all land use goals,  
28                  objectives, and policies of the plans identified above. Any inconsistencies related to  
29                  the land use goals, objectives, and policies of the plans identified above (e.g., Policy  
30                  19 of the Port of Los Angeles Plan) would not result in a physical environmental  
31                  impact; therefore, these inconsistencies would be less than significant. Impacts would  
32                  be less than significant under LU-2.

## 33                   Mitigation Measures

34                   No mitigation is required.

## 35                   Residual Impacts

36                   Impacts would be less than significant.

**3.8.4.3.1 Summary of Impact Determinations**

Table 3.8-6 summarizes the impact determinations of the proposed Project related to land use and planning, as described in the detailed discussion and tables above. Identified potential impacts may be based on federal, state, City of Los Angeles, and LAHD significance criteria.

For each type of potential impact, Table 3.8-6 describes the impact, notes the CEQA impact determination, describes any applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in this table.

**Table 3.8-6.** Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
<b>3.8 Land Use</b>			
<b>LU-1:</b> The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, and specific plan for the site.	Less than significant	No mitigation is required.	Less than significant
<b>LU-2:</b> The proposed Project would be consistent with the General Plan, adopted environmental goals, and policies contained in other applicable plans.	Less than significant	No mitigation is required.	Less than significant

**3.8.4.4 Mitigation Monitoring**

No mitigation related to Land Use and Planning is required for the proposed Project.

**3.8.5 Significant Unavoidable Impacts**

No significant unavoidable impacts on Land Use and Planning would occur during construction or operation of the proposed Project.