

Section 3.8 Land Use

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3.8.1 Introduction

4 This section evaluates the consistency of the proposed Project with City of Los Angeles,
5 City of Carson, and City of Long Beach General Plan designations, Municipal Code
6 zoning designations, and other land use plans or policies adopted by agencies with
7 jurisdiction over land uses within the proposed Project area. Inconsistencies with land use
8 policies are not in themselves an environmental impact. A finding of inconsistency is a
9 legal determination and not a physical impact on the environment. However, such a
10 finding may indicate a likelihood of environmental harm, or be evidence that an
11 underlying physical impact is significant. This analysis also addresses whether the
12 proposed Project would substantially affect land uses in the Project area, divide or isolate
13 surrounding communities, or cause secondary impacts to surrounding land uses, such as
14 from changes in truck and rail transport activities, which are discussed in other resource
15 area sections such as Section 3.2, Air Quality, Section 3.9, Noise, and Section 3.10,
16 Traffic

3.8.2 Environmental Setting

18 The Project site is located approximately four miles to the north of the ports of Los
19 Angeles and Long Beach in a primarily industrial area outside of the harbor district
20 between the Wilmington community to the west and Long Beach to the east. As shown in
21 Figure 2-2, the area is dominated by Port-related industrial activities to the north, west
22 and south of the proposed Project site; the area across the Terminal Island Freeway to the
23 east is predominantly made up of single-family residential properties, but includes a
24 public high school, elementary school, nursery school, and a veteran's housing and
25 medical center. The area to the north consists of the UP's ICTF, another rail loading and
26 unloading facility that is similar in function to the proposed Project. To the west of the
27 Project site, across the Dominguez Channel, is a large refinery that processes crude oil to
28 blending stocks for petroleum products. To the south of the Project site are a series of
29 container staging and maintenance facilities and a sulfur processing facility.

3.8.2.1 Existing Land Uses

3.8.2.1.1 Ports of Los Angeles and Long Beach

32 The shipping containers that would be handled at the SCIG facility would be arriving at
33 the Project site from the San Pedro Bay ports (see Section 1.1 for a description of the
34 ports and port operations). The Port of Los Angeles is operated by the City of Los
35 Angeles Harbor Department while the Port of Long Beach is operated separately by the
36 City of Long Beach Harbor Department. The ports consist of marine cargo terminals;

1 open-water channels, berths and anchorages; supporting infrastructure such as roads,
2 railroads, and maritime-related businesses; water-dependent recreational and commercial
3 facilities such as marinas, restaurants, and fishery-support facilities; and various
4 manufacturing and production facilities. The two ports cooperate on the planning and
5 development of joint rail and other infrastructure projects needed to accommodate
6 projected cargo increases (see Section 1.1.3 for a discussion of cargo statistics).

7 **3.8.2.1.2 Onsite Land Uses**

8 The portion of the Project area on which the proposed SCIG facility would be located is
9 bounded by the Dominguez Channel on the west, Sepulveda Boulevard on the north (which
10 continues as West Willow Street in Long Beach), Pacific Coast Highway (PCH) on the
11 south, and the Terminal Island Freeway and portions of the Southern California Edison
12 SCE transmission line right of way on the east. At present, the area is used for cross
13 docking (see Section 1.1), warehousing, container and/or trailer maintenance servicing
14 and storage, and rail service. The Project site is located within the cities of Los Angeles,
15 Long Beach, and Carson. The Project site contains numerous easements for underground
16 pipelines carrying crude and refined oil, water and sewer lines, storm drains, and electrical
17 conduits.

18 Additional Project-related rail line and roadway improvements would occur within the PCH
19 right-of-way and south of PCH on land within and adjacent to the Alameda Corridor rail
20 lines. This area south of PCH, which is located entirely within the City of Los Angeles, is
21 currently occupied by Fast Lane Transportation (terminal services, cargo logistics, and
22 container storage/repair), the ACTA maintenance facility, vacant parcels, and railroad right-
23 of-way connecting the Port of Long Beach to the Alameda Corridor. A Project mitigation
24 measure consisting of a sound wall/visual barrier with landscaping (see Section 3.9),
25 located on the east side of the Terminal Island Freeway north of PCH and south of Willow
26 Street, would be located within the City of Long Beach.

27 An area adjacent to the north of the Project site in which rail line improvements would be
28 constructed includes the Sepulveda Boulevard bridge and an existing rail line jointly
29 owned by the Port of Los Angeles and Port of Long Beach known as the former UPRR
30 San Pedro Branch. This portion of the Project site is also located within the City of Long
31 Beach.

32 **3.8.2.1.3 Alternate Locations for Existing Businesses**

33 Alternate sites to which existing businesses could move are depicted in Figure 2-5. For
34 the purposes of this analysis only, it is assumed that Fast Lane would move a portion of
35 its operation (approximately six acres) from its current location south of PCH, where the
36 South Lead Track would be located, to an approximate 4.5-acre site to the south that is
37 currently vacant. Fast Lane would continue to maintain its operations (including other
38 businesses within its footprint such as California Carbon) on the remaining parcels it
39 owns or occupies outside of the Project area but adjacent to the South Lead Track area,
40 estimated at approximately 24 acres. The ACTA maintenance facility would move to an
41 approximate 4-acre site just west of the Dominguez Channel that is currently vacant and
42 undeveloped. California Cartage would move a portion of its operation to the 10-acre site
43 where the current ACTA maintenance facility is located. These areas are all located within
44 the City of Los Angeles on Port-owned properties that are being offered as potential
45 alternate sites as part of the proposed Project. No other potential alternate sites have been
46 determined or identified for remaining businesses that would be displaced as a result of the
47 proposed Project. Requests for information were sent to certain businesses to determine

1 potential sites they would relocate to as part of their own business plans; however, no
 2 responses with site specific information were received (POLA, 2009) and no information
 3 was provided in comment letters received on the Draft EIR. The displaced businesses for
 4 which no alternate locations were identified as part of the proposed Project or during the
 5 time of this analysis are assumed to move to other compatible areas in the general port
 6 vicinity as part of their own business operations and plans. Potential future locations
 7 identified would be subject to separate environmental review by the lead agency with
 8 jurisdiction over a particular site.

9 **3.8.2.1.4 Underground Pipelines**

10 Numerous easements and agreements have been established within the Project site to
 11 accommodate the installation of underground pipelines carrying crude and refined oil,
 12 water and sewer lines, storm drains, and electrical conduits.

13 **3.8.2.2 Surrounding Land Uses**

14 **3.8.2.2.1 City of Long Beach**

15 The eastern portion of the Project site, containing the portion of the SCE corridor on
 16 which the North Lead Tracks would be built, the San Pedro Branch rail line, and the
 17 Terminal Island Freeway, is within the City of Long Beach. Most of the land uses east of
 18 the Terminal Island Freeway to I-710 and north of PCH, are residential. However, most
 19 of the nearest land uses adjacent to the east side of Terminal Island Freeway are parks
 20 and schools. Also nearby at the northeast corner of PCH and Terminal Island Freeway is
 21 a technology park, which includes a trade school. Table 3.8-1 shows the distances east
 22 from the Project site to the various adjacent and nearby land uses, as well as their
 23 distances from the east edge of Terminal Island Freeway.

24 **Table 3.8-1. Closest Estimated Distance from Proposed Project Site to Residential,**
 25 **School/Park, and Other Non-Industrial Land Uses.**

Location	Approximate Distance To	From Boundary of Project Site (including Alternate Sites for Existing Businesses)	From Boundary of Proposed Railyard	From Terminal Island Fwy
At West Willow St.	Residential	495 ft	910 ft	240 ft
At West Willow St.	Buddhist Temple	390 ft	710 ft	75 ft
At West 24 th St.	Residential	880 ft	1200 ft	580 ft
At West 23 rd St.	Hudson Elementary School	240 ft	620 ft	40 ft
At Hill St.	Hudson Park	180 ft	580 ft	40 ft
At Hill St.	Cabrillo High School	290 ft	600 ft	95 ft
At West 20 th St.	Villages at Cabrillo	500 ft	800 ft	100 ft

Note: Distances are "fence-line-to-fence-line", i.e., from the western boundary of each land use to the eastern boundaries of the Project site, the railyard site, and the TI Freeway, regardless of the location of structures within those uses. Accordingly, these distances may vary from those used to analyze sensitive receptors within the land uses.

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1 This adjacent area between PCH and West Willow Street is designated in the Long Beach
2 General Plan as the Westside Residential Neighborhood. A description in the General
3 Plan, prepared in 1995, states that the land use and socio-economic characteristics of the
4 Westside neighborhood are primarily single-family with housing stock in fair to good
5 maintenance. The Westside Neighborhood description in the General Plan also states:
6 “More intensive use of the Southern California Edison (SCE) right-of-way has been
7 proposed under the high voltage power lines.” A land-use policy for the Westside
8 Neighborhood (Long Beach, 1997) states:

9 “The Southern California Edison (SCE) right-of-way between Pacific Coast
10 Highway and Sepulveda/Willow Street may be used for outdoor truck parking to
11 support nearby multi-modal transport facilities. The truck parking must meet all
12 safety requirements imposed by SCE to protect the high voltage overhead wires,
13 and the property shall be surfaced to minimize dust”.

14 Consistent with this land use policy, portions of the SCE right-of-way are occupied by
15 trucking operations conducted by California Cartage and Fast Lane.

16 The Neighborhood Plan intends that the Westside Neighborhood continue to be primarily
17 a single-family area and that commercial strips be rehabilitated or redeveloped as
18 residential. A former Navy housing site that was located along the north side of PCH
19 “may be redeveloped with a research and technology center....” That redevelopment has
20 now largely been accomplished with the California State University of Long Beach
21 Technology Park and trade school having been constructed and with additional pads
22 graded and ready for development or in the process of being cleared for grading. A
23 portion of the former Navy housing has been converted to the Villages at Cabrillo, a
24 mixed residential and health care facility just north of the technology park. A police
25 substation has also been constructed at the corner of PCH and Santa Fe Avenue, which
26 was also a recommendation of the Neighborhood Plan.

27 To the northeast of the Project site is the Upper Westside neighborhood, which extends
28 north from West Willow Street. This neighborhood is primarily single-family residential,
29 with the exception of a warehouse and distribution center on the north side of West
30 Willow Street adjacent to the northeast corner of the Project site and neighborhood
31 commercial uses on the south side of the street. Stephens Middle school abuts the UP rail
32 line north of the warehouse/distribution center. Beyond the school, residential uses
33 continue along the east side of the railroad corridor.

34 Southeast of the Project site between PCH and Anaheim Street and east to I-710 are a
35 variety of light to medium industrial buildings, heavy industrial facilities, automobile
36 wrecking yards, and service commercial uses. Nearest the Project site at the southeast
37 corner of PCH and Terminal Island Freeway is a steel fabrication plant. Auto or other
38 repair services are the primary uses in this area, including port-related businesses such as
39 truck repair and transport company facilities. This area is also within the West Long
40 Beach Industrial Redevelopment Project area, as described below in Section 3.8.2.4. A
41 study by the Long Beach Redevelopment Agency in 2003 recommended upgrading
42 industrial and commercial uses and identifies the need to better manage large truck
43 parking, improve drainage and utility systems, reduce container storage and illegal
44 dumping, and remove incompatible residences (Redevelopment Agency, 2003).

45 **3.8.2.2.2 City of Carson**

46 Adjacent to the west of the Project site is the city of Carson, which includes a triangular-
47 shaped parcel in the northwest corner of the Project site that is owned by the Watson

1 Land Company. The area across the Dominguez Channel to the west is primarily used as
2 an oil refinery and fuel storage tank site. Located adjacent to the north and south of
3 Sepulveda Boulevard are fuel storage tanks and storage of shipping containers and trailer
4 chassis. Railroad loading and transfer facilities are also located to the north. These types
5 of heavy industrial, storage, and cargo transportation uses occur without exception on
6 adjacent lands and extend over one-half mile to the west, north, and south, including all
7 land between the Project site and the Alameda Corridor.

8 **3.8.2.2.3 Community of Wilmington-Harbor City**

9 The Community of Wilmington-Harbor City is located in the City of Los Angeles.
10 Southwest of the Project site between PCH and Anaheim Street and west of the
11 Dominguez Channel, are primarily oil refinery facilities, transport facilities and
12 equipment storage, automobile wrecking yards, and some port- and marine-related
13 commercial uses. This land use pattern continues west to Alameda Street.

14 **3.8.2.3 Offsite Transportation Corridors**

15 **3.8.2.3.1 Railroad Routes**

16 The principal rail route in the Project site vicinity is the Alameda Corridor, a 20-mile-
17 long rail cargo expressway linking the San Pedro Bay ports to the transcontinental rail
18 network near downtown Los Angeles. Primarily located along and adjacent to Alameda
19 Street, it was completed in April 2002 and provides a series of bridges, underpasses,
20 overpasses, and street improvements, including a 10-mile-long open trench, that
21 eliminate at-grade road crossings and separate freight trains from street traffic and
22 passenger trains. The south end of the rail corridor is in the community of Wilmington-
23 Harbor City and extends through or borders the cities of Carson, Compton, Lynwood,
24 South Gate, Huntington Park, and Vernon. Its route also traverses the unincorporated Los
25 Angeles County communities of Rancho Dominguez and Walnut Park.

26 Supporting rail lines in the immediate vicinity of the Project site include the former UP
27 San Pedro Branch, mentioned above, that runs along the east side of the Project site and
28 supports rail spurs into the various industries; two tracks connecting the San Pedro
29 Branch to the Long Beach Lead, south of the Project site; and the Long Beach Lead track
30 that connects the Port of Long Beach to the Alameda Corridor via a bridge over the
31 Dominguez Channel.

32 **3.8.2.3.2 Truck Routes**

33 Established truck routes provide access into marine terminals, rail facilities, and
34 warehousing and distribution facilities, and the proposed Project includes additional truck
35 routes in non-residential areas (see Figure 2-4). These routes enable heavy containers to
36 be moved under special permits to and from I-710 and Interstate 110 (I-110, also known
37 as the Harbor Freeway), along routes that have been constructed to accommodate heavy
38 loads, and limit use of other local streets where traffic, noise, and air quality impacts to
39 residential areas would be increased.

40 **3.8.2.4 Redevelopment Areas in the Site Vicinity**

41 **3.8.2.4.1 Long Beach Redevelopment Project Areas**

42 As shown on Figure 3.8-1, Long Beach has seven different redevelopment project areas.
43 Those that are adjacent to or near the Project site are described below. In addition to the

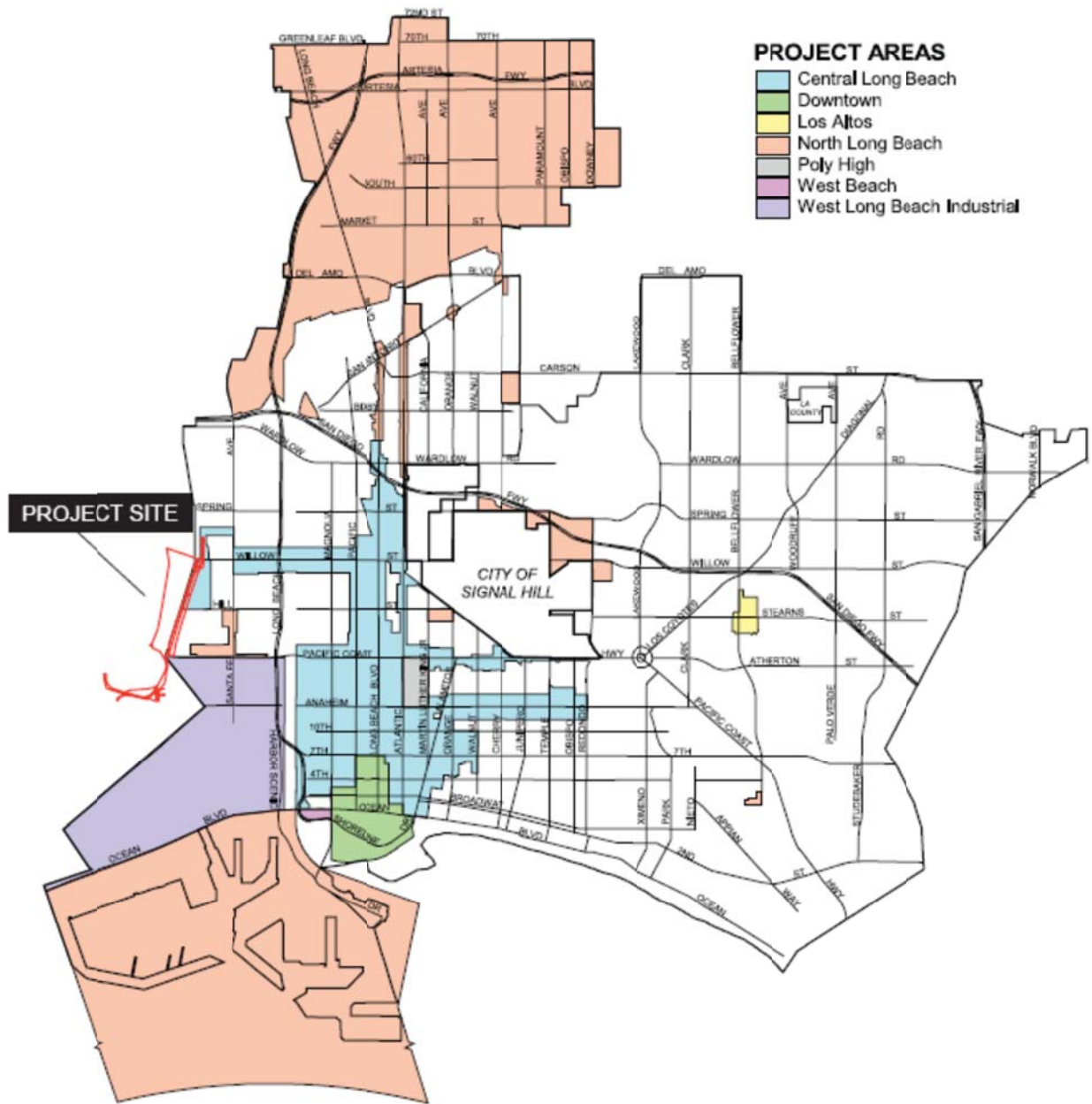
1 redevelopment project areas, the Long Beach Department of Public Works has begun
2 work on a “Community Livability Plan” to address quality of life issues and design
3 concepts for neighborhoods adjacent to and impacted by I-710. This effort includes the
4 Westside residential neighborhood to the east of the Project site and the Upper West Side
5 and Arlington neighborhoods to the north.

- 6 • West Long Beach Industrial Project Area. This redevelopment project was adopted
7 on July 1, 1975, and consists of approximately 1,368 acres. Most redevelopment
8 activity has occurred in the area between PCH and Anaheim Street and is focused on
9 improving the industrial environment by transitioning remaining residential uses to
10 conforming industrial or commercial uses, and by upgrading street, drainage, and
11 water and sewer infrastructure.
- 12 • Central Long Beach Project Area. This redevelopment project was adopted on
13 September 21, 1993, in response to damage caused during civil disturbances in 1992.
14 It encompasses areas adjacent to downtown, north of Broadway, and includes the
15 north-south streets of Atlantic Avenue, Long Beach Boulevard, Pacific Street, and
16 Magnolia Avenue. The west boundary is the Los Angeles River south of PCH. It
17 also includes a corridor along West Willow Street to the west city boundary adjacent
18 to the Project site and extending south to West Hill Street. The SCE corridor, San
19 Pedro Branch rail line, and an equipment storage business are located within this
20 portion of the Redevelopment Project Area, as would be the urban forest landscaping
21 mitigation and portions of the noise wall mitigation. Existing land uses in the vicinity
22 include Hudson Park, Hudson Elementary School, the Long Beach Unified School
23 District Building Maintenance Facility, and continuing north of West Willow Street,
24 a cargo transport company and Stephens Middle School.
- 25 • North Long Beach Project Area. This redevelopment project was adopted on July 16,
26 1996, and consists of 10 non-contiguous areas totaling approximately 12,507 acres,
27 including 4,967 acres within the Long Beach Harbor District, south of Ocean
28 Boulevard. Most of the redevelopment activities have focused on North Long Beach,
29 north of I-405. In the Project site vicinity there is a relatively small, non-contiguous
30 portion of the Redevelopment Project Area designated as Parcel 9, which is located
31 along the north side of PCH from just east of Terminal Island Freeway, to I-710; and
32 also extends north along Santa Fe Avenue to Hill Street. Existing land uses within
33 Parcel 9 include the technology park on the north side of PCH, recently-cleared
34 vacant land, and a police substation at the corner of PCH and Santa Fe Avenue. North
35 on Santa Fe Avenue is a portion of Cabrillo High School, Admiral Kidd Park,
36 community commercial, and multi-family residential.

37 **3.8.2.4.2 Los Angeles Harbor Industrial Center Redevelopment Project Area**

38 This Los Angeles redevelopment project, also known as the Wilmington Industrial Park,
39 was adopted on July 18, 1974. It is located southwest of the Project site and is bounded
40 on the north by Anaheim Street, on the east by Alameda Street, on the south by Harry
41 Bridges Boulevard, and on the west by Broad Avenue. The redevelopment project area
42 was extremely blighted due to oil extraction activities and a mix of junk yards, boat
43 construction yards, and similar heavy industrial uses in an area that also included older
44 residences. Redevelopment activities have resulted in a modern industrial park with
45 upgraded road and utility systems that have provided a new economic and employment
46 base within the Wilmington community. These improvements have transformed this area
47 into industrial headquarters for more than 75 businesses. Thirty new commercial and
48 industrial developments have been completed, encompassing more than 779,000 square
49 feet of floor area (Community Redevelopment Agency of Los Angeles, 2007).

1 **Figure 3.8-1. Long Beach Redevelopment Project Areas.**



No Scale

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3 Source: City of Long Beach, 2011.

3.8.3 Applicable Project Area Plans, Programs and Regulations

Land use planning and development within the proposed Project area are governed by several state and local plans and policies, as described below.

3.8.3.1 City of Los Angeles General Plan

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

The City of Los Angeles General Plan Land Use Element includes 35 local area plans, known as Community Plans, as well as plans for the Port of Los Angeles and Los Angeles International Airport. The Port of Los Angeles Plan (1982; plus subsequent amendments), which is part of the City of Los Angeles General Plan Land Use Element, covers the Project site west of the Long Beach city boundary, except for the portion within the City of Carson, and is further discussed below.

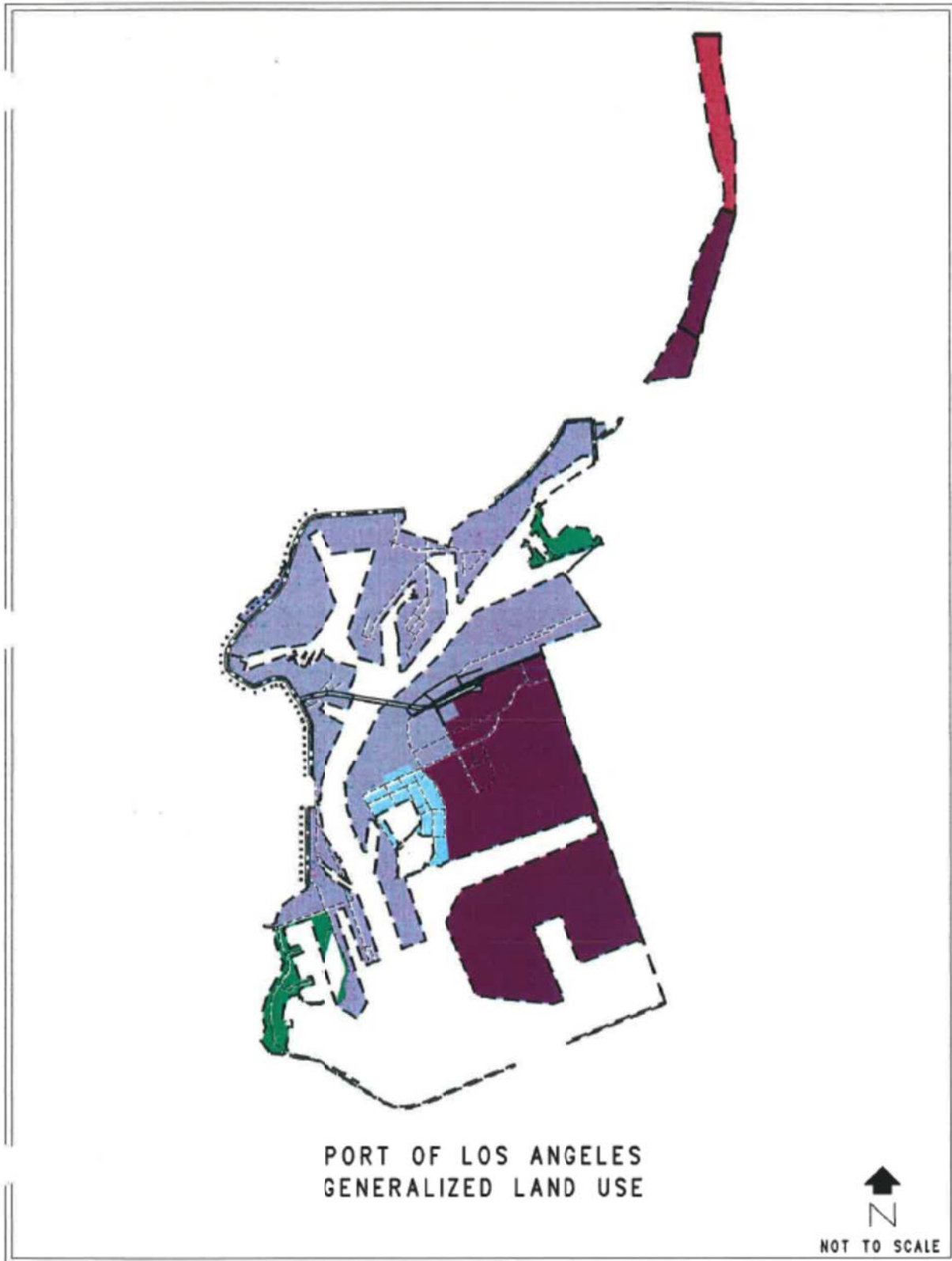
3.8.3.1.1 Port of Los Angeles Plan

The Port of Los Angeles Plan serves as the official guide to the continued development and operation of the Port, and is consistent with the Port Master Plan. The primary purposes of the Port of Los Angeles Plan are:

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

The Port of Los Angeles Plan covers the majority of the Project site which shows a land use designation as General/Bulk Cargo and Hazardous Industrial/Commercial uses. General Cargo includes container, break-bulk, neo-bulk, and passenger facilities, as well as related facilities. Commercial uses include restaurants and tourist attractions, offices, retail facilities, and related uses. Industrial uses include light manufacturing/maritime-related industrial activities, ocean-resource industries, and related uses. In addition to these land use categories, the Plan distinguishes hazardous uses as facilities which handle or store bulk hazardous cargo as defined in the Port Risk Management Plan (see Section 3.7, Hazards and Hazardous Materials). Figure 3.8-2 illustrates General Plan land use designations for the proposed Project area.

1 **Figure 3.8-2. Port of Los Angeles Community Plan.**



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3 Reference: POLA, 1992.
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1 The Port of Los Angeles Plan contains the following objectives and policies applicable to
2 the Project area.

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

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

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

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

- 16 a. Changing technologies in the ocean and land movement of waterborne
17 commerce.
- 18 b. Changing patterns in the commodity mix and form of waterborne commerce.
- 19 c. Changing developments in the Port of Long Beach and the surrounding
20 residential and industrial areas adjacent to and affected by the Port.
- 21 d. Changing laws and regulations affecting the environmental and economic uses
22 of the Port.
- 23 e. Changes in other U.S. ports affecting the competitive position of the Port.

24 **Objective 6.** To relocate hazardous and incompatible land uses away from adjacent
25 residential, public recreational, and tourist areas when appropriate land areas for
26 relocation become available.

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

30 **Objective 8.** To upgrade the existing rail transportation system to keep pace with
31 Port development and to abolish redundant trackage (with railroad company
32 concurrence) so that valuable land can be better used and operations improved.

33 **Objective 9.** To minimize conflicts between vehicular, pedestrian, railroad, and
34 Harbor-oriented industrial traffic, tourist and recreational traffic, and commuter
35 traffic patterns within the Port.

36 The Port of Los Angeles Plan contains the following policies applicable to the Project
37 area.

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

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

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

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

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

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

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

23 **3.8.3.2 Wilmington-Harbor City Community Plan**

24 The Wilmington-Harbor City Community Plan area is within the City of Los Angeles. Its
25 easternmost portion covers the South Lead Track Area and some of the alternate sites for
26 existing businesses south and southwest of the Project site; most of the Project Site is
27 outside the plan area. The Project areas covered by the plan are designated for Heavy
28 Industrial land uses, with the exception of the Dominguez Channel, which is designated
29 and zoned as Open Space.

30 Relevant goals, policies, and objectives in the Wilmington-Harbor City Community Plan
31 (City of Los Angeles, 1999) are as follows:

- 32 • Cargo container storage facilities shall have direct access from major or secondary
33 highways or through industrial areas with no access to such facilities through
34 residential areas. Container storage areas shall provide landscaped buffering, height
35 limitations, and noise and view mitigation measures protecting nearby residential
36 areas, and no container storage shall be permitted within 300 feet of any residential
37 zone. Even though irrigation in some areas may not be feasible or permitted, it is the
38 policy to encourage landscaping with xeriscape sensitive plants.
- 39 • Coordinate the development of the Port of Los Angeles with surrounding
40 communities to improve the efficiency and operational capabilities of the Port to
41 better serve the economic needs of Los Angeles and the region, while minimizing
42 adverse impacts to neighboring communities from Port-related activities.
- 43 • Assure that Port programs for land acquisition and circulation improvements will be
44 compatible with and beneficial in reducing environmental impacts to surrounding
45 areas caused by Port-related activities, as well as beneficial to the Port.

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- The Port’s Wilmington land acquisition program should develop adequate buffers, landscaping and transitional uses between the Port and the Community.
 - Upgrade the circulation system, both internal and external to the Port, to promote efficient transportation routes to employment, waterborne commerce, and commercial and recreational areas, and to divert Port-related traffic away from adjacent residential and commercial areas.
 - Port land acquisitions and development in Wilmington should bring about the timely removal of blighting activities and their replacement with uses consistent with Port development activities and which enhance the physical, visual, and economic environment of the community.

11 **3.8.3.3 City of Los Angeles Zoning**

12 The Los Angeles General Plan has adopted generalized land use maps for each
13 Community Plan (City of Los Angeles, 2003). The Community Plans include a map that
14 shows generalized land use types in the Plan area. Categories include low-density
15 residential, neighborhood commercial, heavy industrial, and open space. The general land
16 uses in the Community Plans are implemented through specific zoning designations and
17 serve as a guide for rezoning purposes. These land use categories (reflected in Figure 3.8-
18 2) are associated with a set of land use zones that could be considered in rezoning
19 applications.

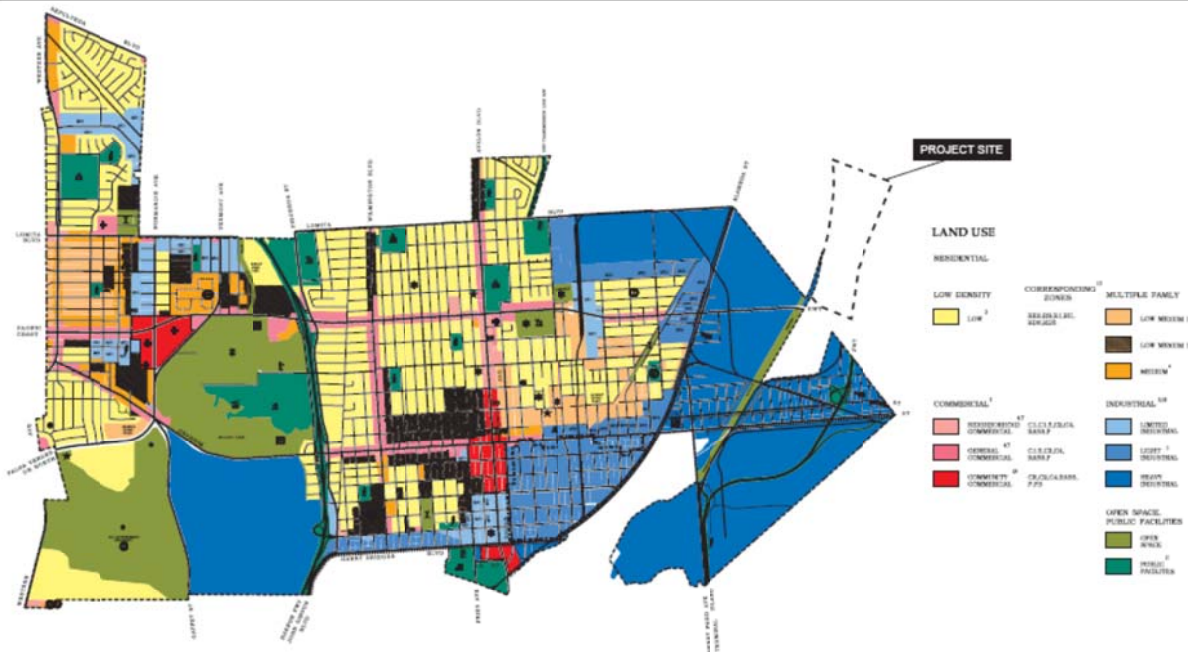
20 Existing zoning for the Project site is M3-1 and M3-1VL in the South Lead Track area.
21 M3 is a Heavy Industrial Zone, which includes cargo container storage yard in its list of
22 permitted uses. M3-1VL designates a “Very Limited” height of three stories or 45 feet. In
23 addition, the Project Site is within a State Enterprise Zone and would be eligible for a
24 rezone to apply a special height suffix designation of EZ1, which would allow the total
25 floor area of all buildings on a lot to be increased to a total of three times the buildable
26 area of the lot. The Dominguez Channel is zoned as OS-1XL (the suffix “XL” designates
27 an “Extra Limited” height of two stories).

28 **3.8.3.4 City of Carson General Plan and Zoning**

29 As stated in Section 3.8.2.3, the Project site includes a triangular area of land within the
30 Carson city limits, roughly in the area of the proposed truck gate complex, bordered on
31 the north by Sepulveda Boulevard and on the west by the Dominguez Channel (Figure
32 3.8-3). This area is designated for Heavy Industrial use and zoned MH-Manufacturing,
33 Heavy. The Dominguez Channel is designated as General Open Space and zoned OS-
34 Open Space (City of Carson, 2006). Pursuant to Carson Municipal Code Section 9141.1,
35 new industrial developments such as the proposed Project require a conditional use
36 permit from the City of Carson.

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1 **Figure 3.8-3. Wilmington – Harbor City Community Plan.**



2  No Scale
 3 Source: Wilmington - Harbor City, 2011.

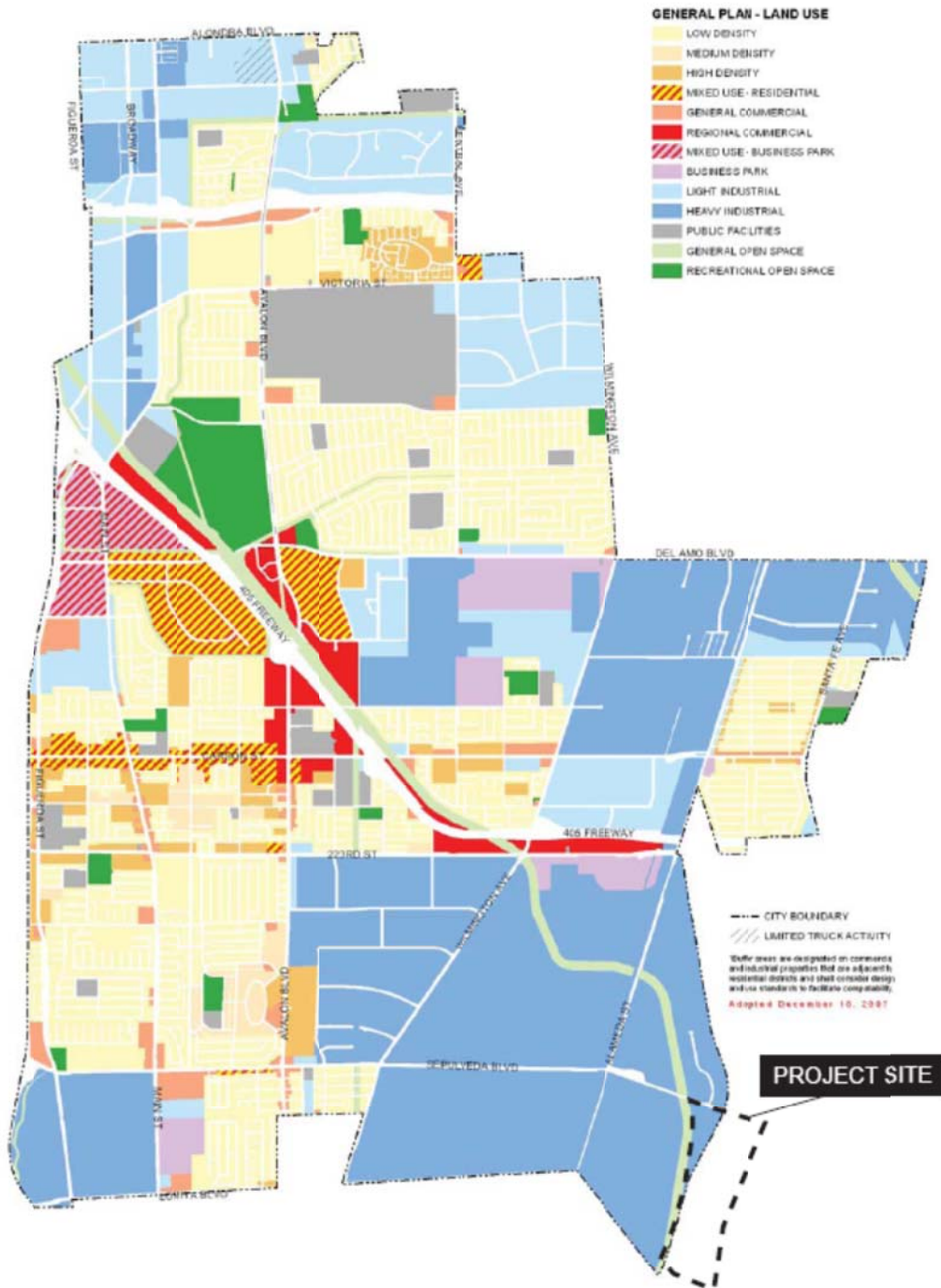
4 **3.8.3.5 City of Long Beach General Plan and Zoning**

5 The Project site includes a portion of a 500-foot-wide strip of land within the Long Beach
 6 city limits that contains the SCE corridor, the San Pedro Branch rail line, and the right-of-
 7 way along both sides of the Terminal Island Freeway between Sepulveda Boulevard to
 8 the north and PCH to the south.

9 Figure 3.8-4 illustrates Long Beach General Plan land use designations for the proposed
 10 Project area. The City is currently preparing a comprehensive update of its General Plan,
 11 known as Long Beach 2030. The current Land Use Element of the Long Beach General
 12 Plan (adopted in 1978 and last updated in 2007) designates this area as Land Use District
 13 (LUD) No. 9R Restricted Industry, which is intended to accommodate clean, non-
 14 nuisance industries, such as manufacturing, research and development, wholesale
 15 facilities, and industrial-support office development, with activities that are confined
 16 completely indoors and have minimal offsite impacts with respect to traffic, emissions,
 17 noise, and operating hours. This land use designation includes the SCE corridor and the
 18 rail line north of Hill Street.

19 South of Hill Street, the remainder of the SCE corridor is designated LUD No. 9R
 20 Restricted Industry, while the vacant area west of the rail line and the Terminal Island
 21 Freeway are designated LUD No. 13 Rights-of-Way. The existing zoning classification
 22 of IL Light Industrial adjacent to the SCE corridor is consistent with the types of land
 23 uses permitted in the LUD No. 9R Restricted Industry designation; and the PR Public
 24 Right-of-Way zone is used to implement the LUD No. 13 Rights-of-Way designation.
 25 Other general plan designations east of the Project Site are LUD No. 1 Single Family,
 26 LUD No. 7 Mixed Use, LUD No. 8R Mixed Retail-Residential Strip, LUD No. 9G General
 27 Industry, LUD No. 10 Institutional and School, and LUD No. 11 Open Space and Park.

1 **Figure 3.8-4. Carson General Plan.**



 No Scale

2
3
4 Source: City of Carson, 2011.

1 The following goals and objectives of the General Plan Land Use Element are relevant to
2 the proposed Project:

- 3 • Economic Development: Long Beach will pursue economic development which
4 focuses upon international trade, while maintaining and expanding its historic
5 economic strengths in aerospace, bio-medicine and tourism.
- 6 • Functional Transportation: Long Beach will maintain or improve the current ability
7 to move people and goods to and from development centers while preserving and
8 protecting residential neighborhoods.

9 **3.8.3.6 Port of Los Angeles**

10 **3.8.3.6.1 Port Master Plan**

11 The Port Master Plan (Port of Los Angeles, 1979) was originally certified by the
12 California Coastal Commission and became effective in August 1980. Changes in the
13 maritime industry since that time have resulted in the need for 25 amendments to the
14 plan, which have all been certified by the Coastal Commission.

15 The primary purpose of the Master Plan is to guide the future development of the Port,
16 which comprises public land and water held in trust by the City of Los Angeles under the
17 California State Tidelands Grant. The Project Site is not located within the boundaries of
18 the Port Master Plan, which extends only to Anaheim Street on the north and the Badger
19 Avenue Bridge on the east.

20 **3.8.3.6.2 Rail Policy**

21 As described in Draft EIR Section 1.1, the Board of Harbor Commissioners has adopted
22 the Port Rail Policy (LAHD, Resolution 6339) to guide development of additional
23 intermodal rail facilities, reduce truck trips, and reduce air emissions from rail operations.
24 The Rail Policy directed Port staff to commence the planning, environmental assessment,
25 site selection, and preliminary design for expanded intermodal rail facilities.

26 **3.8.3.7 Southern California Association of Governments**

27 **3.8.3.7.1 Regional Comprehensive Plan**

28 The Southern California Association of Governments (SCAG) Regional Comprehensive
29 Plan (RCP) integrates the SCAG planning policies and initiatives for Land Use and
30 Housing, Solid Waste, Energy, Air Quality, Open Space and Habitat, Economy,
31 Education, Water, Transportation, and Security and Emergency Preparedness. The RCP
32 is closely tied to SCAG's "Compass Blueprint" and the 2008 Regional Transportation
33 Plan (RTP; the 2012 RTP [see below] has not yet been incorporated into the RCP). The
34 Compass Blueprint, which was adopted by the SCAG in 2004, is based on four key
35 principles: mobility, livability, prosperity, and sustainability. The RTP is a long-range
36 transportation plan that is developed and updated by SCAG every four years in order to
37 provide a vision for transportation investments throughout the region.

38 The RCP Transportation Chapter specifically acknowledges the current demand placed
39 on the Southern California transportation system, pointing out the congestion expected on
40 major corridors such as I-710. According to the RCP, truck trips will triple by 2035,
41 partly due to the increase in trade volumes through the ports, and port-related truck traffic
42 will be constrained by traffic bottlenecks in the port area. Likewise, the region's
43 intermodal railyards are approaching capacity, causing delays in goods movement.

3.8.3.7.2 Regional Transportation Plan

In April, 2012, SCAG adopted the 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) (SCAG, 2012). The RTP establishes a transportation vision for an area that includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The RTP is a multimodal plan representing a vision for a better transportation system, integrated with the best possible growth pattern for the region over the plan horizon of 2035. The RTP goals (RTP p. 13, Table 1.1) include the following:

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and the health of our residents by improving air quality and encouraging active transportation.
- Actively encourage and create incentives for energy efficiency, where possible.
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation
- Maximize the security of the regional transportation system.

The RTP notes in its Goods Movement Appendix (p. 33) that” Additional lift capacity at near-dock yards is needed to accommodate projected demand and to reduce the number of truck trips to off-dock yards. Near-dock rail terminals provide rail accessibility to import and export cargo, using drayage trucks for the connection to and from port terminals. Expansion of near-dock rail will reduce truck VMT and emissions by eliminating the need to access more distant off-dock rail facilities.”

3.8.3.8 California Coastal Act

The California Coastal Act (CCA) defines the “coastal zone” as the area of the state which extends three miles seaward and generally about 1,000 yards inland. In particularly important and generally undeveloped areas where there can be considerable impact on the coastline from inland development, the coastal zone extends to a maximum of 5 miles inland from mean high tide line. In developed urban areas, the coastal zone extends substantially less than 1,000 yards inland. Almost all development within the coastal zone requires a coastal development permit from either the Coastal Commission or a local government with a certified Local Coastal Program.

The CCA sets forth specific uses, including restoration, for which diking, filling or dredging of wetlands may be permitted in the coastal zone, provides for additional review and approvals for proposed actions within designated sensitive coastal areas, and directs each city or county within the coastal zone to prepare a Local Coastal Program (LCP) for Coastal Commission certification.

The California Coastal Zone boundary extends to Anaheim Street. The Project site is to the north of Anaheim Street and lies outside the Coastal Zone and is, therefore, not subject to the CCA.

3.8.3.9 Tidelands Trust Act

In California, tidelands are those lands that lie between the mean high tide and the mean low tide while submerged lands are those lands that lie between the mean low tide and the three-mile seaward extent of the state's jurisdictional limit. The Lands Management Division (LMD) of the California State Lands Commission (SLC) has primary responsibility for the leasing of California's sovereign tidelands and submerged lands. However, early in the state's history, the legislature granted certain tidelands and submerged lands to 85 cities, counties, and harbor districts, including major ports such as the POLA. The Port's lands, both submerged and dry, are held in trust by the City of Los Angeles for the state, in accordance with the Tidelands Trust Act. The Trust allows the City to use all tidelands and submerged lands within the City's Harbor District as a port, with the provision that the money generated in the tidelands stays in the tidelands. Funds expended by the Port in support of the proposed Project would be subject to the restrictions of the Tidelands Trust Act. The proposed Project site is not within former tidal or submerged lands.

3.8.3.10 Goods Movement Action Plan

The State of California's Goods Movement Action Plan (BTHA & California EPA, 2007) presents the state's plan for improving and expanding the capacity of the goods movement system while mitigating its health and environmental impacts and improving security and public safety. The plan considers operational improvements and environmental mitigations for trucks, trains, ships, ports, and others in the goods movement chain, as well as infrastructure projects to be undertaken over the next ten years throughout the state. The proposed Project is specifically identified in the plan as one of the intermediate-term (4 – 10 years) candidate infrastructure projects.

3.8.3.11 Land Use Guidance Related to Air Quality

Both the California Air Resources Board and the South Coast Air Quality Management District have issued guidance related to siting sensitive facilities near transportation corridors, certain commercial uses, and a variety of industrial facilities, including intermodal railyards (California EPA & CARB, 2005; SCAQMD, 2005). This guidance is based upon modeling studies suggesting that cancer risk increases with proximity to sources of toxic air contaminants and that pollutant concentrations decrease rapidly with distance from the source. Both guidance documents conclude that residential areas, and in particular schools and hospitals, are incompatible uses near certain types of industrial uses, including railyards.

The SCAQMD guidance does not require specific separation distances between sources and sensitive uses, but rather provides general planning guidance that encourages local governments to promulgate such requirements. The guidance reviews potential sources of land use conflict and proposes policies and strategies that local governments could use to avoid such conflicts and minimize risk. Those strategies include:

- physical separation between sources and sensitive uses;
- pollution reduction features at the source;
- siting, zoning, and permitting policies;
- capping cumulative impacts; and
- changing land use designations as necessary.

1 The 2005 California EPA/CARB guidance is similar to the SCAQMD guidance except
2 that it suggests specific separation distances between new sensitive uses and existing
3 industrial uses. Specifically, the CARB Handbook recommends that new sensitive uses
4 not be sited within 1,000 feet of a major railyard, and that siting limitations and
5 mitigations be considered within one mile of the railyard. The Handbook does not
6 specifically address siting new industrial facilities or major railyards near existing
7 sensitive uses.

8 The Handbook (p. 4) makes it clear that “[t]hese recommendations are advisory. Land
9 use agencies have to balance other considerations, including housing and transportation
10 needs, economic development priorities, and other quality of life issues.” The Handbook
11 (p. ES-2) also recognizes that land use zoning decisions are within the legal purview of
12 cities and counties. “While we provide some suggestions, how to best achieve that goal
13 is a local issue. In the development of these guidelines, we received valuable input from
14 local government about the spectrum of issues that must be considered in the land use
15 planning process. This includes addressing housing and transportation needs, the benefits
16 of urban infill, community economic development priorities, and other quality of life
17 issues. All of these factors are important considerations. The recommendations in the
18 Handbook need to be balanced with other State and local policies.”

19 **3.8.4 Impacts and Mitigation Measures**

20 **3.8.4.1 Methodology**

21 This analysis evaluates consistency of the proposed Project and its land use features with
22 adopted plans and policies governing land use and development within the Project Site;
23 and its compatibility with existing land uses and land use plans for the adjacent
24 communities (see Section 3.8.3) as they existed during the baseline year 2010. Criteria
25 for the determination of significant land use impacts are based on the Los Angeles CEQA
26 Thresholds Guide (City of Los Angeles, 2006) as well as the State CEQA Guidelines.
27 The cities of Long Beach and Carson have adopted the State CEQA Guidelines.

28 The Land Use impact analysis addresses the potential for the creation of physical
29 incompatibilities between the proposed Project and other adjacent and nearby land uses,
30 and inconsistencies with adopted land use planning documents. The determination of
31 whether significant impacts may result from land use incompatibilities is based on the
32 extent to which nearby offsite land uses would be affected by physical interruption or
33 disruption caused directly by the proposed Project or indirectly by its associated
34 environmental effects.

35 This analysis also considers, on a broad programmatic level, potential land use impacts
36 related to displaced businesses moving to unknown areas outside of the Project site, as
37 described in Section 2.4.2.1. That analysis is presented in Section 3.8.4.4.

38 **3.8.4.2 Thresholds of Significance**

39 CEQA Guidelines section 15125(d) requires that the EIR discuss any inconsistencies
40 between the proposed project and applicable general plans and regional plans. LU-1
41 addresses the proposed Project’s land use consistency relative to adopted community and
42 general plans for the Project site. LU-2 addresses other applicable plans. In addition to
43 local plans, criteria for determining the significance of impacts related to land use issues
44 are based on the Los Angeles City CEQA Thresholds Guide (City of Los Angeles, 2006)

1 and the State CEQA Guidelines. The proposed Project would have a significant land use
2 impact if it is inconsistent with an applicable plan goal, policy, or objective listed above
3 and the inconsistency results in a significant adverse environmental effect.

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

6 **LU-2:** The proposed Project would be inconsistent with the General Plan or adopted
7 environmental goals or policies contained in other applicable land use plans adopted
8 for the purpose of avoiding or mitigating an environmental impact.

9 **LU-3:** The proposed Project would isolate or divide existing neighborhoods,
10 communities, or land uses.

11 **LU-4:** The proposed Project would cause secondary impacts to surrounding land
12 uses.

13 3.8.4.3 Impacts and Mitigation

14 **Impact LU-1: The proposed Project would not be inconsistent with the**
15 **adopted land use/density designation in the Community Plan,**
16 **redevelopment plan, or specific plan for the Project Site.**

17 **Los Angeles General Plan and Zoning.** As described in Sections 3.8.3.1 and 3.8.3.3, the
18 majority of the Project site is within the Port of Los Angeles Plan area of the Los Angeles
19 General Plan, and the land use designation is General/Bulk Cargo (Hazardous Industrial
20 and Commercial). The zoning is M3 Heavy Industrial, which includes open storage of
21 materials, equipment, and vehicles, cargo container storage, freight classification yard,
22 and railroad repair shops in its list of permitted uses. The land uses for the proposed
23 Project are consistent with the Los Angeles General Plan designation and zoning
24 classification.

25 Areas designated as alternate sites as part of the proposed Project for existing businesses
26 are within and adjacent to lands designated for heavy industrial use. Onsite and adjacent
27 uses consist of vacant land, port transport facilities, and equipment storage. No
28 incompatibility with existing or planned land uses within or adjacent to the alternate sites
29 would occur as a result of the proposed Project.

30 **Wilmington-Harbor City Community Plan and Zoning.** The alternate sites for
31 existing businesses (see Figure 2-5) in the South Lead Track Area are designated for
32 Heavy Industrial land uses and zoned M3 Heavy Industrial, which includes open storage
33 of materials, equipment, and vehicles, and cargo container storage yard in its list of
34 permitted uses. The Dominguez Channel is designated as Open Space and zoned OS
35 Open Space. The land uses for the proposed Project are consistent with the Wilmington-
36 Harbor City Community Plan designation and zoning. In addition, the rail bridge
37 improvements would not conflict with the Open Space plan and zoning designations
38 since no buildings are proposed to be located within the channel.

39 **Carson General Plan and Zoning.** The triangular area of land within the Carson city
40 limits in the northwest corner of the Project site is designated for Heavy Industrial use
41 and zoned MH-Manufacturing, Heavy. The land uses proposed by the proposed Project
42 are consistent with the Carson General Plan designation and zoning classification.
43 Pursuant to Carson Municipal Code Section 9141.1, new industrial developments,
44 including intermodal facilities such as the proposed Project, require a conditional use
45 permit from the City of Carson.

1 **Long Beach General Plan and Zoning.** Land uses in Long Beach adjacent to and near
2 the Project site are almost fully developed with schools, parks, business parks, residences,
3 and a mixed-use district of light to heavy industrial uses, service commercial, and
4 warehouse and outdoor storage facilities. Table 3.8-1 provides information on the
5 distances from the Project site to various residential, school, and other non-industrial uses
6 in the nearby portion of Long Beach. These uses are separated from the Project site by
7 the Terminal Island Freeway; by the equipment storage facility west of the freeway; by
8 the existing elevated rail line that would limit direct views of this portion of the proposed
9 Project, except for the proposed cranes; and by the existing SCE right-of-way. In
10 addition, the sound wall mitigation on the east side of the Terminal Island Freeway as
11 described in Section 3.9 (see Figure 3.9-6 in Section 3.9) and the intensive landscaping
12 proposed on the west side of the Terminal Island Freeway as a project condition (see
13 Section 3.1.4.3, Impact AES-1) would provide additional buffers between the proposed
14 Project and land uses to the east. The sound wall south of Sepulveda Boulevard that is
15 needed as mitigation would be located within City of Long Beach on land zoned PR
16 (public right-of-way), and would be consistent with the LUD No. 9R and LUD No. 13
17 designations. Noise mitigation requires the height of this sound wall to be 12 feet.
18 Another sound wall, 24 feet high, is being required as mitigation on the east side of the
19 existing SCE corridor and UP San Pedro Branch rail line, just north of Sepulveda
20 Boulevard (see Figure 3.9-6). That sound wall, as well as the area of intensive
21 landscaping west of the Terminal Island Freeway, would be on sites designated LUD No.
22 9R and zoned as IL (light industrial). A 24-foot-high sound wall may require a variance
23 from the City of Long Beach. Both the 12-ft and the 24-ft sound walls would be adjacent
24 to existing walls of the same heights.

25 The railroad bridge widening at Sepulveda Boulevard would be within a general plan
26 designation of LUD No. 9R Restricted Industry and the IL Light Industrial zone south of
27 the centerline of Sepulveda Boulevard; and LUD No. 13 Rights-of-Way and the PR
28 Public Right-of-Way zone north of the centerline. The proposed bridge widening would
29 be consistent with the existing general plan and zoning designations for public rights-of-
30 way and would not conflict with existing or future development of adjacent private
31 properties in accordance with the existing industrial general plan and zoning
32 designations.

33 Project improvements within the SCE corridor would be limited to the North Lead Track
34 Area extensions to connect to the San Pedro Branch Rail Line, the Sepulveda Boulevard
35 underpass to provide long-term access to the SCE right-of-way and transloading
36 operations by California Cartage that are assumed to occur on the 19-acre parcel they
37 currently lease from SCE, and potential utilities and paving necessary to support the
38 proposed Project. These uses would be consistent with facilities needed to support
39 industrial uses permitted within LUD No. 9R Restricted Industry. No buildings are
40 assumed to be constructed within the SCE corridor consistent with SCE's operating
41 policies (SCE 2012).

42 **Redevelopment Plan and Specific Plan.** The Long Beach Central Redevelopment
43 Project Area includes properties along both sides of the Terminal Island Freeway
44 between West Willow Street and West Hill Street (see Figure 3.8-1). The portion of the
45 Project site containing the SCE corridor, San Pedro Branch rail line, the Sepulveda
46 Boulevard underpass, the intensive landscaping proposed as a project condition, and the
47 sound wall imposed as mitigation, would be located within the Redevelopment Project
48 Area. This area is designated LUD No. 9R Restricted Industry and the Project would not

1 restrict or inhibit redevelopment in conformance with the existing general plan
2 designation. No specific plan exists on these lands within the proposed Project site.

3 **Impact Determination**

4 Land uses proposed for the Project site, including the alternate sites for existing
5 businesses, the South and North Lead Track areas, and the rail line bridge improvement
6 sites are consistent with the applicable city general plans, community plans, and zoning.
7 The proposed Project uses would be consistent with existing zoning of the cities of Los
8 Angeles, Carson, and Long Beach. Construction of the 24-ft sound wall north of
9 Sepulveda Boulevard as mitigation could require a height variance from the City of Long
10 Beach. The issuance of a height variance is not considered a significant impact because
11 the sound walls in and of themselves are intended to reduce significant noise impacts to
12 the nearby sensitive land uses, and the Long Beach zoning ordinance (Section 21.43.02)
13 recognizes the need for additional height in some cases. The triangular area of land
14 within the Carson city limits in the northwest corner of the Project site would require a
15 conditional use permit for the construction and operation of an intermodal container
16 transfer facility, consistent with the Carson General Plan designation and zoning
17 classification for that site. Therefore, the impact of the proposed Project would be less
18 than significant.

19 *Mitigation Measures*

20 No mitigation required.

21 *Residual Impacts*

22 Less than significant impact.

23 **Impact LU-2: The proposed Project would not be inconsistent with the** 24 **General Plan or adopted environmental goals or policies contained in other** 25 **applicable plans.**

26 As stated above in the analysis of significance threshold LU-1, the Project site is located
27 within three jurisdictions with designated general industrial land uses: Heavy Industrial in
28 the City of Los Angeles, Restricted Industry and Public Rights-of-Way in the City of
29 Long Beach, and Heavy Manufacturing in the City of Carson. The Project site would
30 continue as an industrial area with land uses generally consistent with current industrial
31 activities.

32 As listed in Section 3.8.3.1.1, the Port of Los Angeles Plan contains objectives and
33 policies to support more efficient port operations and offsite transport. Of particular
34 relevance to the proposed Project is Objective 1 "... to promote and accommodate the
35 orderly and continued development of the Port to meet the needs of foreign and domestic
36 waterborne commerce ..."; also Objective 8 "To upgrade the existing rail transport
37 system to keep pace with Port development ..."; and Policy 13, which states that "Road,
38 rail, and access systems within the Port and connecting links with road, rail and access
39 systems outside the Port shall be located and designed to provide necessary, convenient,
40 and safe access to and from land and water areas"

41 The proposed Project is consistent with the Port of Los Angeles Rail Policy and the goals
42 of the SCAG RCP related to improving the efficiency, reliability, and productivity of the
43 regional transportation system, as it would increase the intermodal capacity of the local
44 rail infrastructure and help alleviate freeway congestion.

1 As noted above, the proposed Project is specifically mentioned in the SCAG RCP as part
2 of the State's intermediate-term (4 – 10 years) infrastructure projects that would improve
3 and expand the capacity of the goods movement system while mitigating its health and
4 environmental impacts and improving security and public safety.

5 The proposed Project site is within 1,000 feet of Hudson Elementary and Cabrillo High
6 School, Hudson Park, a Buddhist temple, and residential areas in West Long Beach
7 (Table 3.8-1). The North Lead Track runs less than 1,000 feet from Stephens Middle
8 School and residential uses in the Upper Westside Neighborhood of Long Beach. The
9 CARB and SCAQMD guidance (see section 3.8.3.12) is related to siting new sensitive
10 uses near transportation corridors, certain commercial uses, and a variety of industrial
11 facilities, including railyards. Although the CARB handbook does not specifically
12 address siting new or modified industrial facilities, including railyards, near existing
13 sensitive uses, it does make clear that land use agencies have to balance other
14 considerations, including housing and transportation needs, economic development
15 priorities, and other quality of life issues when applying the recommended land use
16 guidelines and strategies.

17 No habitat conservation plan or natural community conservation plan exists for lands
18 within the Project site. Therefore, no adopted environmental goals or policies associated
19 with habitat conservation planning would be adversely affected by the project.

20 **Impact Determination**

21 Land uses proposed for the Project site would be located in areas designated for heavy
22 industrial land uses and public rights-of-way and not in an area designated for
23 environmental preservation pursuant to any city, community, or other applicable plans.
24 The proposed Project would implement the adopted goals and policies of the Port of Los
25 Angeles Plan, the SCAG RCP, and the Goods Movement Action Plan. For these plans
26 and policies, the impact of the proposed Project would be less than significant.

27 The proposed Project would not be inconsistent with the intent of CARB and
28 SCAQMD's land use planning guidance related to siting new sensitive uses near
29 industrial facilities, including railyards, as it does not include the siting of any sensitive
30 uses. However, the proposed Project would implement pollution reduction features (see
31 sections 2.4 and 3.2) that would follow CARB's recommendations on mitigation of
32 potential impacts, specifically with regard to potential health impacts on sensitive
33 receivers, such as children, people with chronic health problems, and the elderly, that
34 might be exposed to toxic air pollutants. Measures designed to mitigate health risk
35 impacts and air emissions are addressed in Section 3.2, Air Quality. The proposed Project
36 also includes the construction of intensive landscaping as a project condition on the
37 western side and a sound wall as mitigation along the eastern side of the Terminal Island
38 Freeway that would serve as a buffer for sensitive uses along the corridor (see Section
39 3.1, Aesthetics and Visual Resources, and Section 3.9, Noise).

40 Both guidance documents conclude that residential areas, and in particular schools and
41 hospitals, are incompatible uses near these types of industrial land uses, including
42 railyards. Given that the proposed Project is consistent with current land use and zoning
43 designations established in the applicable jurisdictions as described in LU-1, the proposed
44 Project would not require any changes to land use zoning, siting, permitting, or land use
45 designations as recommended in the SCAQMD guidance. With regarding to balancing
46 other land use considerations, key among the factors to be considered is the efficient
47 movement of goods in the region. One of the documents relied upon in this EIR is the

1 *Goods Movement Action Plan*, adopted in 2007 by the California EPA and Business,
2 Transportation and Housing Agency. The *Goods Movement Action Plan* specifically calls
3 for the completion of SCIG (p. V-17):

4 “The completion of the Union Pacific Intermodal Container Transfer
5 Facility (ICTF) and the proposed Southern California International
6 Gateway (SCIG) BNSF Railyard are two infrastructure projects that
7 would help move container traffic from truck to rail.”

8 Additionally, the *Goods Movement Action Plan* (p. I-1 and I-3) recognized the
9 balance between environmental concerns and the need for improved goods
10 movement infrastructure.

11 “If needed infrastructure investments are made, growth of the industry
12 can be a source of high wage jobs to California’s growing population. If
13 infrastructure investments are stalled or not made, job growth may be
14 more limited and aging infrastructure will likely be unable to serve the
15 future needs of Californians. Similarly, if needed investments are made
16 to address serious environmental and community concerns associated
17 with goods movement, public health and quality of life can be improved.
18 If investments are not made to address the serious environmental and
19 community concerns associated with goods movement sources and
20 increases in goods movement sources, already high levels of air
21 pollution, along with the associated health effects and other
22 environmental and community impacts, will continue to increase and
23 harm public health and quality of life.”

24 The CARB Handbook (p. ES-2) also recognizes the need and important of
25 balancing the goals of its guidance with state and local policies and needs. “This
26 includes addressing housing and transportation needs, the benefits of urban infill,
27 community economic development priorities and other quality of life issues. All
28 of these factors are important considerations.”

29 Based on the above considerations, the impact of the proposed Project would be less than
30 significant in regard to inconsistencies with applicable plans or policies under LU-2.

31 *Mitigation Measures*

32 No mitigation is required.

33 *Residual Impacts*

34 Less than significant impact.

35 **Impact LU-3: The proposed Project would not isolate or divide existing** 36 **neighborhoods, communities, or land uses.**

37 Established neighborhoods and communities containing residences, schools, day care
38 facilities, parks, and other non-industrial uses are located to the east of the Project site in
39 the City of Long Beach. These neighborhoods and land uses are separated from the
40 Project site by the Terminal Island Freeway, the existing San Pedro Branch rail line and
41 berm that limits direct views of a portion of the proposed Project site, and the existing
42 SCE right-of-way that contains large overhead electrical towers and transmission lines.
43 No communities or neighborhoods are immediately adjacent to the Project site, nor
44 would the proposed Project or the rail lines for the North and South Lead tracks be

1 constructed through any neighborhood or community. Accordingly, no established
2 neighborhoods or communities would be directly or indirectly physically isolated or
3 divided by the proposed Project.

4 The proposed Project includes a sound wall with landscaping as mitigation along the east
5 side of Terminal Island Freeway (see Figure 3.9-6 and sections 3.1 and 3.9) and an area
6 of intensive landscaping as a project condition on the west side of the Terminal Island
7 Freeway, which would provide additional buffers between the proposed Project and land
8 uses to the east. The physical separation provided by those features would avoid
9 residential land uses in Long Beach being isolated or divided. Proposed Project
10 operations would increase rail trips in the immediate area of the proposed Project;
11 however, the proposed Project would not result in the construction of new rail lines or
12 railyards outside the boundaries of the Project area. The only new rail lines constructed
13 within the Project area include the North Lead track which would add two rail tracks
14 approximately 1,000 feet in length on the Sepulveda Boulevard rail bridge to connect into
15 the existing San Pedro Branch rail line and the South Lead Track which would add two
16 rail tracks approximately 4,000 feet in length to connect the railyard to the Long Beach
17 Lead rail line and the Alameda Corridor. Accordingly, trains leaving the railyard would
18 travel on existing rail lines and the Alameda Corridor; the Alameda Corridor eliminated
19 former at-grade rail crossings, and, as a result, vehicle and pedestrian conflicts, when it
20 was completed in 2002. However, the addition of the South Lead Track could restrict the
21 operations of certain land uses as further described below.

22 The proposed Project does not include, and would not result in, the construction of new
23 offsite roadways, although there would be improvements to the PCH grade separation for
24 the SCIG access road and the clearance necessary for the South Lead track that would
25 pass under PCH. The proposed Project would also construct a new underpass
26 immediately south of Sepulveda Boulevard to provide long-term access to the SCE right-
27 of-way and the transloading operations by California Cartage that are assumed to occur
28 on the 19-acre parcel they currently lease from SCE. These roadway improvements
29 would provide direct access to onsite uses within the Project area and would not interfere
30 with or divide established surrounding land uses. Truck trips to and from the proposed
31 Project would follow designated truck routes that avoid residential land uses. In addition,
32 the industrial characteristics of the existing cargo handling land uses on the Project site
33 would not be altered in a manner that would cause an adverse change in the land use
34 character of the area.

35 The alternate sites for businesses would be located within existing industrial areas that
36 are served by existing roads. Moving businesses to these locations would be compatible
37 with existing similar port-related land uses. For the purposes of this analysis only, it is
38 assumed that Fast Lane and California Cartage would move a portion of their operations
39 to non-contiguous parcels (see Section 2.4.2.1 for details). California Cartage, which
40 currently operates on 86 contiguous acres, is assumed in the proposed Project to operate
41 on the 19-acre parcel it currently leases from SCE as well as to move a portion of its
42 operations to a 10-acre parcel south of PCH. Accordingly, California Cartage, if it elected
43 to move as proposed, would be divided by the proposed Project. Furthermore, as
44 described in Section 2.4.2.1, the access to the 10-acre site would be modified by
45 construction of the South Lead Track and the site would be entirely surrounded by active
46 rail lines. Access could be provided across an at-grade crossing with the proposed rail
47 line serving the proposed Project to E. Opp Street with another at-grade crossing and then
48 to East "I" Street, which was analyzed. However, alternate access could also be provided
49 across the San Pedro Branch rail line to the north where an existing crossing is located

1 (near the Dominguez Channel access road and California Sulphur Works). Accordingly,
2 although access would be less direct and could be somewhat constrained by the rail
3 crossing and associated delays, business operations could occur on the site and would not
4 be isolated.

5 Fast Lane would remain in its current location except that a portion of its operations on
6 approximately 6 acres of privately owned land would be moved to an adjacent 4.5-acre
7 area immediately to the south of its current location. The 4.5-acre area is divided in half
8 by a railroad track connecting the Long Beach Lead track to the UP San Pedro Branch
9 track, and would not be contiguous with the remaining portion of Fast Lane's operations
10 to the north. Furthermore, a portion of the site would be completely surrounded by active
11 rail lines. Access between the two portions of the 4.5-acre site that are separated by the
12 Long Beach Lead/San Pedro Branch connection could continue via the existing crossing
13 on Opp Street, but that access would be constrained by rail activity. Accordingly, Fast
14 Lane, if it elected to move a portion of its operations as proposed, would be divided by
15 the proposed Project and would experience operational constraints due to rail crossing
16 delay, but operations could occur on the site and would not be isolated.

17 As mentioned above, the majority of Fast Lane, except in the area of the South Lead
18 Track, would remain in its current location which is outside of but adjacent to the
19 proposed Project site boundary. Once the South Lead Track is constructed, access to Fast
20 Lane's operations on the SCE corridor between PCH and the San Pedro Branch rail line
21 would no longer be available from E Road, which currently serves as the primary access
22 route. This parcel, within the SCE corridor, would also be entirely surrounded by active
23 rail lines and PCH to the north. As a result, Fast Lane and SCE's access to this parcel
24 would be limited to using Southern Pacific Drive off of the Terminal Island Freeway,
25 continuing to Farragut Avenue, to East Grant, and to Hobson Avenue where there is
26 currently a private rail crossing that is already used as a secondary route to the site.
27 Accordingly, although access would be less direct and could be somewhat constrained by
28 the existing rail crossing and associated delays, business operations could occur on the
29 site as they do today and would not be isolated.

30 **Impact Determination**

31 The intensive landscaping project condition and sound wall mitigation described above
32 would provide physical separation between the Project site and nearby land uses in Long
33 Beach in addition to the separation already provided by the SCE corridor, the Terminal
34 Island Freeway, and the San Pedro Branch line. The proposed Project does not include
35 and would not result in the construction of new offsite roadways and rail lines that would
36 divide or isolate existing communities. No other project features would be constructed or
37 operated that would divide or isolate established communities or neighborhoods.
38 Accordingly, land use impacts related to division or isolation of nearby residential,
39 school, and park uses would be less than significant.

40 Two of the industrial land uses that would move to alternate sites, California Cartage and
41 Fast Lane, would be physically divided as a result of the proposed Project. Neither use,
42 however, would be isolated from the portion of their operations that would remain at their
43 current location because the degree of separation would be minor. Specifically, the
44 distance between the 19-acre parcel California Cartage currently leases from SCE and the
45 10-acre site south of PCH is approximately 2,500 feet. Although the travel distance
46 between these sites would change due to the configuration of the SCE parcel, the entry on
47 Sepulveda Boulevard, and new access to the 10-acre parcel, adequate access to local
48 roads and the overweight corridor would still be available. Furthermore, its operations on

1 the 10-acre parcel, being completely surrounded by active rail lines, would experience
2 operational constraints due to rail crossing delay, but operations could occur on the site
3 and would not be isolated. Accordingly, the impact on California Cartage's operations
4 would be less than significant.

5 The farthest distance between Fast Lane's continuing operations on property south of
6 PCH and the 4.5-acre alternate site is approximately 2,200 feet. The parcel's access to the
7 local road network and overweight corridors would be altered from its current
8 configuration, but would not be eliminated, as access would continue via Southern
9 Pacific Drive, Farragut Avenue, and Opp Street. For the portion of Fast Lane's operations
10 on the SCE corridor that is outside of the proposed Project area, access would now only
11 be limited to the using Southern Pacific Drive off of the Terminal Island Freeway,
12 continuing to Farragut Avenue, to East Grant, and to Hobson Avenue where there is
13 currently a private rail crossing that is already in use today. Accordingly, the impact on
14 Fast Lane's operations and SCE's access to the parcel would be less than significant.

15 *Mitigation Measures*

16 No mitigation is required.

17 *Residual Impacts*

18 Less than significant impact.

19 **Impact LU-4: The proposed Project would cause secondary impacts to** 20 **surrounding land uses.**

21 Pursuant to CEQA, this analysis evaluates the potential for activities associated with the
22 proposed Project to cause or increase existing impacts affecting current and planned land
23 uses in surrounding communities. Secondary effects are defined as "effects which are
24 caused by the project and are later in time or farther removed in distance...[and] may
25 include growth-inducing effects and other effects related to induced changes in the
26 pattern of land use, population density, or growth rate, and related effects on air and
27 water and other natural systems, including ecosystems" (CEQA Guidelines, §15358).
28 Impacts on air and water quality and natural systems are evaluated in sections 3.2, 3.3,
29 and 3.6. Additional secondary effects pursuant to CEQA, such as the potential to cause
30 economic impacts or blighted conditions, are addressed in Chapter 7, Socioeconomics
31 and Environmental Quality.

32 Secondary impacts refer here to the possible nexus between activities at the proposed
33 Project and land use changes in communities adjacent to the Project site. Activities of
34 concern would include air emissions, noise, and traffic congestion, any of which, if
35 substantial, could adversely affect residential and sensitive land uses. Possible effects
36 could include changes in land uses from residential and commercial to industrial,
37 population migration into or out of the area in response to changing job opportunities at
38 the Project site, or changes in land use opportunities caused by zoning or siting conflicts
39 with the proposed Project. The proposed Project would not induce shifts in land use
40 patterns in residential/commercial areas of West Long Beach because existing zoning
41 would not allow more industrial development. Adjacent areas of Carson and Los Angeles
42 (Wilmington Community) are currently zoned for heavy industrial use and do not support
43 residential uses that could be displaced. The proposed Project would be constructed on
44 land currently zoned for industrial uses and would not require zoning changes.

1 The proposed Project would not induce appreciable immigration or emigration in the
2 adjacent communities. The project's level of employment would be small relative to the
3 local job base, so that the new jobs would not result in population growth. Similarly, the
4 businesses that would be displaced by the proposed Project are not major employers;
5 furthermore, those businesses would be expected to relocate in the general area or
6 southern Los Angeles County, within reasonable commuting distance of their present
7 locations, so that their displacement would not cause emigration to other areas.

8 The presence of the proposed SCIG facility would affect future land uses by discouraging
9 siting of certain facilities in West Long Beach. As described in Section 3.8.1.12 and LU-
10 2, CARB and SCAQMD guidelines recommend that new sensitive uses, including
11 schools, day care centers, and parks, not be located within 1,000 feet of railyards. A
12 portion of West Long Beach along the Terminal Island Freeway lies within 1,000 feet of
13 the eastern edge of the proposed Project site. Accordingly, if the proposed Project were
14 built, future proposals to build new schools, parks, and other sensitive uses in that area
15 would conflict with state policy. Those uses would need to be located in other parts of
16 West Long Beach. State policy also recommends against siting sensitive uses near major
17 freeways, such as the Terminal Island Freeway.

18 As discussed in sections 3.2 and 3.9, the proposed Project would have significant
19 environmental impacts that could adversely affect residential and sensitive land uses.
20 Briefly, the proposed Project would have significant air quality impacts related to
21 construction and operation because emissions of criteria pollutants would exceed
22 SCAQMD thresholds of significance. Mitigation measures would reduce those emissions,
23 but they would remain significant after mitigation. The proposed Project would have
24 significant noise impacts on sensitive uses in the City of Long Beach, specifically related
25 to temporary construction and long-term operations. Implementation of mitigation
26 measures (soundwalls and construction control measures) would reduce those impacts to
27 less than significant except in the case of nighttime operational noise, which would
28 remain significant. The proposed Project's other significant impacts (i. e., cultural) would
29 not adversely affect residential and sensitive uses.

30 **Impact Determination**

31 As discussed above, the proposed Project would cause significant air quality and noise
32 impacts. Therefore, secondary impacts on land use would be considered significant. The
33 proposed Project would not cause changes in patterns of land use in adjacent
34 communities or cause immigration or emigration in response to changing job
35 opportunities. Future siting of sensitive uses in the portion of West Long Beach adjacent
36 to the Terminal Island Freeway would be precluded by the presence of the proposed
37 Project. However, because other industrial uses in the area and the presence of the
38 Terminal Island Freeway would also discourage such siting, the proposed Project would
39 be contributory to a general prohibition against siting sensitive uses in the area.

40 *Mitigation Measures*

41 Mitigation measures for air quality and noise impacts have been imposed (sections 3.2
42 and 3.9), including **MM AQ-1** through **MM AQ-10** and **MM NOI-1** through **MM NOI-**
43 **3**. However, those mitigation measures are not expected to reduce the impacts to less than
44 significant. Because the proposed Project would continue to have significant impacts, the
45 proposed Project also would result in potentially significant secondary land use impacts.

1 *Residual Impacts*

2 Residual secondary land use impacts would remain significant and unavoidable.

3 **3.8.4.4 Summary of Impacts of Displaced Businesses**

4 This section presents a description of the environmental issues associated with the
5 displacement of businesses on the Project site other than the businesses that are assumed
6 to move to alternate sites as part of the proposed Project which includes California
7 Cartage, Fast Lane, and the ACTA maintenance yard. The issue is addressed in this
8 section because business displacements would be largely a land-use compatibility issue.

9 As discussed in Chapter 2 Project Description (Section 2.4.2.1), only three of the existing
10 businesses within the proposed Project site (a portion of California Cartage, a portion of
11 Fast Lane, and the ACTA maintenance yard, Table 2-3) would be moved to nearby
12 properties as part of the proposed Project; that action is assessed in detail in this EIR. All
13 other businesses on LAHD properties in the proposed Project site would have their leases
14 non-renewed or terminated, and those on non-LAHD properties would be removed upon
15 acquisition of the properties by BNSF. For the SCE corridor, Three Rivers Trucking
16 would be unable to maintain operations on the parcel they lease because SCE's secondary
17 land use policy (SCE, 2012) would not allow construction of facilities to replace facilities
18 that would be lost due to the construction of the proposed Project. For this reason, Three
19 Rivers Trucking is also considered a displaced business. The only remaining business on
20 the SCE corridor is California Cartage, which is assumed to remain on the property it
21 leases within the SCE corridor for a portion of its operations. Because California Cartage
22 has represented that the identified 10-acre alternate site combined with the property
23 leased from SCE (19 acres) cannot accommodate all of its current operations, it is
24 possible that California Cartage would move its remaining operations to an unknown site.

25 The displaced businesses for which no other alternate sites are being offered as part of the
26 proposed Project or have been identified during the time of this analysis are assumed
27 likely to move to other compatible areas in the general port vicinity as part of their own
28 business operation and plans. Given the dependence of these businesses on port activities,
29 this analysis assumes that businesses without known or identified alternate sites (Table
30 3.8-2) would generally remain within a 25-mile radius of the Port of Los Angeles.

31 **Table 3.8-2. Businesses Potentially Moving Elsewhere in the General Port Area.**

Land Use/Business Name	Baseline (2010) Activities
California Cartage (remaining portion not on SCE property or 10-acre alternate site)	Trucking, warehousing, transloading with an estimated 257,300 truck trips per year and 188 train trips per year.
Three Rivers Trucking	Trucking and transloading with an estimated 15,100 trucks roundtrip per year.
Total Intermodal Services	Warehousing, transloading with an estimated 15,100 truck trips per year.
Flexi-Van	Container refurbishing and logistics services with an estimated 2,300 truck trips per year.
San Pedro Forklift	Fumigation operations and cargo-handling equipment and truck rentals with an estimated 9,300 truck trips per year.
LA Harbor Grain Terminal/Harbor Transload	Transloading and trucking with an estimated 9,300 truck trips per year.

32

1 Potential alternate sites cannot be identified in this analysis because none of the displaced
2 businesses provided information when requested by the LAHD at the time of this
3 analysis. However, it is reasonable to assume that the affected businesses would move
4 their operations to sites that are zoned industrial and currently support, or have supported,
5 uses directly or indirectly related to goods movement, such as warehousing, truck and
6 equipment maintenance and leasing, and container storage. On any such site, it is
7 reasonable to assume that construction would be required to demolish some or all of the
8 existing improvements, prepare the sites, and construct new improvements (warehouses,
9 office and maintenance buildings, gates, lighting, utilities, fencing, paving), although it is
10 entirely possible that existing facilities would be used with only minor modifications. The
11 new facilities are assumed to generally resemble the existing facilities in size and
12 function, meaning that they would consist of industrial structures such as concrete or steel
13 warehouses, offices, and maintenance buildings. It is reasonable to assume that the new
14 facilities would be of more modern construction that would employ more
15 environmentally sustainable features than the existing facilities, although the specific
16 details would be developed during the design phase. Modifications to existing streets and
17 intersections could be necessary, depending upon the configuration of the new site and
18 the capacity of the local transportation infrastructure.

19 Moving to industrially-zoned sites in the port area could have impacts related to
20 aesthetics, air quality, geology, water resources, hazards and hazardous materials, noise,
21 and traffic; those impacts are summarized below. Impacts related to biology, cultural
22 resources, and utilities and public services would likely be less than significant given that
23 existing levels of activity would be transferred to nearby industrial sites on previously
24 disturbed land that would have minimal significant biological or cultural resources and
25 that would have adequate utilities and public services in place. Impacts related to land use
26 would also likely be less than significant because the industrial uses would be compatible
27 with site zoning and land use designations contained in local community plans, general
28 plans, and redevelopment plans. This analysis is limited to a programmatic assessment of
29 potential impacts. Affected businesses moving to unknown sites would be responsible
30 for seeking all required entitlements, which would be subject to separate environmental
31 review by the appropriate lead agency under CEQA.

32 **Aesthetics:** Construction of new facilities, if required, could result in new structures that
33 could alter existing views. Operation of relocated facilities could add light and glare to
34 existing night lighting. The relocation sites and their surroundings would likely already
35 be characterized by industrial buildings and lighting, which would reduce the potential
36 impacts related to visual quality and light and glare. Project-specific environmental
37 documents prepared by the lead agencies having jurisdiction would evaluate this issue as
38 well as the presence of scenic vistas and other scenic resources.

39 **Air Quality:** Construction of new facilities, if required, would result in emissions of
40 priority pollutants that could exceed regulatory significance thresholds. Operation of
41 relocated facilities could generate air pollutants from equipment activity and truck trips;
42 although there would likely not be an overall increase in pollutant emissions, the spatial
43 displacement of emission sources could result in public health impacts. Project-specific
44 environmental documents prepared by the lead agencies having jurisdiction would
45 evaluate the potential for air quality impacts and public health impacts. However, a
46 limited analysis of on-site operational emissions, derived from baseline activity, was
47 conducted for criteria pollutants that may be generated in the SCAB given that site
48 specific locations are unknown. That analysis is included in the Air Quality Chapter,
49 Section 3.2 of this Recirculated Draft EIR.

1 **Geology:** Construction of new facilities, if required, could include excavating or driving
2 pilings in soils subject to liquefaction or other instability. Operation of the new facilities
3 would likely not cause exposure of people and property to greater risks than under
4 baseline conditions because the new facilities would be comparable in size and nature to
5 the existing facilities, and would likely be constructed to higher seismic standards than
6 the existing facilities. Project-specific environmental documents prepared by the lead
7 agencies having jurisdiction would evaluate the potential for impacts resulting from
8 relocation to areas having different seismic and soil conditions than the Project site.

9 **Hazards and Hazardous Materials:** Construction of new facilities, if required, could
10 encounter hazardous wastes at the new sites, in the form of soil and groundwater
11 contamination or hazardous building materials generated during building demolition or
12 remodeling. It is possible that aboveground and underground fuel storage tanks may be
13 installed at one or more of the relocation sites. Current uses of hazardous materials (mostly
14 fuels, lubricants, solvents, and batteries) would be transferred to the relocation sites,
15 thereby adding to the quantities currently used. Operational substances would be stored
16 and handled in accordance with the facilities' business plans, which would be submitted to
17 the LAFD for approval. Transportation of hazardous materials and wastes used or
18 generated by relocated facilities would use different routes than at present. Design
19 features associated with existing or new facilities would be required to meet all current
20 building codes and regulations relating to emergency access. Project-specific
21 environmental documents prepared by the lead agencies having jurisdiction would
22 evaluate the potential for impacts resulting from building design hazards, construction-
23 related hazardous waste issues and the potential for operational impacts resulting from
24 altered patterns of hazardous materials transport, use, storage, and release.

25 **Noise:** Construction of new facilities, if required, could generate noise from construction
26 equipment, pile-driving, and vehicle traffic on area streets. Operation could generate
27 noise from cargo-handling equipment and truck traffic on area streets. Given the scale of
28 the business facilities and operations and the probability that relocation sites would be
29 industrial in nature, it is likely that routine construction and operations would not add
30 enough noise to constitute a significant impact. Pile-driving, if it occurs, would represent
31 a potentially significant short-term impact. Project-specific environmental documents
32 prepared by the lead agencies having jurisdiction would evaluate these issues.

33 **Transportation:** Construction of new facilities, if required, could temporarily add truck
34 and worker traffic to area streets. Operation of the relocated facilities would add truck
35 and worker traffic to area streets. In some cases the volume of traffic could be
36 considerable; for example, Total Intermodal Services and Three Rivers Trucking each has
37 more than 15,000 truck trips per year (see Table 3.8-2). Project-specific environmental
38 documents prepared by the lead agencies having jurisdiction would evaluate the impacts
39 of this added truck traffic on intersections and highway segments in the area of the
40 project.

41 **Water Resources:** Construction of new facilities, if required, could include excavating or
42 driving pilings into groundwater, with the need to conduct dewatering operations, and
43 could involve the use of fuels and other hazardous materials that could pose a threat to
44 surface water quality. Erosion during any construction could also threaten surface water
45 quality. It is likely that pollution control BMPs employed during construction would
46 minimize runoff and releases of pollutants. Operation of the new facilities would be the
47 same as existing operations, including vehicle and equipment operation and maintenance,
48 and cargo storage and handling. The new facilities would include new storm water best
49 management practices and structural controls designed and constructed in compliance

1 with the requirements of the Los Angeles County Standard Urban Stormwater Mitigation
2 Plan (SUSMP, see Section 3.12.3.6). Project-specific environmental documents prepared
3 by the lead agencies having jurisdiction would evaluate the potential for impacts resulting
4 from potential ground water and surface water impacts caused by construction and
5 operation of the relocated facilities.

6 **3.8.4.5 Summary of Impact Determinations**

7 Table 3.8-3 provides a summary of the impact determinations of the proposed Project
8 related to Land Use, as described in the detailed discussion in Section 3.8.4.3. This table
9 allows easy comparison of the potential impacts of the proposed Project with respect to
10 land use.

11 For each type of potential impact, the table provides a description of the impact, the
12 impact determination, any applicable mitigation measures, and residual impacts (that is,
13 the impact remaining after mitigation). All impacts, whether significant or not, are
14 included in this table.

15 **3.8.4.6 Mitigation Monitoring**

16 Monitoring for the relevant mitigation measures related to air quality and noise are
17 described in Sections 3.2 (Table 3.2-37) and 3.9 (Table 3.9-39).

18 **3.8.5 Significant Unavoidable Impacts**

19 Significant, unavoidable secondary impacts to Land Use under LU-4 related to air quality
20 and noise would occur as a result of construction and operation of the proposed Project.

1 **Table 3.8-3. Summary Matrix of Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and**
 2 **Alternatives.**

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	Less than significant impact	Mitigation not required	Less than significant impact
LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact.	Less than significant impact	Mitigation not required	Less than significant impact
LU-3: The proposed Project would not isolate or divide existing neighborhoods, communities, or land uses.	Less than significant impact.	Mitigation not required.	Less than significant impact
LU-4: The proposed Project would cause secondary impacts to surrounding land uses.	Significant impact	MM AQ-1 – MM AQ-10 (see section 3.2); MM NOI-1 – MM NOI-3 (see section 3.9)	Significant and unavoidable impact

3
4