
Port of Los Angeles Master Plan Update

Final Program Environmental Impact Report



Prepared by:

City of Los Angeles Harbor Department
Environmental Management Division
222 West 6th Street
San Pedro, CA 90731

With assistance from:

SAIC[®]

ADP No. 110518-060
SCH No. 2012071081



July 2013

CONTENTS

Chapter 1.0	Introduction	1-1
1.1	Final Program EIR Organization	1-1
1.2	CEQA Review Process	1-1
1.2.1	Notice of Preparation and Scoping Process	1-2
1.2.2	Draft Program EIR and Public Review	1-2
1.2.3	Final Program EIR and Certification	1-2
1.3	Existing Environmental Setting	1-3
1.3.1	Regional Setting	1-3
1.3.2	Program Setting	1-3
1.4	Program Purpose and Objectives	1-9
1.4.1	Program Purpose	1-9
1.4.2	Program Objectives	1-9
1.5	Proposed Program	1-9
1.5.1	Changes to Existing Planning Areas	1-10
1.5.2	PMPU Land Use Categories	1-10
1.5.3	Changes to Land Uses and Proposed Appealable/ Fill Projects within the PMPU Planning Areas	1-15
1.5.4	Changes in Land Use Acreage	1-29
1.5.5	Program Schedule	1-29
1.5.6	Summary	1-30
1.6	Changes to the Draft Port Master Plan Update	1-30
1.7	Changes to the Draft Program EIR	1-31
Chapter 2.0	Response to Comments	2-1
2.1	Distribution of the Draft Program EIR	2-1
2.2	Comments on the Draft Program EIR and Draft PMPU	2-2
2.3	Responses to Comments	2-3
2.3.1	Public Comments and Responses to Comments	2-3
2.4	References	2-5
Chapter 3.0	Modifications to the Draft Program EIR	3-1
3.1	Introduction	3-1
3.2	Changes to the Draft Program EIR	3-2
3.2.1	Changes Made to the Executive Summary	3-2
3.2.2	Changes Made to Chapter 2.0, Program Description	3-17
3.2.3	Changes Made to Chapter 3.0, Environmental Analysis	3-33
3.2.4	Changes Made to Section 3.1, Aesthetics/ Visual Resources	3-33
3.2.5	Changes Made to Section 3.2, Air Quality and Greenhouse Gases	3-36
3.2.6	Changes Made to Section 3.3, Biological Resources	3-41
3.2.7	Changes Made to Section 3.4, Cultural Resources	3-45
3.2.8	Changes Made to Section 3.5, Geology	3-54
3.2.9	Changes Made to Section 3.6, Groundwater and Soils	3-59

3.2.10 Changes Made to Section 3.7, Hazards and Hazardous Materials3-60

3.2.11 Changes Made to Section 3.8, Land Use3-62

3.2.12 Changes Made to Section 3.9, Noise3-62

3.2.13 Changes Made to Section 3.10, Public Services3-64

3.2.14 Changes Made to Section 3.11, Recreation3-67

3.2.15 Changes Made to Section 3.12, Transportation and Circulation.....3-70

3.2.16 Changes Made to Section 3.13, Utilities.....3-93

3.2.17 Changes Made to Section 3.14, Water Quality, Sediments, and Oceanography3-100

3.2.18 Changes Made to Chapter 4.0, Cumulative Analysis3-102

3.2.19 Changes Made to Chapter 5.0, Program Alternatives3-116

3.2.20 Changes Made to Chapter 10.0, References3-118

3.2.21 Changes Made to Appendix A, Draft Port Master Plan Update3-125

3.2.22 Changes Made to Appendix D, Air Quality3-125

3.2.23 Changes Made to Appendix F, Ground Transportation3-134

Mitigation Monitoring and Reporting Program

Findings of Fact and Statement of Overriding Considerations

Appendix A Port Master Plan

TABLES

Table	On page
1.3-1 Existing PMP Planning Areas and Allowable Land Uses	1-6
1.3-2 Existing PMP Land Use Definitions	1-6
1.5-1 Proposed PMPU Planning Areas and Allowable Land Uses.....	1-10
1.5-2 Changes in Land Use Categories.....	1-13
1.5-3 Proposed PMPU Land and Water Use Definitions.....	1-13
1.5-4 Proposed PMPU Appealable/Fill Projects and Land Use Changes.....	1-18
1.5-5 Other PMPU Projects and Land Use Changes	1-19
1.5-6 Summary of Proposed PMPU Land Use Changes	1-29
2.2-1 Public Comments Received on the Draft Program EIR and Draft PMPU	2-2
ES-1 Proposed PMPU Planning Areas and Allowable Land Uses.....	3-2
ES-3 Proposed PMPU Land and Water Use Definitions.....	3-5
ES-4 Proposed PMPU Appealable/Fill Projects and Land Use Changes.....	3-7
ES-5 Other PMPU Projects and Land Use Changes	3-10
ES-6 Summary of Proposed PMPU Land Use Changes	3-16
ES-7 Summary of Potential Impacts and Mitigation Measures for the Proposed Program	3-17
2.5-1 Proposed PMPU Planning Areas and Allowable Land Uses.....	3-17
2.5-3 Proposed PMPU Land and Water Use Definitions.....	3-20
2.5-4 Proposed PMPU Appealable/Fill Projects and Land Use Changes.....	3-24
2.5-5 Other PMPU Projects and Land Use Changes	3-26
2.5-6 Summary of Proposed PMPU Land Use Changes	3-31
3.2-15a Unmitigated Peak Daily Operational Emissions – Planning Area 1	3-38

3.2-26	GHG Emissions from Construction Activities – Proposed Program	3-39
3.2-26a	Unmitigated Annual GHG Emissions – Planning Area 1 Full Build-out	3-40
3.4-2	Recorded and Potentially Eligible Historic Resources in the PMPU Area	3-48
3.4-3	Summary Matrix of Potential Impacts and Mitigation Measures for Cultural Resources Associated With the Proposed Program	3-53
3.12-3	Baseline Intersection Level of Service	3-75
3.12-4	Baseline Freeway Level of Service.....	3-76
3.12-14	Proposed Program Daily Trip Generation.....	3-77
3.12-15	Proposed Program Peak Hour Trip Generation (in Passenger Car Equivalents).....	3-79
3.12-17	Trip Generation Analysis Assumptions and Input Data for the Proposed Program	3-79
3.12-18	Intersection Level of Service Analysis – CEQA Baseline vs. Proposed Program.....	3-81
3.12-19	CEQA Baseline vs. Proposed Program Freeway Analysis – A.M. Peak Hour.....	3-85
3.12-20	CEQA Baseline vs. Proposed Program Freeway Analysis – P.M. Peak Hour.....	3-86
3.12-27	Summary Matrix of Potential Impacts and Mitigation Measures for Transportation and Circulation Associated With the Proposed Program	3-93
3.13-1	Predicted Water Demand for the Proposed Program.....	3-94
3.13-2	Predicted Wastewater Generation.....	3-95
3.13-3	Predicted Solid Waste Generation.....	3-96
4.1-1	Related and Cumulative Projects	3-102
4.2-2	Proposed Program Daily Trip Generation.....	3-106
4.2-3	Proposed Program Peak Hour Trip Generation (in Passenger Car Equivalents).....	3-106
4.2-4	Cumulative Intersection Level of Service Analysis – Year 2035 Proposed Program.....	3-107
4.2-5	Cumulatively Considerable Intersection Level of Service Analysis – Year 2035 Proposed Program.....	3-108
4.2-6	Year 2035 Proposed Program Cumulative Freeway Analysis.....	3-111
4.2-7	Year 2035 Proposed Program Cumulatively Considerable Freeway Analysis	3-112

D-1	Increases in Auto Daily VMT by Speed Category for Planning Area 1 – POLA PMPU	3-127
D-2	On-Road Auto Emission Factors – POLA PMPU Project.....	3-127
D-3	Daily Auto Emissions – Planning Area 1 – POLA PMPU	3-128
D-4	Operational Emissions from CalEEMod – Year 2025 – Full Build-out of PMPU Planning Area 1.....	3-128
D-5	Unmitigated Peak Daily Operational Emissions – Year 2025 – Full Build-out of PMPU Planning Area 1.....	3-128
D-6	Unmitigated Annual GHG Emissions – Year 2025 – Full Build-out of PMPU Planning Area 1.....	3-129

This Page Intentionally Left Blank.

FIGURES

Figure	On page
1.3-1 Regional Location	1-4
1.3-2 Existing PMP Planning Areas	1-5
1.3-3 Existing Land Uses (2011)	1-7
1.5-1 Proposed PMPU Planning Areas.....	1-11
1.5-2 Proposed PMPU Land Use Designations	1-12
1.5-3 Proposed PMPU Land Use Changes	1-16
1.5-4 Proposed PMPU Appealable/Fill Projects.....	1-17
1.5-5 Proposed PMPU Planning Area 1 Land Use Designations	1-21
1.5-6 Proposed PMPU Planning Area 2 Land Use Designations	1-23
1.5-7 Proposed PMPU Planning Area 3 Land Use Designations	1-25
1.5-8 Proposed PMPU Planning Area 4 Land Use Designations	1-27
1.5-9 Proposed PMPU Planning Area 5 Land Use Designations	1-28
ES-5 Proposed PMPU Land Use Designations	3-4
ES-6 Proposed PMPU Land Use Changes	3-9
ES-8 Proposed PMPU Planning Area 1 Land Use Designations	3-13
ES-11 Proposed PMPU Planning Area 4 Land Use Designations	3-15
2.5-2 Proposed PMPU Land Use Designations	3-19
2.5-3 Proposed PMPU Land Use Changes	3-23
2.5.5 Proposed PMPU Planning Area 1 Land Use Designations	3-28
2.5-8 Proposed PMPU Planning Area 4 Land Use Designations	3-30
3.11-1 On-Land Park and Recreational Facilities	3-68
3.12-1 Project Study Area and Study Intersections	3-72
3.12-2 Study Area Freeway Segments.....	3-74
3.12-6 Program Trip Distribution.....	3-78
4.1-1 Location of Cumulative Projects	3-103
F-1 Proposed Program Select Zone Analysis	3-135
F-2 Year 2035 Cumulative Select Zone Analysis	3-136

This Page Intentionally Left Blank.

1.0

INTRODUCTION

1.1 Final Program EIR Organization

A Draft Program Environmental Impact Report (PEIR) was prepared and circulated for public comment to evaluate environmental impacts related to the Port of Los Angeles (Port) Master Plan Update (PMPU or proposed Program). The Draft PEIR analyzed potential environmental impacts from a Port-wide perspective that is programmatic in nature. Project-specific analysis would be undertaken in environmental documents prepared when the proposed appealable/fill projects are initiated and carried forward for environmental review.

The PMPU serves as a long-range plan to establish policies and guidelines for future development at the Port, located in San Pedro Bay approximately 20 miles south of downtown Los Angeles. The PMPU focuses on the portion of the Port that is within the coastal zone (i.e., the Port's coastal zone boundary), as required under the California Coastal Act (CCA). In general, the PMPU area is bounded by the community of Wilmington to the north, lands surrounding the Consolidated Slip to the northeast, the City of Los Angeles boundary and lands surrounding the Cerritos Channel to the east, the Pacific Ocean to the south, and the community of San Pedro to the west.

This chapter presents background and introductory information for the proposed Program. The proposed Program is described in detail along with a brief summary of general changes and modifications made to the Draft PEIR. Chapter 2.0, Response to Comments, presents information regarding the distribution of and comments on the Draft PEIR, and responses to those comments. Chapter 3.0, Modifications to the Draft Program Environmental Impact Report (EIR), presents the modifications to the Draft PEIR. This Final PEIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resource Code [PRC] Section 21000 *et seq.*) and State CEQA Guidelines (California Code of Regulations [CCR] Title 14, Section 15000 *et seq.*). The Los Angeles Harbor Department (LAHD) is the lead agency.

1.2 CEQA Review Process

Preparation of the PEIR began in July 2012 with the publication of the Notice of Preparation (NOP) and will conclude with the consideration of the City of Los Angeles Board of Harbor Commissioners (Board) to certify the Final PEIR, which is

1 anticipated to occur in July 2013. The following describes the environmental review
2 process that LAHD has undertaken for the proposed Program.

3 **1.2.1 Notice of Preparation and Scoping Process**

4 On July 26, 2012, the LAHD issued a NOP and Initial Study (IS) to inform
5 responsible and trustee agencies, public agencies, and the public that the LAHD was
6 preparing a PEIR for the proposed Program, pursuant to CEQA. The NOP/IS (State
7 Clearinghouse Number 2012071081) was circulated for a 30-day comment period
8 from July 26, 2012 to August 24, 2012, to neighboring jurisdictions, responsible
9 agencies, other public agencies, and interested individuals in order to solicit input on
10 the scope of the environmental analysis to be included in the PEIR. The LAHD held
11 a public scoping meeting on August 14, 2012. A total of two individuals commented
12 at the meeting, and twenty comment letters were received during the public comment
13 period. Table 1.6-1 in Draft PEIR Section 1.6, Scope and Content of the Draft
14 Program EIR, presents a summary of the key comments received during the NOP/IS
15 public comment period. The NOP/IS and public comment letters received are
16 included in Appendix B of the Draft PEIR.

17 **1.2.2 Draft Program EIR and Public Review**

18 The Draft PEIR was released for public review on February 21, 2013 for a 45-day
19 public review period, which ended on April 8, 2013. Copies of the Draft PEIR were
20 distributed to various government agencies, organizations, individuals, and Port
21 tenants. The Draft PEIR was also available for public review on the LAHD website
22 and at the LAHD Environmental Management Division, Los Angeles Public Library
23 Central Branch, Los Angeles Public Library San Pedro Branch, and Los Angeles
24 Public Library Wilmington Branch.

25 LAHD conducted a public hearing regarding the Draft PEIR on March 13, 2013 to
26 provide an overview of the proposed Program and alternatives and accept public
27 comments on the Draft PEIR. A total of 8 individuals commented at the meeting and
28 3 comment cards were received during the public hearing. LAHD received a total of
29 28 comment letters during the public comment period.

30 **1.2.3 Final Program EIR and Certification**

31 This Final PEIR has been provided to the public for review, comment, and
32 participation in the planning process. This Final PEIR is being distributed to provide
33 the basis for decision making by the lead agency. Should the Board decide to approve
34 the proposed Program, it will adopt Findings of Fact to support a decision on the
35 PMPU (PRC Section 21081 and CEQA Guidelines Section 15091). Additionally,
36 because the PEIR identified significant and unavoidable impacts, the Board will
37 consider a Statement of Overriding Considerations, which finds that specific
38 overriding economic, legal, social, technological, or other benefits of the proposed
39 Program outweigh the unavoidable adverse environmental effects (PRC
40 Section 21081[b]; 14 CCR15093). Since the PEIR identified mitigation measures to
41 reduce certain environmental impacts, the Board must also adopt a mitigation
42 monitoring and reporting program (MMRP).

1.3 Existing Environmental Setting

1.3.1 Regional Setting

The Port is located at the southernmost end of the City of Los Angeles and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is approximately 23 miles south of downtown Los Angeles and is surrounded by the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south (Figure 1.3-1).

The Port is an area of mixed uses that support various maritime-related activities. Port operations are predominantly centered on cargo shipping activities, including containerized, break bulk, dry bulk, liquid bulk, auto, and intermodal rail shipping; in 2011 the Port was the nation's largest seaport approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service craft, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants, primarily along the west side of the Main Channel. It also has recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park, by cargo volume. In addition to the large shipping industry at the Port, there is a cruise ship industry and a commercial fishing fleet. The Port also accommodates boat repair yards and provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service craft, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants, primarily along the west side of the Main Channel. It also has recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

1.3.2 Program Setting

The PMPU area includes the entire Port boundary that lies within the coastal zone (i.e., the Port's coastal zone boundary). In general, the PMPU area is bounded by the community of Wilmington to the north, lands surrounding the Consolidated Slip to the northeast, the City of Los Angeles boundary and lands surrounding the Cerritos Channel to the east, Los Angeles Harbor to the south, and the community of San Pedro to the west (Figure 1.3-1).

The existing Port Master Plan (PMP) divides the Port into nine planning areas (Figure 1.3-2), as described in Sections 1.3.2.1 – 1.3.2.9, and allows a variety of land uses within each planning area (Tables 1.3-1 and 1.3-2).

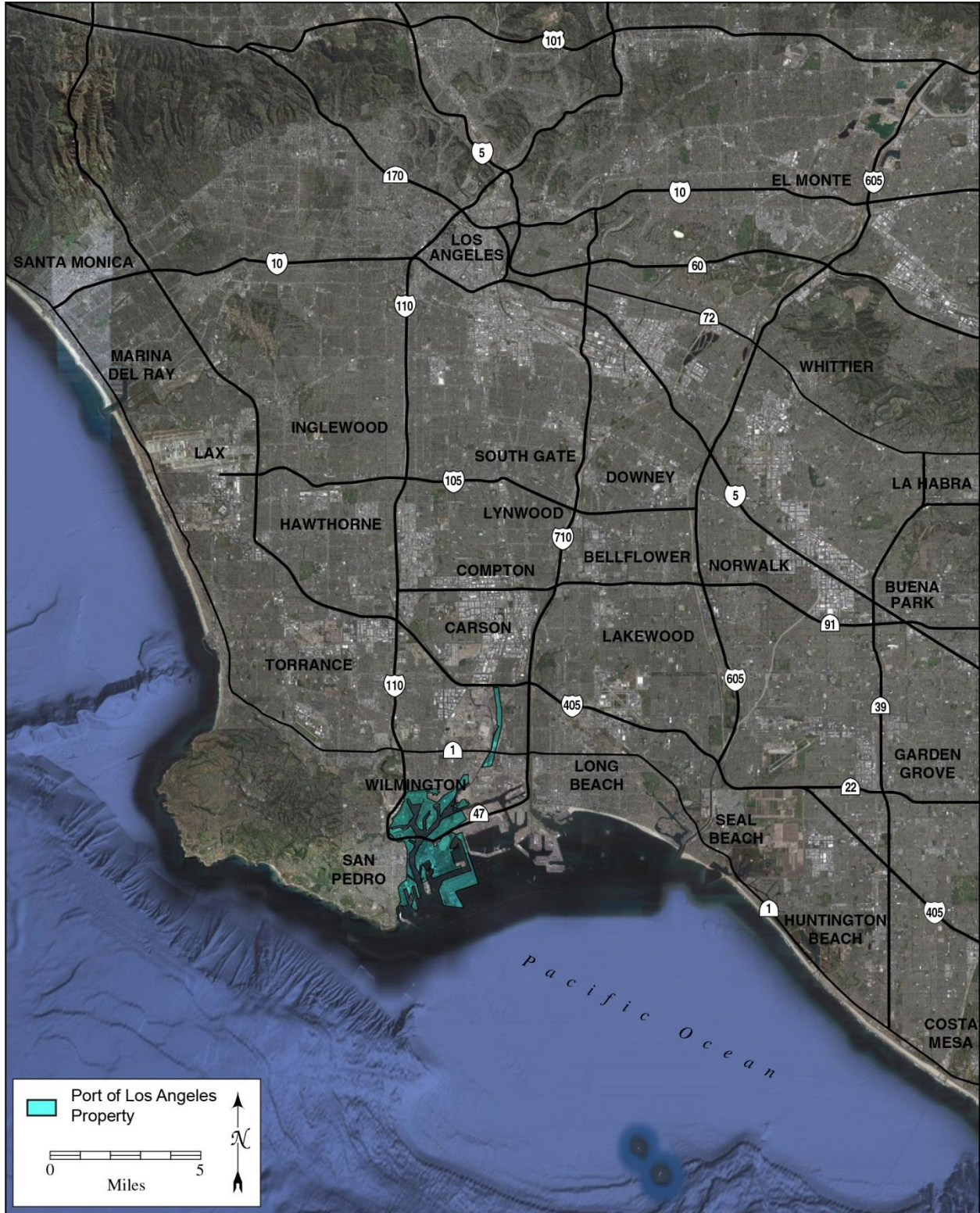


Figure 1.3-1. Regional Location



Figure 1.3-2. Existing PMP Planning Areas

Table 1.3-1. Existing PMP Planning Areas and Allowable Land Uses

<i>Planning Area</i>	<i>Land Uses Allowed</i>
1	Recreation, Industrial (light), Liquid Bulk, General Cargo, Other
2	General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Commercial, Recreation, Institutional, Industrial, Other
3	General Cargo, Liquid Bulk, Commercial, Institutional, Industrial, Other
4	General Cargo, Liquid Bulk, Industrial, Other
5	General Cargo, Liquid Bulk, Other Liquid Bulk, Dry Bulk, Commercial Fishing, Commercial*, Recreational*, Institutional, Industrial, Other
6	Recreation, Liquid Bulk, Other
7	General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Institutional, Industrial, Other
8	General Cargo*, Dry Bulk*, Commercial Fishing, Recreation, Industrial, Liquid Bulk, Other
9	General Cargo, Liquid Bulk*, Dry Bulk, Commercial Fishing*, Institutional, Industrial, Other

Note: *Indicates allowed land uses based on PMP Amendments.

Table 1.3-2. Existing PMP Land Use Definitions

General Cargo	Generally including container, unit, break bulk, neo bulk, and passenger facilities.
Liquid Bulk	Comprising crude oil, petroleum products, petrochemical products, chemicals, and allied products.
Other Liquid Bulk	Comprising molasses, animal oils, and fats and vegetable oils.
Dry Bulk	Comprising metallic ores, some nonmetallic minerals, coal, chemicals, and allied products, primarily metal products, waste and scrap materials, and grains.
Commercial Fishing	Generally relating to the commercial fishing industry, including commercial fishing docks, fish canneries, fish waste treatment facilities, fish markets, and commercial fishing berthing areas.
Recreational	Uses include water-oriented parks, marinas, and related facilities, small craft launching ramps, museums, youth camping and water-oriented facilities, public beaches, public fishing piers, and sports fishing.
Industrial	Uses include shipbuilding/yard/repair facilities, light manufacturing/industrial activities, and ocean resource-oriented industries.
Institutional	Uses pertain to those lands that are either owned or leased by institutions of federal, state, or city governments.
Commercial	Uses include restaurants, tourist attractions, Ports O'Call office facilities, and retail activities.
Other	Uses include some vacant land, proposed acquisitions; rights of way for rail, utilities, and roads; and areas not designated for a specific short-term use.

1.3.2.1 Planning Area 1 (West Channel/Cabrillo Beach)

Planning Area 1 (West Channel/Cabrillo Beach) is located in the southwestern portion of the Port and encompasses approximately 110 acres. This area is generally designated for marine-oriented recreation activities. Existing land uses within Planning Area 1 include recreation, open space, commercial, institutional, and vacant lands (Figure 1.3-3).

1.3.2.2 Planning Area 2 (West Bank)

Planning Area 2 (West Bank) is located west of the Los Angeles Harbor Main Channel and south of Fourth Street. This area encompasses approximately 218 acres and contains a variety of land uses including liquid bulk, break bulk, commercial fishing, commercial, recreational, institutional, and vacant lands (Figure 1.3-3).

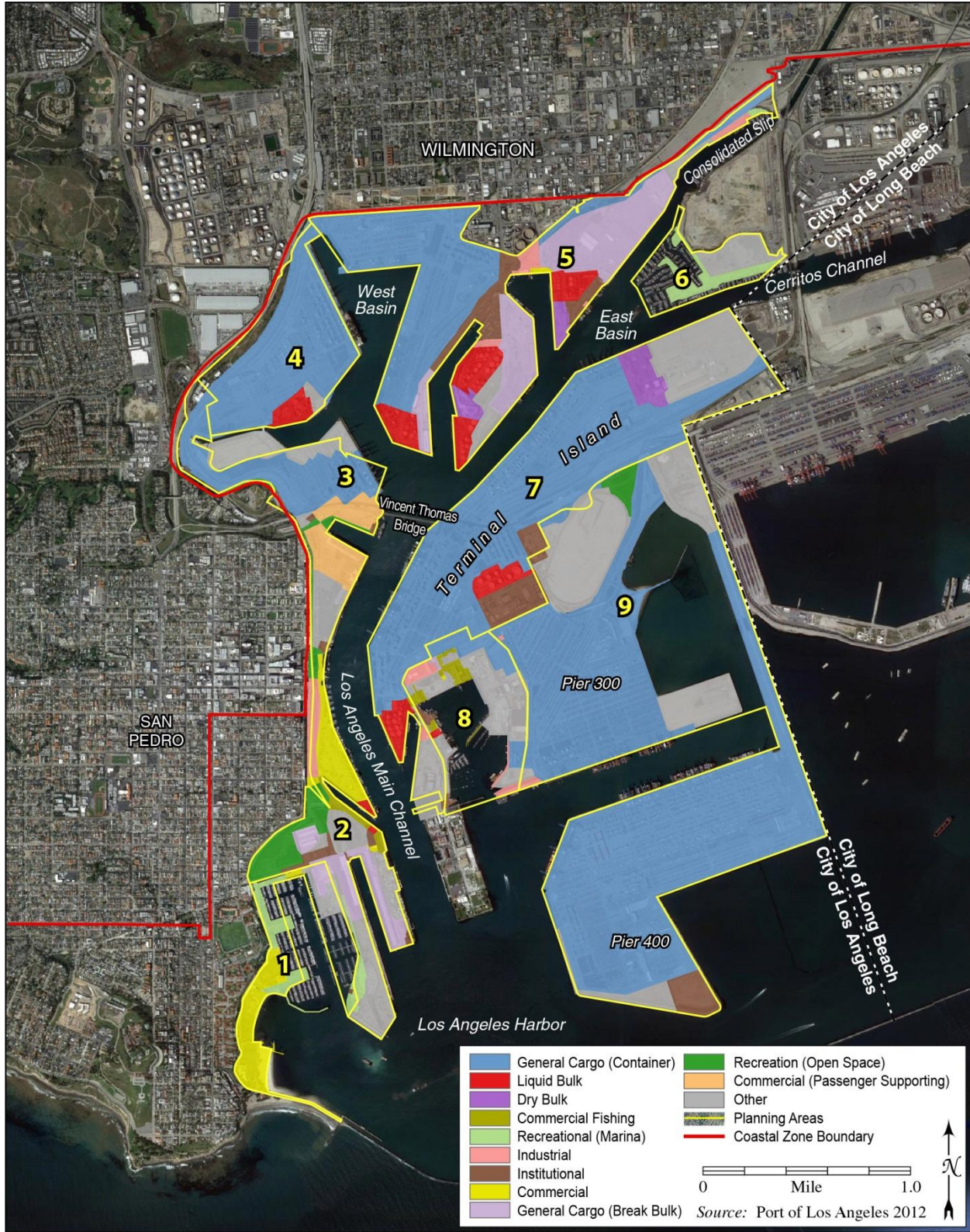


Figure 1.3-3. Existing Land Uses (2011)

1.3.2.3 Planning Area 3 (West Turning Basin)

Planning Area 3 (West Turning Basin) encompasses approximately 213 acres and extends from Berth 87 on the south to Berth 115 on the north. Existing land uses within this area include container cargo, liquid bulk, commercial, maritime support, institutional, open space, passenger, and vacant lands (Figure 1.3-3).

1.3.2.4 Planning Area 4 (West Basin)

Planning Area 4 (West Basin) encompasses 224 acres and is located between the Harbor Freeway and the West Basin area of the Inner Harbor. Existing land uses include container cargo, liquid bulk, break bulk, dry bulk, institutional, maritime support, and vacant lands (Figure 1.3-3).

1.3.2.5 Planning Area 5 (Wilmington District)

Planning Area 5 (Wilmington District) comprises approximately 622 acres encompassing the northern terminus of the Main Channel and includes areas adjacent to the community of Wilmington and the Consolidated Slip. Existing land uses include break bulk, dry bulk, liquid bulk, institutional, recreational, and vacant lands (Figure 1.3-3).

1.3.2.6 Planning Area 6 (Cerritos Channel)

Planning Area 6 (Cerritos Channel) is located in the northeastern portion of the Port between the East Basin and Cerritos Channel. This area encompasses approximately 59 acres and includes nine separate marinas and supporting facilities (e.g., boat repair and maintenance, administrative offices, marine supplies, and recreational areas). Existing land uses include recreational and open space (Figure 1.3-3).

1.3.2.7 Planning Area 7 (Terminal Island/Main Channel)

Planning Area 7 (Terminal Island/Main Channel) encompasses approximately 743 acres extending from Berth 206 to Reservation Point and is adjacent to the East Basin Channel, Turning Basin, and Main Channel. Fish Harbor and southern Terminal Island are situated on the southeastern boundary of this area. Existing land uses include container cargo, liquid bulk, dry bulk, institutional, and vacant lands (Figure 1.3-3).

1.3.2.8 Planning Area 8 (Fish Harbor)

Planning Area 8 (Fish Harbor) encompasses approximately 134 acres and is located in the southern portion of Terminal Island. Existing land uses include commercial fishing, container cargo, break bulk, commercial, liquid bulk, maritime support, institutional, and vacant lands (Figure 1.3-3).

1.3.2.9 Planning Area 9 (Terminal Island/Seaward Extension)

Planning Area 9 (Terminal Island/Seaward Extension) is generally located on the southern portion of Terminal Island and adjacent to the Outer Harbor. This area encompasses approximately 1,170 acres and supports container cargo, liquid bulk, institutional, open space, and vacant lands (Figure 1.3-3).

1.4 Program Purpose and Objectives

1.4.1 Program Purpose

The overall purpose of the PMPU is to create a consolidated planning document that clarifies LAHD's short- and long-term land-use plans in an easily accessible manner. The PMPU is needed to update historically outdated language in the 1980 PMP, as amended, with policies and guidelines that reflect current community and environmental conditions and account for trends in foreign and domestic waterborne commerce, navigation, and fisheries.

1.4.2 Program Objectives

The overall objectives of the PMPU are to:

- Develop the Port in a manner that is consistent with federal, state, county, and city laws, including the CCA and Charter of the City of Los Angeles;
- Integrate economic, engineering, environmental, and safety considerations into the Port development process for measuring the long-term impact of varying development options on the Port's natural and economic environment;
- Promote the orderly, long-term development and growth of the Port by establishing functional areas for Port facilities and operations; and,
- Allow the Port to adapt to changing technology, cargo trends, regulations, and competition from other United States (U.S.) and foreign ports.

1.5 Proposed Program

The PMPU addresses all elements required under CCA Chapter 8, Article 3 (Section 30711[a] and [b]), including permitted uses, design and location of land use areas, estimates of development effects on environmental resources, and anticipated projects listed as appealable.

The PEIR includes the following elements in the program description:

- Changes to the number and boundaries of existing planning areas;
- Changes to existing PMP land use categories;
- Revisions to allowable land uses within the planning areas;

- 1 ■ Descriptions of proposed appealable/fill projects; and,
- 2 ■ A list of the other projects that have been approved in a certified CEQA
- 3 document and/or are undefined (i.e., in the conceptual design stage) that are
- 4 identified for public disclosure purposes consistent with the PMPU.

5 1.5.1 Changes to Existing Planning Areas

6 The PMPU would result in three principal changes to the existing planning areas:

- 7 ■ Consolidate the number of land uses within the planning areas and specify a
- 8 single land use for most sites;
- 9 ■ Reduce the number of planning areas from nine to five; and,
- 10 ■ Modify the boundaries of the individual planning areas.

11 The reduction in the number of planning areas is intended to consolidate general
 12 areas with predominant land use patterns within the Port. These changes are largely
 13 administrative and would cause no impacts to the physical environment. The
 14 locations, acreages, and allowable land uses for the proposed planning areas are
 15 described in Table 1.5-1, and the boundaries and land use designations for each
 16 planning area are shown in Figures 1.5-1 and 1.5-2.

Table 1.5-1. Proposed PMPU Planning Areas and Allowable Land Uses

<i>Planning Area</i>	<i>Location</i>	<i>Acreage</i>	<i>Allowable Land Uses*</i>
1 (San Pedro)	From the Breakwater up to the Vincent Thomas Bridge	413	Recreational Boating, Commercial, Break Bulk, Open Space, Institutional, Cruise Operations, and Maritime Support
2 (West Basin and Wilmington)	From the Vincent Thomas Bridge to north of the Cerritos Channel	1,098	Container, Open Space, Liquid Bulk, Break Bulk, Dry Bulk, Maritime Support, Recreational Boating, and Commercial
3 (Terminal Island)	Terminal Island, excluding Fish Harbor	1,940	Container, Liquid Bulk, Dry Bulk, Maritime Support, Open Space
4 (Fish Harbor)	Fish Harbor, including former Southwest Marine Shipyard site	92	Commercial Fishing, Maritime Support, Break Bulk, and Institutional
5 (Water)	All water excluding areas adjacent to marinas	3,209	Navigable Waterways, Maneuvering Areas, Anchorage Areas, and Shallow Water Habitat

Note: *Proposed land uses would be confined to the specific sites identified on the PMPU Land Use Designations Map (Figure 1.5-2).

17 1.5.2 PMPU Land Use Categories

18 The PMPU land use plan would consolidate the number of land uses within the
 19 planning areas and would specify a single land use for most sites. For much of the
 20 PMPU area, the revised land use categories would be compatible with or less
 21 intensive than existing land uses, potentially resulting in fewer impacts to the
 22 physical environment than under existing condition conditions. The proposed
 23 changes to land use categories are listed in Table 1.5-2.



Figure 1.5-1. Proposed PMPU Planning Areas

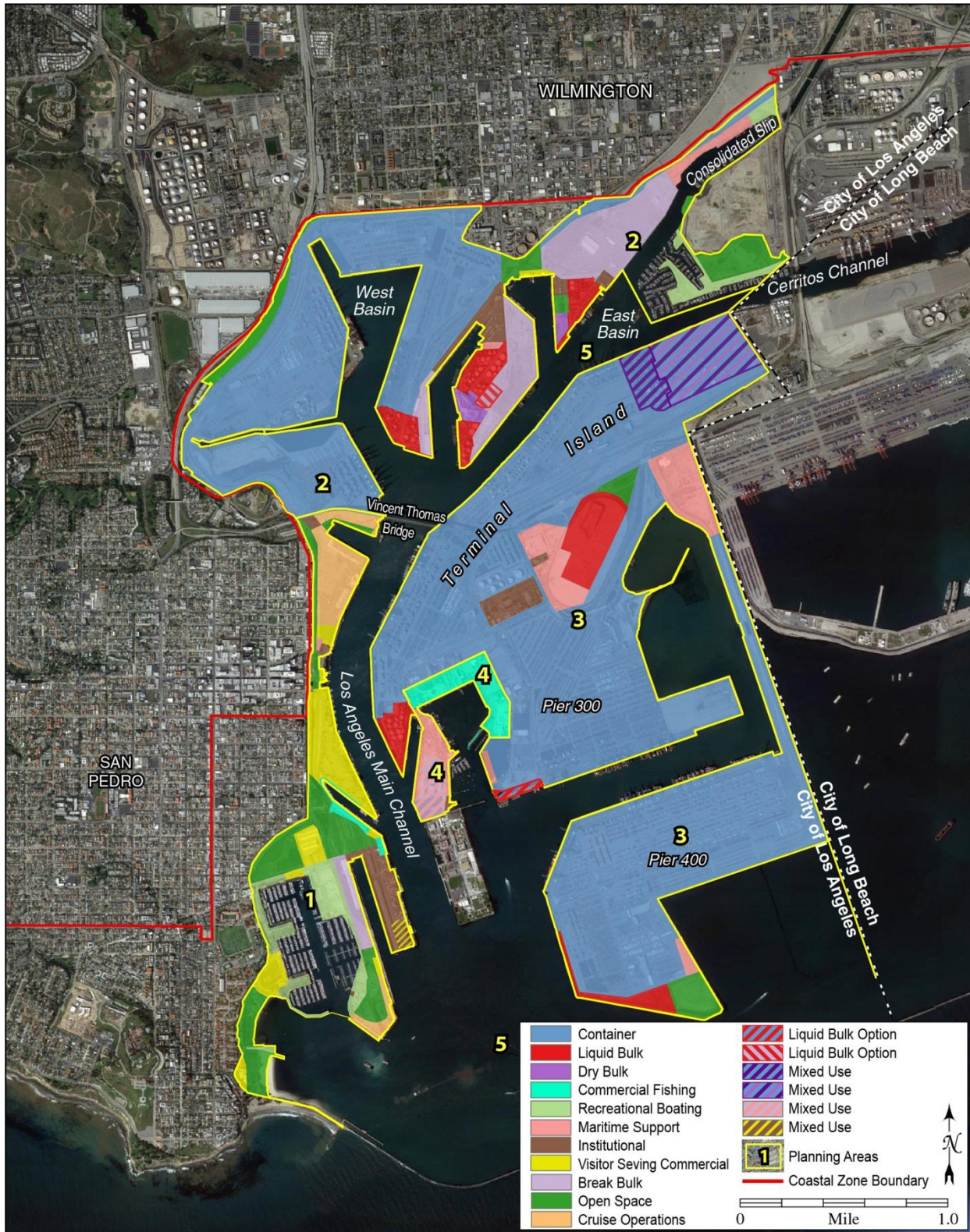


Figure 1.5-2. Proposed PMPU Land Use Designations

Table 1.5-2. Changes in Land Use Categories

<i>Existing PMP Land Use Categories</i>	<i>Proposed PMPU Land Use Categories</i>	<i>Comments</i>
General Cargo	Container	The General Cargo land use category is divided into three categories to provide more specificity.
	Break Bulk	
	Cruise Operations	
Liquid Bulk	Liquid Bulk	Liquid Bulk and Other Liquid Bulk (nonhazardous) are consolidated into one category.
Other Liquid Bulk		
Dry Bulk	Dry Bulk	No change.
Commercial Fishing	Commercial Fishing	No change.
Recreational	Recreational Boating	This category is divided to differentiate marinas from parks/beaches due to their different land use and water requirements.
	Open Space	
Industrial	Maritime Support	This category is renamed to provide more clarity to the land use description.
Institutional	Institutional	No change.
Commercial	Visitor Serving Commercial	This category is renamed to provide more clarity to the land use description.
Other	Not Applicable (N/A)	This land use category is no longer needed.

- 1 The proposed PMPU land and water use definitions are provided in Table 1.5-3; the
2 examples of these uses are not comprehensive, but are only meant to be illustrative of
3 the types of activities that may occur in the various land and water use categories.

Table 1.5-3. Proposed PMPU Land and Water Use Definitions

<i>Land Use</i>	<i>Description</i>	<i>Examples</i>
<i>Land Use</i>		
Container	Water-dependent uses focused on container cargo handling and movement.	<ul style="list-style-type: none"> ▪ Container Terminal ▪ Chassis Storage ▪ On-Dock Rail Yard ▪ Omni Terminal
Dry Bulk	Water-dependent uses focused on non-containerized, dry bulk cargoes shipped in large, unpackaged amounts.	<ul style="list-style-type: none"> ▪ Cement ▪ Potash and similar ▪ Grain; ▪ Scrap Metal
Break Bulk	Water-dependent uses focused on non-containerized, bulk cargoes packaged as a unit.	<ul style="list-style-type: none"> ▪ Roll-On Roll-Off Cargoes ▪ Steel Slabs ▪ Neo Bulk ▪ Fruit ▪ Automobiles
Cruise Operations	Water-dependent operations focused on cruise operations and passenger handling.	<ul style="list-style-type: none"> ▪ Cruise Facilities ▪ Baggage Handling Facilities
Liquid Bulk	Water-dependent uses focused on storage, receipt, and delivery of liquid bulk commodities.	<ul style="list-style-type: none"> ▪ Crude Oil Terminal ▪ Petroleum Products Terminal ▪ Non-petroleum Products and Other Liquid Bulk Commodities

Table 1.5-3. Proposed PMPU Land and Water Use Definitions

<i>Land Use</i>	<i>Description</i>	<i>Examples</i>
Maritime Support	Water-dependent and non water-dependent operations necessary to support cargo handling and other maritime activities.	<ul style="list-style-type: none"> ▪ Barge/Tugboat ▪ Boatyard and Ship Repair ▪ Marine Fueling Station ▪ Marine Service Contractors, (e.g., diving, and emergency response services) ▪ Water Taxi ▪ Cargo Fumigation
Commercial Fishing	Facilities related to commercial fishing and processing.	<ul style="list-style-type: none"> ▪ Fish Processing ▪ Cold Storage/Fish Unloading/Ice House ▪ Fishing Vessel Moorage ▪ Fish Laboratories and Testing
Recreational Boating	Recreational boating activities generally associated with marinas.	<ul style="list-style-type: none"> ▪ Marinas ▪ Upland Boat Storage ▪ Yacht Clubs ▪ Marina-Related Retail
Visitor-Serving Commercial	Visitor serving commercial uses for the public, including museums.	<ul style="list-style-type: none"> ▪ Restaurant ▪ Maritime Related Office ▪ Visitor Serving Retail ▪ Harbor Tour Vessels ▪ Sport Fishing ▪ Museums ▪ Community Centers/Conference Centers ▪ Exhibit Space
Open Space	Open spaces reserved for the general public such as parks and beaches or open areas reserved for environmental protection.	<ul style="list-style-type: none"> ▪ Public Beaches ▪ Parks ▪ Environmentally Protected Area ▪ Wetlands
Institutional	Uses and facilities operated by government agencies.	<ul style="list-style-type: none"> ▪ Public Safety (Police and Fire) ▪ Other federal, state, and local agencies ▪ Educational ▪ Marine Research Facility ▪ Non-profit Organizations
<i>Water Use</i>		
Navigation	Water areas devoted to anchorage of vessels, movement and maneuvering of vessels.	<ul style="list-style-type: none"> ▪ Main Channel ▪ East and West Turning Basin
Environmental Mitigation	Water areas dedicated to environmental protection and not suitable for the navigation of cargo moving vessels.	<ul style="list-style-type: none"> ▪ Shallow Water Habitat
Recreational Boating	Water areas associated with the mooring of recreational vessels.	<ul style="list-style-type: none"> ▪ Marina Slip Areas
Berthing	Water areas directly adjacent to cargo berths. These areas are dedicated to the berthing of cargo vessels.	<ul style="list-style-type: none"> ▪ Cargo Berths
<p>Note: *In addition to the specific land use definitions and scope of activities, uses directly related to and supporting the land use are also permitted activities. Examples include but are not limited to an administrative office and/or maintenance and repair facility that support a container terminal or administrative offices and/or quality control laboratory that support commercial fishing processing activities.</p>		

1 LAHD would be responsible for determining the land use category for all projects.
2 Significant deviation from an allowable land use would require an amendment to the
3 PMPU; however, slight boundary modifications would not require an amendment.
4 Projects characterized by ancillary uses that are inconsistent with a site's land use
5 designation would be permitted, but the predominant land use must be consistent with
6 its PMPU land use designation; determinations of consistency are the responsibility of
7 the LAHD. Temporary permits are not restricted by the land use designations but
8 applicants must seek approval by the LAHD before activities commence
9 (e.g., Temporary Entry and Access Permits, Filming Permits, etc.). Existing facilities
10 that are not consistent with the land use designation of the PMPU would be a
11 nonconforming use. General maintenance and facility repairs would still be allowed
12 under the PMPU, but proposals for expansions and increases in the intensity of use of
13 such facilities would not be allowed and would require a PMPU amendment.

14 An amendment would be required if a land use is proposed on a site that differs from
15 the PMPU land use plan. Amendments must be certified by the California Coastal
16 Commission (CCC). After an amendment is approved and certified by the CCC, the
17 land use plan would be updated and would supersede the previous version of the
18 PMPU land use plan.

19 **1.5.3 Changes to Land Uses and Proposed** 20 **Appealable/Fill Projects within the PMPU** 21 **Planning Areas**

22 The proposed Program includes revisions to allowable land uses and proposed
23 appealable/fill projects (Figures 1.5-3 and 1.5-4 and Table 1.5-4). As previously
24 discussed, the PEIR focuses on land use changes that would result in changes and/or
25 intensification of activities with the potential for impacting the physical environment,
26 as well as the proposed appealable/fill projects, as defined under CCA Section 30715.
27 Appealable projects include: liquefied natural gas and crude oil projects that could
28 have a significant impact on oil and gas supplies; wastewater treatment facilities
29 except those producing incidental amounts associated with Port activities; road or
30 highway projects that are not principally for internal circulation within the Port;
31 office and residential buildings not associated with Port administrative activities;
32 hotels, motels, and shopping facilities not associated with commercial goods for
33 water-oriented purposes; commercial fishing facilities; recreational small craft
34 marina related facilities; oil refineries; and, petrochemical production plants. The
35 proposed appealable/fill projects are in various planning stages and are anticipated to
36 be initiated or completed within the next 5 years. Future environmental documents
37 for the proposed appealable/fill projects would incorporate this PEIR by reference
38 and concentrate on the site-specific issues related to the appealable/fill project at the
39 appropriate phase of the planning process. Following the completion of project-
40 specific CEQA reviews for the proposed appealable/fill projects, the LAHD would
41 issue Coastal Development Permits (CDPs) for approved projects.

42 Other projects included in the PMPU that have been approved in a certified CEQA
43 document and/or are currently undefined (i.e., in the conceptual design stage) are
44 addressed in Draft PEIR Chapter 4.0, Cumulative Analysis, and listed in Table 1.5-5.

45 Revisions to allowable land uses and proposed appealable/fill projects for each of the
46 five proposed PMPU planning areas are described below.



Figure 1.5-3. Proposed PMPU Land Use Changes



Figure 1.5-4. Proposed PMPU Appealable/Fill Projects

Table 1.5-4. Proposed PMPU Appealable/Fill Projects and Land Use Changes

<i>Planning Area</i>	<i>Appealable/Fill Project^{a,b}</i>	<i>Land Use Change^c</i>	
<i>Planning Area 1</i>			
Planning Area 1: San Pedro	None	1: (Mixed Land Use Site): Existing institutional uses at Warehouse No. 1 would remain and/or be changed to visitor-serving commercial.	
<i>Planning Area 2</i>			
Planning Area 2: West Basin and Wilmington	Berths 187-189 Liquid Bulk Relocation	2: The liquid bulk terminal at Berths 187-189 (Vopak) would be relocated to Berths 191-194. Berths 187-189 would consist of open space and institutional land uses.	
	Yang Ming Terminal Redevelopment, including Cut and Fill (3-acre cut; 6-acre fill)	3: An additional 6 acres of fill at Berths 120-121 and cut of 3 acres of land at Berths 121-127 for the Yang Ming Terminal would be designated as container area. 4: The liquid bulk facility at Berths 118-120 (Kinder Morgan) would be eliminated and replaced with container cargo uses.	
	China Shipping Fill (16-acre fill)	5: An additional 16 acres of fill would be added at Berth 102 for the China Shipping container terminal and designated for container cargo uses.	
	None	6: (Optional Land Use Site): Vacant land on Mormon Island between San Clemente Avenue and Hermosa Street would be changed to liquid bulk or break bulk.	
<i>Planning Area 3</i>			
Planning Area 3: Terminal Island	Berth 300 Development (18-acre fill)	7: An additional 18 acres of fill would be added at Pier 300 and designated for container cargo uses.	
	None	8: (Mixed Land Use Sites): Vacant land at Berths 206-209 would be changed to container, break bulk, and/or dry bulk and dry bulk land at Berths 210-211 would be changed to dry bulk and/or container. 9: Vacant land between Seaside Avenue and Reeves Avenue and south of Reeves Avenue would be changed to maritime support. 10: Vacant land along Ferry Street would be changed to maritime support. 11: The land use consisting of the existing liquid bulk area (ExxonMobil) north of the Terminal Island Water Reclamation Plant (TIWRP) would be replaced with container cargo uses. 12 ^d : The institutional area south of Pier 400 would be changed to open space (least tern habitat). 13: Existing container area on Pier 400 would be changed to maritime support. 14: Vacant land, commercial fishing, and industrial areas near Fish Harbor would be changed to container cargo uses. 15: (Optional Land Use Site): Existing maritime support uses at Berth 301 would be changed to container or liquid bulk.	
	<i>Planning Area 4</i>		
	Planning Area 4: Fish Harbor	Tri Marine Expansion	None
		338 Cannery Street Adaptive Reuse	None
		Al Larson Marina	16: Land use change from recreational boating to maritime support.
	None	17: (Mixed Land Use Site): Vacant land at Southwest Marine Shipyard would be changed to break bulk and/or maritime support. The surrounding area would be changed to maritime support. 18: Vacant land, commercial fishing, liquid bulk, and institutional land uses at Fish Harbor would be replaced with commercial fishing and maritime support.	
	<i>Planning Area 5</i>		
Planning Area 5: Water	None	None	
Notes:			
a. These projects are appealable to the CCC, as defined under CCA Section 30715. Refer to Section 1.5.3, Changes to Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas, for additional details.			
b. Proposed fill projects would be consistent with the PMPU, once certified, and would not require an amendment. Appealable/fill projects that would have fill or cut and fill are bolded.			
c. Refer to Figure 1.5-3 (Proposed PMPU Land Use Changes) for the specific locations of the proposed land use changes. The numbers included in this column correspond to the number of the land use change depicted in Figure 1.5-3.			
d. This land use change is administrative because it only changes the definition of the land use; no impacts to the physical environment would occur. Therefore, this land use change is not carried forward for analysis in the PEIR.			

Table 1.5-5. Other PMPU Projects and Land Use Changes^a

<i>Planning Area</i>	<i>Other Projects</i>	<i>Appealable^b</i>	<i>Land Use Changes</i>	<i>Comments</i>
<i>Planning Area 1</i>				
Planning Area 1: San Pedro	Outer Harbor Cruise Terminal and Outer Harbor Park	No	Vacant land would be changed to cruise operations and open space.	This project was previously evaluated in the certified San Pedro Waterfront Project Environmental Impact Statement (EIS)/EIR.
	City Dock No. 1 Marine Research Project	No	The break bulk area east of East Channel (Berths 57-71) would be changed to institutional.	This project was previously evaluated in the certified City Dock No. 1 Marine Research Project EIR.
	Ports O'Call Redevelopment	No	Industrial uses along Harbor Boulevard would be changed to commercial.	This project was previously evaluated in the certified San Pedro Waterfront Project EIS/EIR.
	Various	No	A variety of projects occurring along the San Pedro Waterfront have associated land use changes which eliminate industrial land uses and result in increased public access to the waterfront (open spaces), additional visitor-serving commercial development within the Port, and expanded cruise operations.	These land use changes were previously evaluated in the certified San Pedro Waterfront Project EIS/EIR and the certified Cabrillo Marina Phase II Development Project EIR.
<i>Planning Area 2</i>				
Planning Area 2: West Basin and Wilmington	Wilmington Waterfront Development Project	No	Institutional and industrial areas near Wilmington (north of Berths 184-185) would be changed to open space.	This project was previously evaluated in the certified Wilmington Waterfront Development Project EIS/EIR.
	Anchorage Road Soil Storage Site (ARSSS) Open Space	No	None	This is not a proposed project. Specific details are currently not available.
	Berths 176-181 Break Bulk Terminal Redevelopment	No	The Mormon Island container area (Berths 174-181) would be changed to break bulk.	This is not a proposed project. Specific details are currently not available.
	East Basin Marina Improvements	Yes	Vacant land east of Yacht Haven Marina (Berths 201-203) would be changed to recreational boating.	This is not a proposed project. Specific details are currently not available.

Table 1.5-5. Other PMPU Projects and Land Use Changes^a

<i>Planning Area</i>	<i>Other Projects</i>	<i>Appealable^b</i>	<i>Land Use Changes</i>	<i>Comments</i>
<i>Planning Area 3</i>				
Planning Area 3: Terminal Island	Pier 500 (200-acre fill)	No	None	This is not a proposed project. Specific details are currently not available.
	Trucking Support Center	No	None	This is not a proposed project. Specific details are currently not available.
	Terminal Island On-Dock Rail Facility	No	None	This is not a proposed project. Specific details are currently not available.
	Berths 212-224 Container Terminal Expansion	No	None	This is not a proposed project. Specific details are currently not available.
	Relocation of ExxonMobil Storage Tanks	Yes	None	This is not a proposed project. Specific details are currently not available.
<i>Planning Area 4</i>				
Planning Area 4: Fish Harbor	Relocation of Jankovich Marine Fueling Station	Yes	None	This project was previously evaluated in the certified San Pedro Waterfront Project EIS/EIR.
Notes:				
a. The PEIR does not analyze the impacts of other projects included in the PMPU that have already been evaluated in a certified CEQA document. Furthermore, as some projects included in the PMPU are in the conceptual design stage, sufficient project details are not available to support a programmatic evaluation of potential impacts. These other projects are listed in the PEIR for purposes of public disclosure and addressed in Draft PEIR Chapter 4.0, Cumulative Analysis.				
b. These projects are appealable to the CCC, as defined under CCA Section 30715. Please refer to Section 1.5.3, Changes to Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas, for additional details.				

1 **1.5.3.1 Planning Area 1: San Pedro**

2 **1.5.3.1.1 General Overview**

3 Planning Area 1 would encompass the San Pedro Waterfront, extending from the
 4 breakwater to the Vincent Thomas Bridge along the western boundary of the Port
 5 (Figure 1.5-5). This area includes Berths 19-95, the Port’s cruise operations,
 6 institutional uses, open space (Cabrillo Beach), and recreational boating activities.
 7 Planning Area 1 includes land uses focused on public access to the waterfront, but also
 8 has limited cargo operations and commercial fishing activities. Planning Area 1
 9 emphasizes waterfront access through a waterfront promenade, parks, museums,
 10 academic uses, and visitor-serving commercial uses and attractions. In Planning
 11 Area 1, existing institutional uses at Warehouse No. 1 would remain and/or be changed
 12 to visitor-serving commercial. Adaptive reuse of Warehouse No. 1 would occur in
 13 conformance with LAHD’s *Built Environment Historic, Architectural, and Cultural*
 14 *Resource Policy*.

15 **1.5.3.1.2 Appealable/Fill Projects**

16 No appealable/fill projects would occur within Planning Area 1.



Figure 1.5-5. Proposed PMPU Planning Area 1 Land Use Designations

1.5.3.2 Planning Area 2: West Basin and Wilmington

1.5.3.2.1 General Overview

Planning Area 2 would encompass the West Basin and Wilmington areas, and includes Berth 96 through Berth 204 (Figure 1.5-6). The West Basin consists of container terminals, while the remaining Wilmington areas consist of a variety of uses ranging from liquid bulk at Berths 148-150, liquid bulk and dry bulk uses on Mormon Island, to recreational boating and open space along Anchorage Road. Public access to the waterfront is provided at Berths 183-186. The planning framework for Planning Area 2 addressed in the PMPU is based on the *Wilmington Waterfront Plan*, Berths 97-109 (China Shipping) Container Terminal Project, Berths 136-147 (TraPac) Container Terminal Project, the *Anchorage Road Soil Storage Site Concept Plan*, and *Wilmington Marinas Plan*. Vacant land on Mormon Island between San Clemente Avenue and Hermosa Street would be an optional use site and allow liquid or break bulk uses. Additional land use changes are associated with the proposed appealable/fill projects in Planning Area 2.

1.5.3.2.2 Appealable/Fill Projects

Berths 187-189 Liquid Bulk Relocation

This project would relocate existing liquid bulk berthing operations at Berths 187-189 to Berths 191-194. Tankage located along Berths 187-189 would also be removed and replaced with new tankage at Berths 191-194. A new Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS)-compliant wharf and equipment would be constructed at Berths 191-194. Land uses at Berths 187-189 would change from liquid bulk to open space and institutional.

Yang Ming Terminal Redevelopment

This project would include filling approximately 6 acres of the harbor at Berths 120-121 and cutting (i.e., creating open water) approximately 3 acres of land at Berths 121-127 to facilitate redevelopment of the West Basin Container Terminal. The proposed cut and fill, combined with wharf redevelopment, would create approximately 3,400 feet of new wharf. The project would also include a land use change near Berths 118-120 from liquid bulk to container terminal and would accommodate an approximately 20-acre backland expansion.

China Shipping Fill

This project would fill approximately 16 acres of a slip at Berth 102 to add additional backland to the existing China Shipping container terminal.

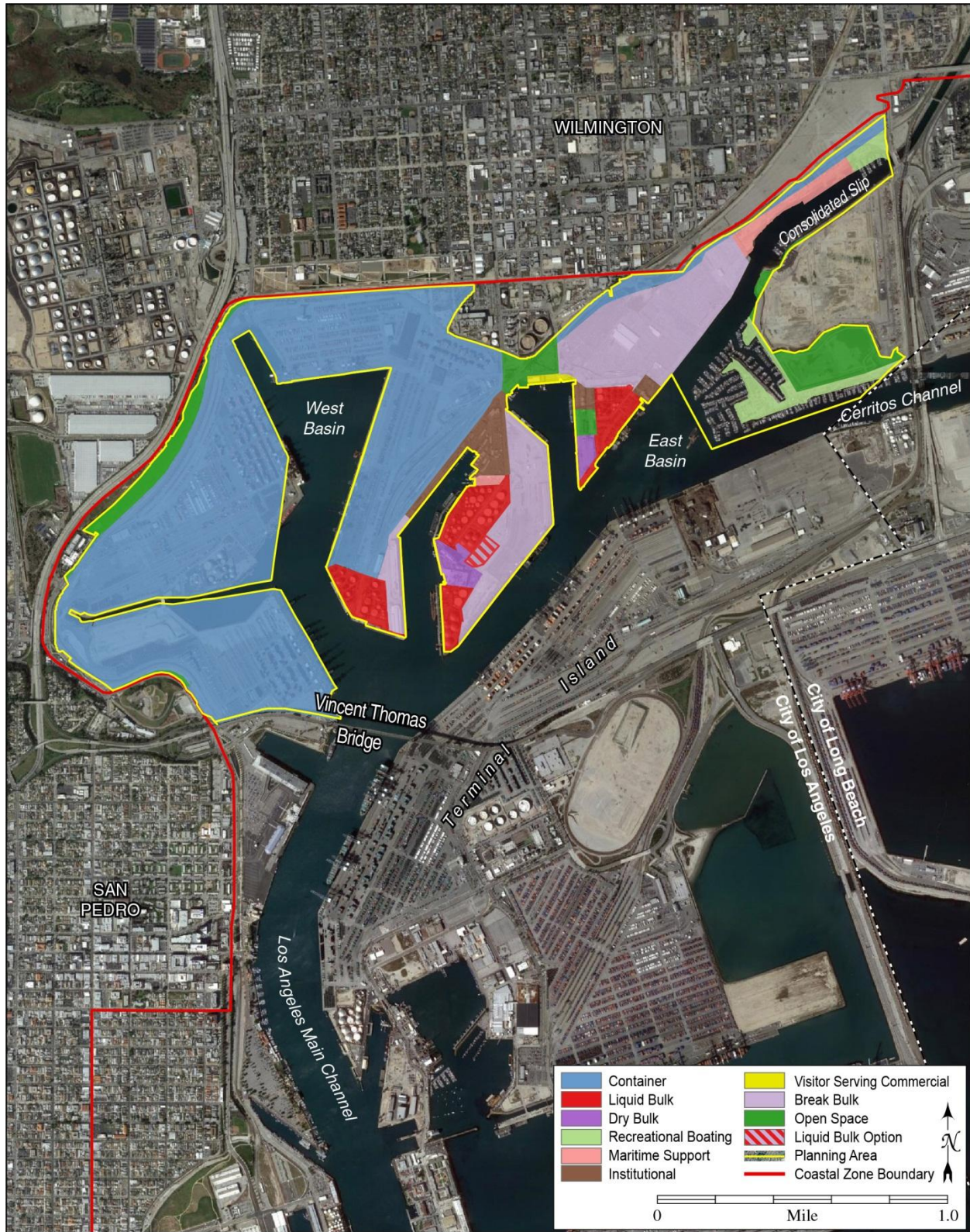


Figure 1.5-6. Proposed PMPU Planning Area 2 Land Use Designations

1.5.3.3 Planning Area 3: Terminal Island

1.5.3.3.1 General Overview

Planning Area 3, located on Terminal Island, would be the largest planning area and would focus on container operations. The proposed area comprises all of Terminal Island, with the exception of Fish Harbor, which would be in Planning Area 4 (Figure 1.5-7). Of the six container terminals at the Port, four are located in Planning Area 3. The *Terminal Island Land Use Plan* provides the framework for land uses located in Planning Area 3. The plan optimizes cargo-handling operations on Terminal Island, while restricting non-cargo and non water-dependent uses.

Open space is located along the southern tip of Pier 400 as an environmentally protected area for least terns and the urban forest area north of the Los Angeles Export Terminal (LAXT) rail loop. The proposed appealable/fill projects would provide additional space for expanding container and liquid bulk cargoes by clearing underutilized and vacant facilities, reconfiguring existing operations, and completing approximately 18 acres of land expansion/filling. The following land use changes would occur within Planning Area 3:

- The land use consisting of the existing ExxonMobil liquid bulk facility north of the Terminal Island Water Reclamation Plant (TIWRP) would be replaced with container uses;
- Planning Area 3 includes two mixed use sites that would allow break bulk, dry bulk, and/or container uses at Berths 206-209 and dry bulk and/or container uses at Berths 211-212;
- Berth 301 would be an optional use site that would allow conversion of existing maritime support uses to either container or liquid bulk;
- Vacant land between Seaside Avenue and Reeves Avenue and south of Reeves Avenue would be changed to maritime support;
- Vacant land along Ferry Street would be changed to maritime support;
- Vacant land, commercial fishing, and industrial areas near Fish Harbor would be changed to container cargo uses; and,
- Existing container area on Pier 400 would be converted to maritime support.

1.5.3.3.2 Appealable/Fill Projects

Berth 300 Development

This project would fill approximately 18 acres of water behind Berths 270-271 and Berth 301 to create additional container backland. This project would include berthing for maritime support.

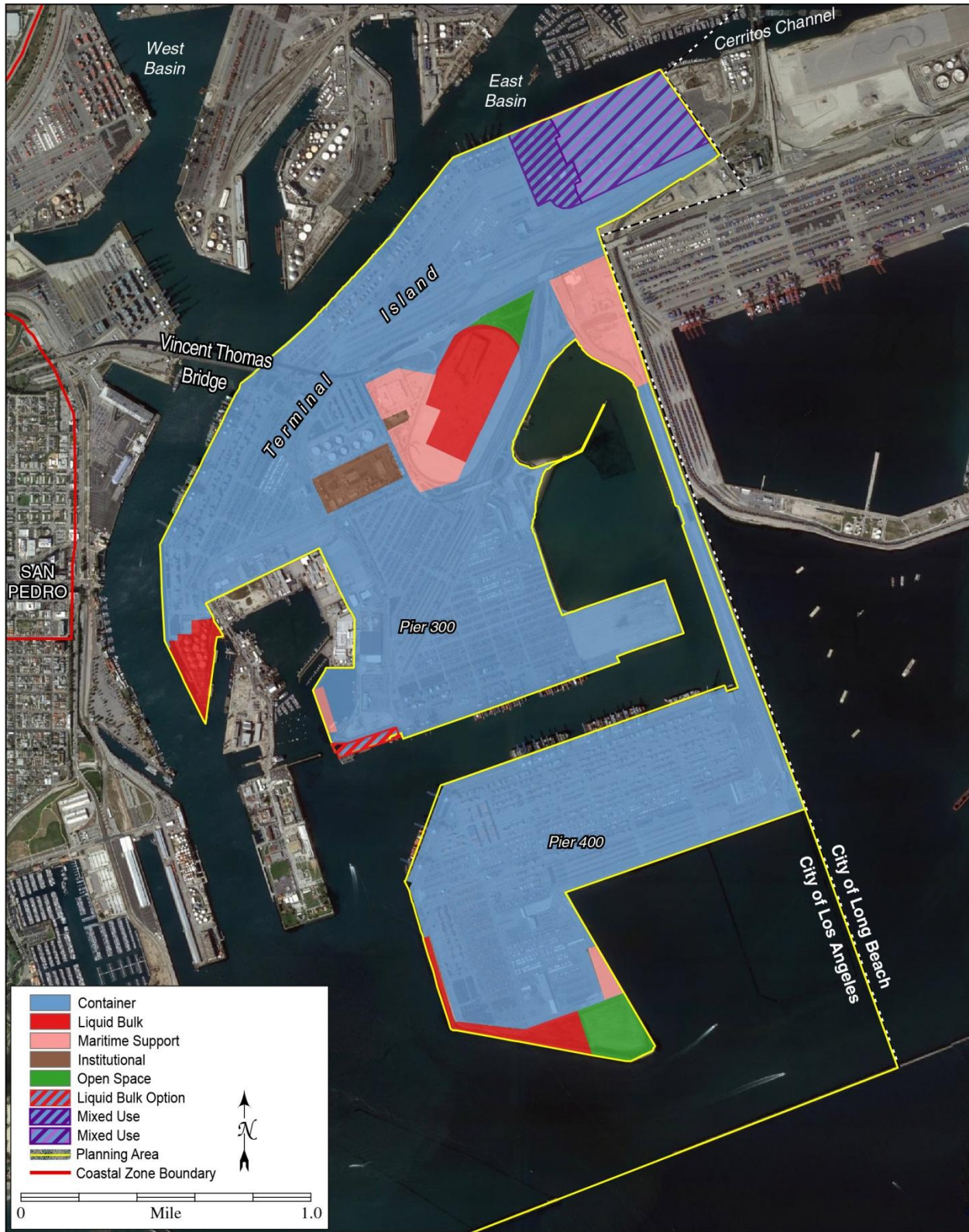


Figure 1.5-7. Proposed PMPU Planning Area 3 Land Use Designations

1.5.3.4 Planning Area 4: Fish Harbor

1.5.3.4.1 General Overview

Planning Area 4 would contain Fish Harbor and focus on expanding commercial fishing while maintaining adequate acreages for maritime support uses. Commercial fishing would remain in the northern and eastern portions of Fish Harbor, while maritime support, break bulk cargo, and other institutional uses would be located along the western portion of Fish Harbor (Figure 1.5-8). Vacant land at Southwest Marine Shipyard (Berths 240-241) would be a mixed land use site and would allow break bulk and/or maritime support uses. Additional land use changes are associated with the proposed appealable/fill projects in Planning Area 4. The *Terminal Island Land Use Plan* also provides the framework for Planning Area 4.

1.5.3.4.2 Appealable/Fill Projects

Tri Marine Expansion

This project would expand Tri Marine's current fish processing facility at Berth 264. The expanded facility would include fish processing operations, cold storage, and office space. A new fish pump to transfer fish from the fishing boats to the new facility would be constructed to complement the existing fish pump at the facility.

338 Cannery Street Adaptive Reuse

This project would redevelop a nine-acre site located in Fish Harbor at Berth 265 by adaptive reuse of the existing historic buildings for commercial fishing development. Improvements would complement and maintain existing historic structures, while helping to create a financially sustainable commercial fishing development.

Al Larson Marina

This project would remove approximately 125 recreational boating slips at Berths 256-257 to allow for the expansion of the boatyard located directly north of the marina.

1.5.3.5 Planning Area 5: Waterways

1.5.3.5.1 General Overview

Planning Area 5 would consist of water areas in the Port. Water uses allowed in Planning Area 5 include general navigation, areas designated for environmental mitigation, recreational boating, and berthing (Figure 1.5-9). No land use changes would occur in Planning Area 5.

1.5.3.5.2 Appealable/Fill Projects

No appealable/fill projects would occur within Planning Area 5.



Figure 1.5-8. Proposed PMPU Planning Area 4 Land Use Designations



Figure 1.5-9. Proposed PMPU Planning Area 5 Land Use Designations

1.5.4 Changes in Land Use Acreage

The proposed changes in land use would result in changes to the total acreages associated with individual land use categories. Table 1.5-6 provides a summary of the land use changes (acres by land use type) that would occur with implementation of the PMPU, shown as differences between existing baseline conditions, defined as those occurring in 2011, and proposed conditions. Section 1.5.3, Changes to Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas, provides details regarding land use changes within specific planning areas.

Table 1.5-6. Summary of Proposed PMPU Land Use Changes

<i>Land Use Type</i>	<i>Existing (2011) (acres)^a</i>	<i>Proposed Changes Evaluated in the PEIR (acres)</i>	<i>Previously Analyzed Changes (acres)^b</i>	<i>Overall Difference (acres)</i>	<i>PMPU Acreage (acres)</i>
Container	2,050	288	33	321	2,371
Liquid Bulk	119	-17	66	49	168
Dry Bulk	45	-30	1	-29	15
Commercial Fishing	20	36	2	38	58
Recreational Marina (Recreational Boating)	66	0	25	25	91
Industrial (Maritime Support)	45	75	13	88	133
Institutional	115	-37	15	-22	92
Commercial (Visitor Serving/Commercial)	88	6	15	21	109
Break Bulk	160	21	38	59	219
Open Space	92	28	110	138	231
Passengers/Supporting Commercial (Cruise Operations)	54	0	15	15	69
Vacant	658	-333	-325	-658	0
Open Water ^c	3,224	-37	-7	-44	3,180
Total ^d	6,735	0	0	0	6,735

Notes:

- All acreages are approximate. Acreages for mixed use and optional land use sites are associated with the “worst case” or most intensive land use for an individual site, as evaluated in this PEIR.
- The PEIR does not analyze the impacts of the land use changes included in the PMPU that have already been evaluated in a certified CEQA document.
- Acreages do not include the Reservation Point Area (i.e., 64 acres). This is not LAHD controlled property.
- The total area includes open water acreage and all unassigned acreage in Planning Areas 1-4 and boundary differences.

1.5.5 Program Schedule

Buildout of the proposed appealable/fill projects would occur in multiple phases, although the precise schedule, and in most cases the scope, of these projects is unknown or has not been developed in sufficient detail at this time. The LAHD anticipates, however, that the proposed appealable/fill projects described above would be implemented within the next 5 years. However, the analysis of the PMPU planning horizon extends out to year 2035.

1.5.6 Summary

In summary, the PMPU would consolidate areas characterized by predominant land use patterns within the Port and allocate a single land use to most sites. The PMPU would also include appealable/fill projects and other projects that have been approved in certified CEQA documents and/or are currently undefined (i.e., in the conceptual design stage). The proposed appealable/fill projects included in the PMPU are in various planning stages and are expected to be initiated or completed within the next 5 years.

This PEIR focuses on land use changes that would result in changes and/or intensification of activities with the potential for directly or indirectly impacting the physical environment (CEQA Guidelines Section 15378(a)). Several changes proposed in the PMPU are administrative (e.g., changes to existing planning areas and land use categories/definitions) and would cause no impacts to the physical environment. For much of the PMPU area, proposed land use categories would be compatible with or less intensive than existing land uses, potentially resulting in fewer impacts to the physical environment compared to existing conditions.

This PEIR focuses on the proposed appealable/fill projects, as defined under CCA Section 30715, and provides a programmatic evaluation of impacts associated with buildout of these projects. In general, this PEIR is intended to simplify the task of preparing subsequent environmental documents for the proposed appealable/fill projects and will serve as the first-tier document for later CEQA review of the proposed appealable/fill projects included in the PMPU. The LAHD expects that most of the proposed appealable/fill projects that are included in this PEIR would require separate environmental documents. CDPs for the proposed appealable/fill projects would not be issued until those project-specific CEQA reviews are completed.

This PEIR does not analyze the impacts of other projects included in the PMPU that have already been evaluated in certified CEQA documents. Furthermore, as some projects included in the PMPU are in the conceptual design stage, sufficient project details are not available to support a programmatic evaluation of potential impacts. These other projects are listed in the PEIR for purposes of public disclosure and addressed in Draft PEIR Chapter 4.0, Cumulative Analysis.

1.6 Changes to the Draft Port Master Plan Update

A summary of the changes made to Draft PMPU is provided below. Revisions to the Draft PMPU that directly correspond to changes to the Draft PEIR are presented in Chapter 3.0, Modifications to the Draft Program EIR, of this Final PEIR. The Final PMPU is included in Appendix A, Port Master Plan, of this Final PEIR.

The key changes to the Draft PMPU include:

- Clarification of the PMPU Goals;
- Inclusion of additional PMPU land use examples;

- 1 ■ Clarification of public access infrastructure and programs at the Port;
- 2 ■ Modification of PMPU land use designations and boundaries;
- 3 ■ Clarification of land use acreages for the PMPU planning areas; and,
- 4 ■ Clarification of an existing and inclusion of an additional other project.

5 **1.7 Changes to the Draft Program EIR**

6 The Final PEIR discusses changes and modifications that have been made to the
7 Draft PEIR. Actual changes to the text, organized by chapters, sections, and
8 appendices, are presented in Chapter 3.0, Modifications to the Draft Program EIR, of
9 this Final PEIR.

10 Changes noted in Chapter 3.0, Modifications to the Draft Program EIR, are identified
11 by text strikeout and underline. These changes are referenced in Chapter 2.0,
12 Response to Comments, of this Final PEIR, where applicable. The changes and
13 clarifications presented in Chapter 3.0, Modifications to the Draft Program EIR, were
14 reviewed to determine whether or not they warranted recirculation of the PEIR prior
15 to certification according to CEQA Guidelines. The changes would not result in any
16 new significant environmental impacts or a substantial increase in the severity of an
17 existing environmental effect.

18 A summary of the key changes to the Draft PEIR include:

- 19 ■ Correction of the PMPU land use designation for Cabrillo Beach from visitor-
20 serving commercial to open space;
- 21 ■ Inclusion of the boat launch area at Cabrillo Beach into the total acreage
22 associated with the recreational boating land use category;
- 23 ■ Designation of Warehouse No. 1 in Planning Area 1 as a mixed land use site that
24 would allow institutional and/or visitor-serving commercial uses;
- 25 ■ Modification of the break bulk land use boundary in Planning Area 4 to include
26 all of the buildings at the Southwest Marine terminal site (Berth 240). This area
27 was also designated as a mixed land use site that would allow break bulk and/or
28 maritime support;
- 29 ■ Enhancement of mitigation measure **MM CR-3** to specify additional protective
30 measures (e.g., in-situ preservation, adaptive reuse, and relocation); and,
- 31 ■ Inclusion of additional freeway modeling and analyses completed for the
32 proposed Program.

This Page Intentionally Left Blank.

LIST OF ACRONYMS AND ABBREVIATIONS

ACG	allision, collisions, and grounding
ACMs	asbestos-containing material
AFY	acre-feet per year
AMP	alternative maritime power
ARSSS	Anchorage Road Soil Storage Site
AS	The Art Spot
bbls	barrels
BH	Brandt-Hawley Law Group
BMPs	best management practices
Board	City of Los Angeles Board of Harbor Commissioners
BOS	Bureau of Sanitation
BP	before present
CAAP	San Pedro Bay Ports Clean Air Action Plan
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCA	California Coastal Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
CFASE	Coalition For A Safe Environment
CH ₄	methane
CHRIS	California Historical Resource Information System
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CSLC	California State Lands Commission
D/C ratio	demand/capacity ratio
dB	decibel
dB(A)	A-weighted sound level
dB(C)	C-weighted sound level
DOT	California Department of Transportation (Caltrans) District 7
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
Exxon1	ExxonMobil Pipeline Company
FY	fiscal year
g	grams
g/bhp-hr	grams per brake-horsepower-hours
g/kW-hr	grams per kilowatt-hour
GHG	greenhouse gas
gpd	gallons per day
GRID	Green Rail Intelligent Design

GSNT	Gresham Savage Nolan & Tilden
GVW	gross vehicle weight
GVWR	gross vehicle weight rating
GWP	global warming potential
HABS	Historical American Buildings Survey
HAER	Historic American Engineering Record
HALS	Historic American Landscapes Survey
HCM	Highway Capacity Manual
HIA	Health Impact Assessment
hr	hour
HRAs	health risk assessments
HRER	Historic Resources Evaluation Report
Hz	Hertz
I	Interstate
ICTF	Intermodal Container Transfer Facility
IRP	Integrated Resources Plan
IS	Initial Study
kHz	kilohertz
kV	kilovolt
kW	kilowatt
LA&I	Los Angeles and Independence Railroad
LA&SP	Los Angeles and San Pedro Railroad
LAC	Los Angeles Conservancy
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAFD	City of Los Angeles Fire Department
LAHCM	City of Los Angeles Historic-Cultural Monument
LAHD	City of Los Angeles Harbor Department
LAX	Los Angeles International Airport
LAXT	Los Angeles Export Terminal
L _{dn}	day/night noise level
LEED	Leadership in Energy and Environmental Design
L _{eq}	equivalent level
LID	low impact development
M	magnitude (Richter)
M.D.	mid-day
Ma	million years ago
Metro	Los Angeles Metropolitan Transportation Authority; also their bus/rail system
mgd	million gallons per day
MM	Mitigation Measure
MMRP	mitigation monitoring and reporting program
MOTEMS	Marine Oil Terminal Engineering and Maintenance Standards
mph	miles per hour
MSL	mean sea level
MW	megawatt
MY	model year
N ₂ O	nitrous oxide
N/A	Not Applicable
NAHC	Native American Heritage Commission
nm	nautical mile
NO ₂	nitrogen dioxide
NOP	Notice of Preparation

NOP/IS	Notice of Preparation/Initial Study
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NTC	Notice to Comply
NTHP	National Trust for Historic Preservation
O ₃	ozone
OHR	Office of Historic Resources
PA/ED	Project Approval/Environmental Documentation
PAHs	polycyclic aromatic hydrocarbons
PCAC	Port Community Advisory Committee
PCE	passenger car equivalent
PCH	Pacific Coast Highway
PEIR	Program Environmental Impact Report
PM	particulate matter
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PMP	Port Master Plan
PMPU	Port Master Plan Update
Port	Port of Los Angeles
ppm	parts per million
PRC	Public Resource Code
PSL	Project Street Legal
PT1	Draft PEIR Public Transcript
PT2	Draft PMPU Public Transcript
PTLA	PortTechLA
RMP	Risk Management Plan
RPV	City of Rancho Palos Verdes
RTP	Regional Transportation Plan
RTSP	Regional Transit System Plan
SAIC	Science Applications International Corporation
SAR	SA Recycling
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCIG	Southern California International Gateway
SHS	State Highway System
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR	State Route
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
TAP	Technology Advancement Program
THUMS	Texaco, Humble, Union, Mobil, and Shell
TIA	Traffic Impact Analysis
TIWRP	Terminal Island Water Reclamation Plant
TMDL	Toxic Pollutants
TWIC	Transportation Worker Identification Credential
µg/m ³	micrograms per cubic meter
U.S.	United States
USCG	United States Coast Guard

USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
V/C	volume/capacity ratio
VdB	vibration decibels
WW	World War
ZECMS	zero emission container movement systems