3.8 LAND USE

3.8.1 Introduction

This section provides a description of the existing land uses within and adjacent to the six disposal sites associated with the Proposed Action, a summary of the Federal, State and local land use regulations applicable to activities associated with the Proposed Action, and an assessment of potential direct and indirect impacts.

3.8.2 Environmental Setting

The Port (POLA) is located along the northwest border of San Pedro Bay, approximately 20 miles south of downtown Los Angeles, California. The communities of San Pedro and Wilmington are adjacent to the west and north sides of the Port, respectively. The Port of Long Beach (POLB) is located to the east, and San Pedro Bay lies to the south. The Port is 7,500 acres in size, and includes 43 miles of waterfront and 26 cargo terminals (POLA, 2005). The Port is operated and managed under the Tidelands Trust Act, which stipulates that activities must be related to commerce, navigation, and fisheries (POLA, 2005). Section 3.8.3.1 provides an additional discussion of the Tidelands Trust Act.

The majority of the Port is dedicated to shipping-related industrial and commercial uses, although other uses exist as well. The Port is divided into nine Development Areas and the Port of Los Angeles Master Plan (Port Master Plan), as amended, provides comprehensive descriptions of these Development Areas, including their existing uses. The Port Master Plan is used as the principal planning document for long-range Port development (POLA, 2002). Table 3.8-1 provides a summary of the nine Development Areas and their uses.

Table 3.8-1 Port of Los Angeles Development Areas

Development Area	General Location	Development Area Description	
		Land Uses*	Approximate Percent of Total Development Area**
1	Southwest portion of Port. Bound by the main breakwater to the south, 22nd Street to the north, Miner Street to the east, and the Lower Bluff of Fort MacArthur to the west.	Recreation Industrial Liquid Bulk General Cargo Other	41 3 8 6 42
2	West of the Port's Main Channel and south of 4th Street. Bound to the west by Harbor Boulevard, Crescent Avenue and Miner Street. Bound to the east by the Main Channel. Bound to the south by the southern ends of the Port's East and West Channels.	General Cargo Liquid Bulk Dry Bulk Commercial Fishing Commercial Recreation Institutional Industrial Other	21 18 10 3 17 3 < 1 < 1 27 0

Development Area	General Location	Development Area Description	
		Land Uses*	Approximate Percent of Total Development Area**
3	West Turning Basin. Boundaries extend from Berth 87 on the south to Berth 115 on the north. Bound on the east by the West Basin and Turning Basin, and on the west by Pacific Avenue/Front Street, and Harbor Boulevard.	General Cargo Liquid Bulk Commercial Institutional Industrial Other	36 10 8 1 34 12
4	Bound on the west by John S. Gibson Boulevard and the West Basin to the east. Extends between Berth 115 on the south to Berth 133 on the north.	General Cargo Liquid Bulk Industrial Other	72 8 4 16
5	Bound on the east and west by the East and West Basins, respectively. Bound on the south by the Main Turning Basin and to the north by Harry Bridges Boulevard, Pier A Railway and Alameda Street.	General Cargo Liquid Bulk Other Liquid Bulk Dry Bulk Commercial Fishing Institutional Industrial Other	44 10 3 1 < 1 2 5 33 0
6	Northwest portion of the Port. Bound to the north by the East Basin and the property line of land owned by the POLB, to the west by the East Basin, to the south by the Cerritos Channel, and to the east by Shore Road and Henry Ford Avenue.	Recreation Other Liquid Bulk (oil pumping field)	25 4 71
7	Northwest portion of Terminal Island. Bound to the west and north by the Main Channel and East Basin Channel, respectively. Bound to the south and east by Ocean Boulevard, Seaside Avenue, Ferry Street and Terminal Way.	General Cargo Liquid Bulk Dry Bulk Commercial Fishing Institutional Industrial Other	29 8 7 < 1 17 13 25 0
8	Fish Harbor portion of Terminal Island. Bound by South Seaside Avenue to the west, Terminal Way and Albacore Street to the north, Earle Street to the east, and the Outer Harbor to the south.	Commercial Fishing Recreation Industrial Liquid Bulk Other	50 1 16 1 31 0
9	South/southeast portion of Terminal Island. Bound by the City of Los Angeles/City of Long Beach jurisdictional boundary to the east, the Outer Harbor to the south, the southern boundary of Area 7 to the north, and the eastern boundary of Area 8 and the Port's entrance channel to the west.	General Cargo Dry Bulk Institutional Industrial Other	29 3 28 1 38

Source: POLA Master Plan, as revised, 2002.

* Land use definitions are provided in Section 3.8.2.1, Table 3.8-2.

** Percentages are estimates based upon information provided in the POLA Master Plan, as revised in 2002. Percentage totals for any given Development Area may not add to 100 percent due to rounding.

3.8.2.1 Site-Specific and Surrounding Land Uses

As detailed in Section 2, the Proposed Action includes the potential use of six different disposal sites. The following section provides a summary of the existing uses of each of these disposal sites. Port-specific land use designations for this section are provided in Table 3.8-2. Figure 3.8-1

provides a map of the land use designations contained within the Port Master Plan for the six disposal sites.

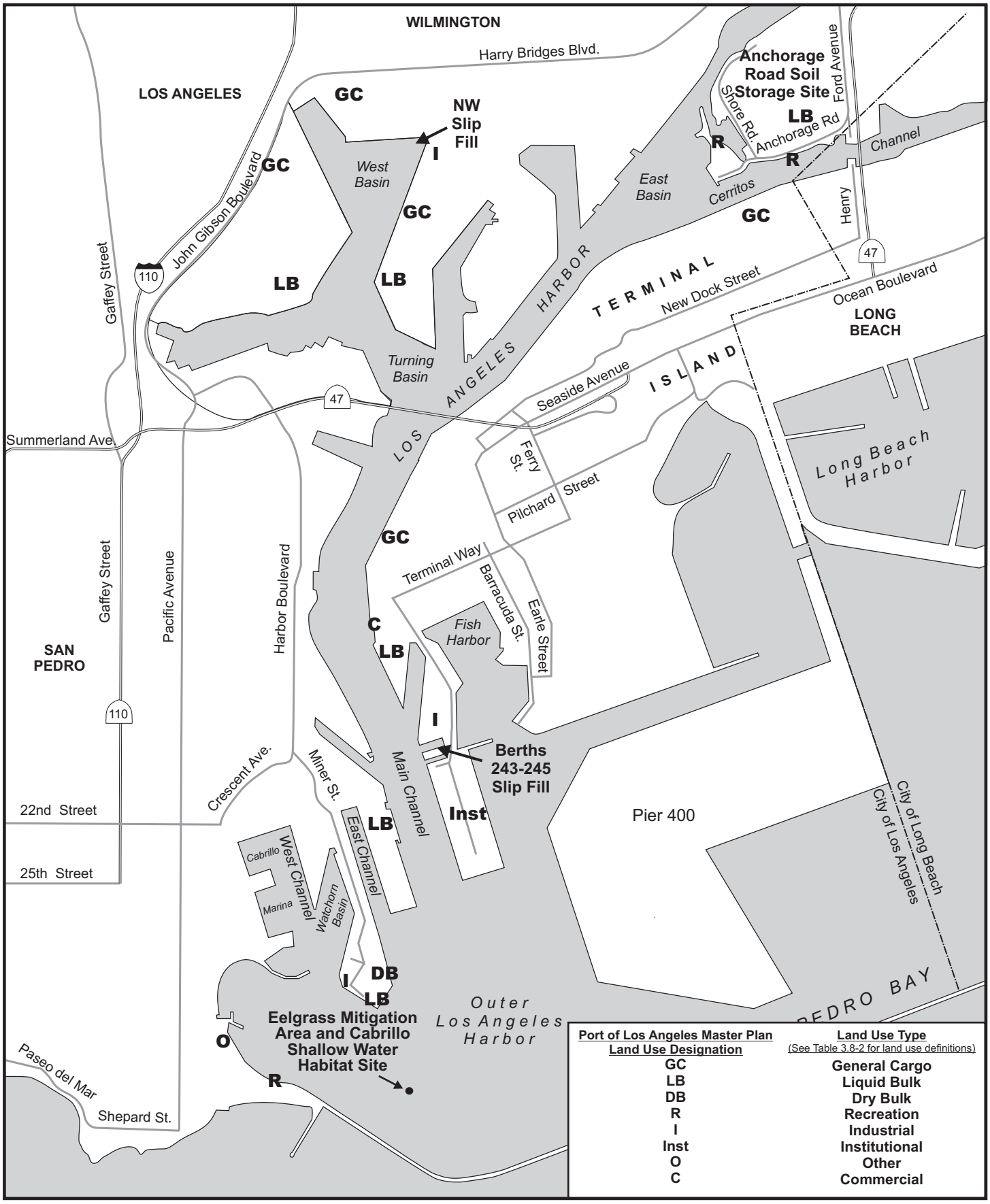
Table 3.8-2 Land Use Designations of the Port of Los Angeles Port Master Plan

Land Use Designation	Definition
General Cargo	A generic term which includes container, unit, break-bulk, neo-bulk and passenger facilities.
Liquid Bulk	Comprised of crude oil, petroleum products, petrochemical products, chemicals, and allied products.
Other Liquid Bulk	Comprised of molasses, animal oils and fats, and vegetable oils.
Dry Bulk	Comprised of metallic ores, some non-metallic minerals, coal, chemicals and allied products, primary metal products, waste and scrap materials, and grains.
Commercial Fishing	Related to the commercial fishing industry and includes commercial fishing docks, fish canneries, fish waste treatment facilities, fish markets, and commercial fishing berthing areas.
Recreation	Water-oriented parks, marina and related facilities, small craft launching ramps, museums, youth camping and water-oriented facilities, public beaches, public fishing piers, and sports fishing.
Industrial	Shipbuilding/yard/repair facilities, light manufacturing/industrial activities, and ocean resource-oriented industries.
Institutional	Lands that are either owned or leased by institutional activities of Federal, State and local governments.
Commercial	Restaurants, tourist attractions (such as the Ports O'Call Village), and office and retail facilities.
Other	Vacant land, proposed property acquisitions, Rights of Way for rail, utilities and roads, and areas not designated for a specific short-term (approximately five year) use.

Source: POLA Port Master Plan, as revised, 2002.

Berths 243-245 Disposal Site. Berths 243-245 are located along the east side of the Port's Main Channel. The site is made up of two vacant slips that formerly contained dry docks used for ship repair activities. The site is within the Port's Development Area 7, and is designated as Industrial in the Port Master Plan (POLA, 2002). The site is south of the Southwest Marine Shipyard, north of a U.S. Coast Guard Base, and west of Fire Station Number 111.

Northwest Slip. The Northwest Slip is located along the northern boundary of the Port's West Basin; it is a relatively isolated open water area that flanks Berths 134 and 135. The Berths are within the Port's Development Area 5; they are designated General Cargo in the Port Master Plan (POLA, 2002), and used for commercial shipping activities. The West Basin is located to the south of the site, Berths 130 and 131 are located to the west of the site, and a Trans Pacific Container Service Corporation (TraPac) container terminal is located immediately to the east of the site. These areas are also designated as General Cargo in the Port Master Plan (POLA, 2002). The Omni Container Terminal, also located within the Port's Development Area 5 and designated for Industrial and General Cargo uses, is located southeast of the site. The Yang Ming



Source: Port of Los Angeles and Port of Long Beach Master Plans

0 0.5 1
Scale in Miles

N

Figure 3.8-1
Current Land Use Designations in the Project Area

Line Container Terminal, located in the Port's Development Area 4 and designated General Cargo, is located southwest of the site (POLA, 2002).

CSWH Expansion Area and Eelgrass Habitat Area. The CSWH Expansion Area and Eelgrass Habitat Area are located at the existing CSWH area, north of the San Pedro Breakwater and Cabrillo Beach Fishing Pier, east of Cabrillo Beach and the Cabrillo Beach Boat Launch Ramp, west of the Glen Anderson Ship Channel and Angels Gate, and south of Berths 46 and 48-49. Berths 46 and 48-49 are primarily dedicated to break-bulk and liquid bulk terminals, as well as Port-related operational facilities such as Fire Station Number 110. The San Pedro Breakwater, Cabrillo Beach, Cabrillo Beach Fishing Pier, and Cabrillo Beach Boat Launch are primarily used for recreational activities. The sites are located between the Port's Development Areas 1 and 2; they are open water areas used primarily for recreational and commercial vessel movement, recreational fishing and other water-oriented recreational activities.

Anchorage Road Soil Storage Site. The ARSSS is located north of the Cerritos Channel and Anchorage Road, south of property owned by the POLB, east of Shore Road, and west of Henry Ford Avenue. It is located in the Port's Development Area 6, and is designated Liquid Bulk in the Port Master Plan (POLA, 2002). Historically, this site was used for oil production; currently it is used for the disposal and storage of dredged material. Within the Port Master Plan, the areas south of Anchorage Road and west of Shore Road are designated Recreation (POLA, 2002), and include the Colonial Yacht, Lighthouse Yacht, Cerritos Yacht and Island Yacht Anchorages. The area parallel to Anchorage Road on the south side of Cerritos Channel is within the Port's Development Area 7 and is designated General Cargo (POLA, 2002); this area is comprised of container backland areas and a portion of Pier S of the Long Beach Harbor, including a Dow Chemical, Inc. facility and the Long Beach Marine Terminal.

LA-2. LA-2 is an offshore disposal site located approximately 9.3 kilometers (km) (5 nautical miles [nmi] or 5.8 miles) southwest of the San Pedro Breakwater, and 38 km (20.5 nmi) west-northwest of the entrance of Newport Harbor (USEPA and USACE, 2004). The site is more than three miles offshore and, therefore, falls under Federal jurisdiction. The site is used for ocean disposal of suitable dredged material generated in the Los Angeles County-Orange County area; it is used in conjunction with other dredged material disposal options including upland (onshore) disposal and beneficial reuse such as beach replenishment and wetland restoration projects (USEPA and USACE, 2004). The site is additionally used for regional commercial and recreational vessel movement.

3.8.2.2 Other Land Uses Adjacent to the Project Area

As referenced above, the Port is bordered by the communities of San Pedro to the west and Wilmington to the north. The community of San Pedro is part of the incorporated City of Los Angeles. Approximately 48 percent of the community is made up of single and multiple family residential units, 17.2 percent is open space/public facilities, 5.6 percent is industrial, and 4.4 percent is commercial; public streets and parking make up the remainder of land uses (Los Angeles Department of City Planning, 2005a). Predominant land uses of San Pedro that are adjacent to the Port, from south to north, include the following:

- East of Gaffey Street between Shepard Street/Bluff Place and Hamilton Avenue: Open space and public facilities (including Fort MacArthur Air Force Base), and single and multiple family residences;
- East of Gaffey Street between Hamilton Avenue and Summerland Avenue: Multiple family residences, and commercial and industrial uses;
- East of Gaffey Street between Summerland Avenue and Channel Street: Single family residences, public facilities, and industrial uses; and
- East of Gaffey Street between Channel Street and Westmont Drive: Public facilities and industrial uses.

Land uses west of Gaffey Street are primarily comprised of single and multiple family residences, public facilities, and open space, with comparatively small "pockets" of commercial uses. (Los Angeles Department of City Planning, 2005a)

The community of Wilmington is also part of the incorporated City of Los Angeles and is adjacent to Harbor City, which is also part of the City of Los Angeles. Approximately 31.4 percent of the Wilmington/Harbor City area is made up of industrial uses; additional land uses include single and multiple family residences (28.6 percent), open space and public facilities (17.7 percent), public streets (17.6 percent), and commercial (4.7 percent) (Los Angeles Department of City Planning, 2005b). Predominant land uses of Wilmington that are adjacent to the Port, from west to east, are as follows:

- South of Anaheim Avenue between Gaffey Street and Figueroa Street: Industrial uses;
- South of Anaheim Avenue, north of C Street between Figueroa Street and Lakme Avenue: Single and multiple family residences and commercial and public facilities uses;
- South of Anaheim Avenue, south of C Street between Figueroa Street and Lakme Avenue: Industrial, public facilities and commercial uses; and
- South of Anaheim Avenue between Lakme Avenue and the West 9th Street/Anaheim Avenue intersection: Industrial uses.

Land uses in the Wilmington area north of Anaheim Avenue include single and multiple family residences as well as industrial, commercial, public facilities, and open space areas. (Los Angeles Department of City Planning, 2005b)

3.8.3 Applicable Regulations

3.8.3.1 State Agencies and Regulations

California State Lands Commission (SLC). The SLC has oversight responsibility for tidal and submerged lands and administers the State Tidelands Trust Act, which governs how Port properties can be used. Legislative authority is granted in trust to local jurisdictions. In 1911, the City was granted the tidal and submerged lands within its boundaries, including those within the Port. The Port's jurisdictional properties are held in public trust by the City, and administered by the LAHD to promote and develop maritime-related commerce, navigation and fisheries (LAHD, 2006). Uses of public trust lands must serve statewide public purposes, and generally include activities and development associated with water-dependent or water-related industry, commerce, fisheries, navigation, ecological preservation, scientific study, open space, and recreation. On January 1, 2003 Assembly Bill 2769 (AB 2769) became effective, which amended the City Tidelands Trust to provide the City with greater flexibility for both development and the protection of wildlife and open space within and near the Port (LAHD, 2006).

California Coastal Commission (CCC). The California Coastal Act of 1976 (Coastal Act) (Public Resources Code Section 30000 et seq.) was enacted to establish policies and guidelines that provide direction for the conservation and development of the California Coastal Zone. The Coastal Act established the CCC as the coastal management and regulatory agency for development within the Coastal Zone, and created a State and local government partnership to ensure that public concerns regarding coastal development are addressed.

Chapter 8 of the Coastal Act provides the specific planning and regulatory procedures for California's "commercial ports," defined as the ports of San Diego, Los Angeles, Long Beach, and Hueneme. The Coastal Act requires that a coastal development permit be obtained from the CCC for any development within these ports. However, a commercial port is granted the authority to issue its own coastal development permits once that port completes a Master Plan that is certified by the CCC (LAHD, 2006).

The standards for Master Plans require environmental protection while expressing a preference for port-dependent projects. The logic behind this preference is that locating major shipping terminals and other maritime facilities in major ports is environmentally and economically preferable to locating multiple ports of smaller size up and down the coastline. Each commercial port in California has a certified Master Plan that identifies acceptable development uses. If a

port desires to conduct or permit developments that are not included in its approved Master Plan, the port must apply to the CCC for an amendment to its respective Master Plan (LAHD, 2006). Prior to construction and development of the land and water areas associated with the Proposed Action, review and approval of an amendment to the Port Master Plan by the CCC would be necessary.

In addition to the requirements and procedures set-forth in the California Coastal Act for Master Plans, the USACE and the Port are responsible for project compliance with the Federal Coastal Zone Management Act (CZMA). Section 307 of the CZMA, as amended, requires that Federal actions must be consistent, to the maximum extent practicable, with the approved State coastal management program applicable to the action. To document the degree of consistency with the applicable State's coastal management program, a Coastal Consistency Determination will be prepared by USACE and a Port Master Plan amendment will be prepared by POLA. Review and approval by the CCC is required prior to implementation of the Proposed Action.

3.8.3.2 Local Land Use Agencies, Plans, Ordinances and Regulations

The Port of Los Angeles Master Plan. The Port Master Plan, as amended, establishes the policies for future development within the Port (POLA, 2002). The Port Master Plan is implemented by the POLA, as authorized by the Board of the Harbor Commissioners, and is summarized in Table 3.8-3.

Table 3.8-3. Port-Related Land Use Objectives, Goals, Policies and Programs of the Port Master Plan, City of Los Angeles Citywide General Plan Framework, and POLA Plan, and Wilmington-Harbor City and San Pedro Community Plans

Port of Los Angeles Master Plan – Section 1: Objectives	
Develop the Port in a manner that is consistent with Federal, State, county and city laws, including the California Coastal Act of 1976 and the Charter of the City of Los Angeles.	
Integrate economic, engineering, environmental and safety skills into the Port development process for measuring the long-term impact of varying development options on the Port's natural and economic environment.	
Establish criteria that promote the orderly, long-term development and expansion of the Port by segregating related Port facilities and operations into functional areas.	
Give the Port flexibility in its development planning so that it can adapt to changing technology, cargo trends and regulations, as well as respond to competition from other U.S. seaports.	
City of Los Angeles Citywide General Plan Framework – Chapter 3: Land Use	
Objective 3.14	Provide land and supporting services for the retention of existing and attraction of new industries.
Policy 3.14.7	Consider the potential redesignation of non-industrial properties located adjacent to lands designated and developed with industrial uses for industrial purposes by amending the community plans or by conditional use permits based on the following criteria: (a) the redesignation is required to accommodate the expansion of existing industrial uses to facilitate their retention in areas in which they are located; (b) there is significant support of the property owners of the parcels to be redesignated; (c) there is no significant disruption or intrusion into existing residential neighborhoods, commercial districts, or other land uses; (d) there are no adverse environmental impacts (traffic, noise, lighting, air pollution, other) on adjacent land uses due to the industrial uses; and, (e) there is adequate infrastructure to support the expanded industrial use(s).

Policy 3.14.9	Initiate programs for lot consolidation and implement improvements to assist in the retention/expansion of existing and attraction of new industrial uses, where feasible.
Port of Los Angeles (Community) Plan: Objectives, Policies and Programs	
Objective 1	To Maintain the Port of Los Angeles as an important local, regional and national resource and to promote and accommodate the orderly and continued development of the Port so as to meet the needs of foreign and domestic waterborne commerce, navigation, the commercial fishing industry and public recreational users.
Objective 4	To assure priority for water and coastal dependent development within the Port while maintaining and, where feasible, enhancing the coastal zone environment and public views of, and access to coastal resources.
Policy 6	The highest priority for any water or land area use within the jurisdiction of the Port shall be for developments which are completely dependent on such harbor water areas and/or harbor land areas for their operations.
Policy 9	Dredging or diking and fill projects may be accomplished solely for the purpose of expanding or creating new waterfront land for Port-related facilities. Dredging projects may only be undertaken for deepening, widening, lengthening, or for the maintenance of ship channel approaches, ship channels, turning basins and berthing areas for navigation, for new or expanded facilities including commercial fishing, marinas, recreational boating facilities, or for waterfront land for Port-related facilities.
Policy 18	Port development projects shall be consistent with the specific provisions of this Plan, the certified Port Master Plan, the California Coastal Act of 1976, and other applicable Federal, State, county and municipal laws and regulatory requirements.
Programs II(a)	Dredging of the Main Entrance Channel (at the breakwater) and much of the Inner Harbor (Main Channel, Turning Basin, West Basin, East Basin Channel and East Basin) to a depth of 45 feet below mean lower low water (MLLW) to accommodate larger vessels (A depth of 53 feet below MLLW for the Main Channel, West Basin, East Basin and Cerritos Channel was subsequently authorized through approval of the Port of Los Angeles Channel Deepening Project in 2002 [See Port Master Plan Amendment 21, below]).
Programs II(b)	Development of a channel 65 feet deep, extending from the harbor entrance approaches north to a turning basin and channel in and east-west direction, for berthing deep-draft vessels.
Wilmington – Harbor City Community Plan – Section 3: Relationship to the Port of Los Angeles	
Goal 18	Coordinate the development of the Port of Los Angeles with surrounding communities to improve the efficiency and operational capabilities of the Port to better serve the economic needs of Los Angeles and the region, while minimizing adverse environmental impacts to neighboring communities from Port-related activities.
Objective 18-1	To coordinate the future development of the Port with all adopted City Plans, the Wilmington Industrial Park Redevelopment Project and the Enterprise Zone.
Policy 18-1.1	Strengthen governmental inter-agency coordination in the planning and implementation of Port projects for the purpose of facilitating greater efficiency in Port operations and better serving the interest of adjacent communities.
Policy 18-1.1 Program	The Port of Los Angeles Plan remains a part of the City's General Plan, and the City Planning Department and Port of Los Angeles are responsible for administering it, as it relates to the Port and the neighboring communities within the City.
Objective 18-3	To assure that Port programs for land acquisition and circulation improvements will be compatible with and beneficial in reducing environmental impacts to surrounding communities caused by Port-related activities, as well as beneficial to the Port.
Policy 18-3.3	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 objectives and which enhance the physical, visual and economic environment of the community.
Policy 18-3.4	Encourage the Port to consider the accommodation of those Port-related industrial land uses, which due to their existing location in or adjacent to residential areas, are proposed by the Plan to be relocated to sites more remote from inhabited areas.

Wilmington – Harbor City Community Plan – Section 3: Coastal Resources	
Goal 19	Maintenance of the Coastal Zone within Wilmington in an environmentally-sensitive manner, to allow maximum use for public access and recreational activities, as well as by other coastal-dependent activities, in accordance with the policies of the California Coastal Act of 1976.
Objective 19-1	To implement the policies of the California Coastal Act of 1976 in the areas of Wilmington designated within Coastal Zone, allowing for maximum opportunities for public access and recreational/educational activities, and to encourage coastal-dependent activities and facilities to locate in the Coastal Zone.
Policy 19-1.2	The policy is to not permit the development of new or expanded industrial facilities involved in the handling, transfer, or storage of commodities categorized by law as hazardous if it is found that such facilities would adversely affect the general welfare or community development.
Policy 19-1.4	New and/or expanded industrial facilities to be sited to provide a sufficient open space, landscaped and maintained buffer area to minimize adverse impacts on surrounding property.
Policy 19-1.5	Provide public access and viewing areas for the public enjoyment and education of the Coastal Zone environment, including access to and viewing of recreational and industrial activities in the Port of Los Angeles consistent with public safety, efficient Port operation and the California Coastal Act.
San Pedro Community Plan - Section 3: San Pedro Local Coastal Program Specific Plan	
Objective 6-2	To protect, maintain and where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and man-made resources.
Objective 6-3	To assure the orderly and balanced utilization and conservation of Coastal Zone resources, taking into account the social and economic needs of the people of the region.
Policy 6-3.1	That existing coastal-oriented recreational facilities be maintained, developed, and expanded where needed to provide local as well as regional access to and enjoyment of San Pedro's unique coastal resources.
Objective 6-5	To assure priority for coastal dependent development over other development on the coast.
Policy 6-5.2	Existing lower cost visitor and recreational facilities shall be protected where feasible, and new ones, encouraged, by allowing them as permitted uses in the appropriate land use categories. Developments providing public recreational opportunities are preferred uses. Oceanfront land suitable for coastal recreational uses shall be protected for coastal related recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated in the property is already adequately provided for in the near vicinity. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, general commercial development, but not over coastal-dependent industry. Upland areas necessary to support coastal recreational uses shall be reserved for such uses where feasible.
San Pedro Community Plan - Section 3: Relationship to the Port of Los Angeles	
Goal 19	Coordinated the development of the Port of Los Angeles with surrounding communities to improve the efficiency and operational capabilities of the Port of Los Angeles to better serve the economic needs of Los Angeles and the region, while minimizing adverse environmental impacts to neighboring communities from Port-related activities.
Objective 19-1	To recognize the Port of Los Angeles as a regional resource and the predominant influence on the economic well-being of the Community and to promote its continued development so as to meet the needs of the fishing industry, recreational users, the handling of passengers and cargo, with special emphasis on the accommodation of increasingly larger ships.
Policy 19-1.2	That the West Bank of the main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industry, and such general cargo and container handling facilities as would not create or add to significant traffic congestion problems on Harbor Boulevard which may result from the generation of additional railroad or industrial traffic.
Policy 19-1.2 Program	The Port of Los Angeles Plan and Port Master Plan designates the West Bank of the Main Channel and the East Channel for commercial, recreational, commercial fishing and non-hazardous cargo operations and support activities.
Policy 19-1.2 Program	The West Basin Transportation Improvement program includes provisions to improve cargo handling efficiencies, reduce traffic impacts from trains, and improve existing facilities to accommodate larger vessels and greater numbers of containers.

Objective 19-2	To coordinate the future development of the Port with the San Pedro Community Plan, the Beacon Street Redevelopment Project, and development of the Central Business District of San Pedro.
Policy 19-2.2	Strengthen governmental inter-agency coordination in the planning and implementation of Port projects for the purpose of facilitating greater efficiency in Port operations and better serving the interest of adjacent communities.
Policy19-2.3	The Port should commit resources toward providing public amenities (commercial, recreational and service oriented) that will benefit the San Pedro community, consistent with the State Tidelands Grant, the California Coastal Act of 1976 and the City Charter.
Policy 19-2.3 Program	The West Channel area of the Port shall continue to be reserved for recreational uses. This area is the location of Cabrillo Beach, Cabrillo Marina, and the Watchorn Basin. This area is designated for recreational uses under the Port of Los Angeles Plan.
Objective 19-3	To seek the relocation of potentially hazardous and/or incompatible land uses away from the adjacent commercial and residential areas of San Pedro.
Policy 19-3.1	Facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, located in the Cabrillo Beach, East and West Channels or West Bank portions of the main Channel should be phased out and relocated at Terminal Island or its proposed southerly extension, with no further expansion of existing facilities or the development of new facilities permitted.

In addition to the above, the Port Master Plan contains a suite of regulations and guidelines for development within the Port. The Port Master Plan has been amended several times since its original adoption, and two of these amendments are specific to channel deepening, as follows:

- Amendment No. 19: Provides for deepening of the Main Channel, Inner Harbor Turning Basin, West Basin, East Basin and East Basin Channel to -50 feet mean lower low water (MLLW). Additionally, it provides for creation and use of borrow pits in the outer harbor. Effective date: August 13, 1998; California Coastal Commission approval and certification: May 20, 1998.
- Amendment No. 21: Provides for deepening of the Main Channel, Inner Harbor Turning Basin, East Basin, East Basin Channel, North Channel and selected container berths to -53 MLLW. Effective date: June 11, 2002; California Coastal Commission approval and certification: May 7, 2002.

Table 3.8.4, below, provides the Port Master Plan regulations and guidelines applicable to the Proposed Action and its alternatives, as well as a summary of Amendment Nos. 19 and 21. The table additionally provides a consistency analysis with these items as related to Alternatives 1 through 3.

The City of Los Angeles General Plan. The City of Los Angeles (City) General Plan, Land Use Element, is comprised of numerous Community and Specific Plans, including the POLA Plan, Wilmington-Harbor City Community Plan, and San Pedro Community Plan. These Plans contain the City's adopted goals, objectives and policies for existing and planned land use and development, as outlined in Table 3.8-3. The Plans are implemented by the City of Los Angeles Planning Department, as authorized by the City of Los Angeles Board of Supervisors and Planning Commission.

Table 3.8-4 Consistency with Applicable Port Master Plan Regulations and Guidelines for Development and Amendment Nos. 19 and 21

Regulation/ Guideline or Applicable Amendment	Purpose	Consistency Analysis
A – 1	As the Port of Los Angeles and its facilities are a primary economic and coastal resource of the State, an essential element of the national maritime industry, and a vital strategic facility in the national defense system of the United States, the Port is responsible for modernizing and constructing necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water dependent and related facilities in order to preclude the necessity of developing new ports elsewhere in the State for such accommodations.	Alternatives 1 and 2 would allow for the latest generation of deep draft vessels to access Port terminals along the main channel of the Port. Additionally, implementation of Alternative 1 would improve and modernize facilities associated with the Northwest Slip. Although selection of Alternative 3 would result in continued restrictions on the passage of the new generation of container vessels within some areas of the Port, deep-draft vessels would still be able to access Berths 100 and 144, where channel depths would be -53 feet MLLW. Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline A-1.
A – 3	The highest priority for any water or land area use within the jurisdiction of the Port of Los Angeles shall be for developments which are completely dependent on such harbor water areas and/or harbor land areas for their operation. This use priority is further mandated by the provisions of the Charter of the City of Los Angeles requiring their promotion and use for commerce, navigation and fisheries.	Alternatives 1 and 2 are specific to the Port's existing and future uses and operations. The purpose of these alternatives is to complete the approved Channel Deepening Project and maximize the beneficial uses of dredged material through construction of additional lands for Port-related uses and environmental enhancements. Although Alternative 3 would not advance Regulation/Guideline A-3, it would not be inconsistent with it since it would not result in any land or water use or development within the Port that is not Port dependent. Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline A-3.
A – 9	When any existing facility in any Planning Area requires alterations or modifications on or in available land or water areas to maintain its level of services, or to improve safety of its facilities or operations, such changes shall be made regardless of the fact that the particular facility is not necessarily in a long-term, preferred use category for the Planning Area.	Alternative 1 would not result in any conflicts with any of the land use designations or existing land or water uses within the Port's affected Planning Areas. Additionally, Alternative 1 would improve the safety of existing operations associated with the Northwest Slip, and reduce potential public exposure to contaminated materials through development of the CDF at Berths 243-245. Under Alternative 2, use of the Anchorage Road Soil Storage Site (ARSSS) for the disposal of contaminated material would be inconsistent with the Port Master Plan's Liquid Bulk land use designation for the site. Similarly, under Alternative 1 the use of Berths 243-245 as a CDF would be inconsistent with its Industrial land use designation. However, use of either the ARSSS or Berths 243-245 would reduce potential public exposure to contaminated materials and thus improve Port safety. Additionally, the sites' existing land use designations can be re-designated as Other (see Table 3.8-2) to ensure consistency with adopted land use designations of the Port Master Plan. This re-designation would be consistent with Port Master Plan Regulation/Guideline C-4(b), below, by isolating and containing

Regulation/ Guideline or Applicable Amendment	Purpose	Consistency Analysis
		such materials within an appropriately designated fill site. Under Alternative 3 no alterations or modifications would occur; consequently, no conflicts with the long-term, preferred use category for any affected Planning Area within the Port would occur. Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline A-9.
C – 1	Dredging or diking and fill projects consistent with this Port Master Plan may be accomplished solely for the purpose of expanding or creating new waterfront land for Port-related facilities, and the proposed uses for land and water areas shall be stated in the Port Master Plan and amendments to it when such uses are specifically known.	The dredging, diking and fill associated with implementation of Alternatives 1 and 2 would be undertaken solely for the purposes of expanding and improving Port-related operations, facilities and environmental enhancements. Approved Amendment Nos. 19 and 21 of the Port Master Plan provide for completion of the Channel Deepening Project. Implementation of Alternative 3 would not result in any further dredging, diking or fill, and thus would not conflict with Regulation/Guideline C-1. Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline C-1.
C – 2	All major dredging and/or diking and fill projects within the coastal waters under the Port's jurisdiction, as set forth in this Plan, are subject to a review of the findings of the U.S. Army Corps of Engineers' San Pedro Bay hydraulic model in Vicksburg, Mississippi, for as long as the model is available and remains functional. This model is concerned with analyzing potential and possible harbor configurations from dredging, diking and filling in both the Ports of Los Angeles and Long Beach and their effect on water circulation and wave surge action in San Pedro Bay. In the event that the Corps model ceases to be functional or is not available, adequate studies shall be undertaken to insure compliance with existing Federal and State water quality regulations and to measure the effect of dredging and/or diking and fill projects on wave surge action and water circulation in order to avoid the creation of adverse impacts in San Pedro Bay.	Potential impacts associated with water quality, sediments and oceanography have been assessed for all of the alternatives in Section 3.13 (Water Quality, Sediments, and Oceanography) of this SEIS/SEIR. Additionally, an evaluation of the Proposed Action under Section 404(b)(1) of the Federal Water Pollution Control Act Amendments of 1972 (Public Law 92-500), as amended by the Clean Water Act of 1977 (Public Law 95-217) has been completed and is included as Appendix B of this SEIS/SEIR. No unavoidable, significant impacts to water quality, sediments or oceanography would occur as the result of implementation of either Alternative 1, 2 or 3. Additionally, no compliance conflicts with existing federal and State water quality regulations would occur as the result of implementation of either Alternative 1, 2 or 3. Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline C-2.
C – 4(a)	Diking and fill projects may only be undertaken to provide for water-front land area or facilities for the accommodation and/or promotion of commerce, the commercial fishing industry, recreational boating facilities, and other Port-related facilities.	Implementation of either Alternative 1 or 2 would directly accommodate and promote commerce because it would allow for the latest generation of deep draft vessels to access Port terminals along the main channel of the Port. Additionally, as addressed above, implementation of either of these alternatives would improve and modernize Port-related operations and facilities, improve Port safety, and provide for environmental enhancements. Selection of Alternative 3 would not result in any further diking or fill, and thus would not conflict with Regulation/Guideline C-4(a). Therefore,

Regulation/ Guideline or Applicable Amendment	Purpose	Consistency Analysis
		Alternatives 1 through 3 would be consistent with Regulation/Guideline C-4(a).
C – 4(b)	When dredge material (spoil) used for landfill in the confined coastal waters of the Port contains unacceptable levels of toxicants, such material (spoil) shall be isolated and contained within the designated fill site.	Under Alternatives 1 and 2 dredged material containing unacceptable levels of toxicants would be isolated and contained at either the Berth 243-245 CDF (Alternative 1), or the ARSSS (Alternative 2). Under Alternative 3 no further dredging would occur and existing contaminants within the Main Channel and Berths 243-245 would remain in place. However, no further dredging related to the Channel Deepening Project would be performed and no landfills would be created, thus contaminated material would not be used for landfill in coastal waters. Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline C-4(b).
C – 4(c)	The water areas to be filled in the Port shall be the minimum necessary to achieve the purpose of the fill and shall minimize harmful effects, to the extent feasible and practical, on all coastal resources related to or affected by the water areas filled.	Under Alternatives 1 and 2 water areas filled within the Port would include Berths 243-245, the Northwest Slip, the Eelgrass Habitat Area, and the CSWH Expansion site. The Berths 243-245 and Northwest Slip fills would be the minimum acreage needed to achieve the purposes of the Channel Deepening Project and would additionally improve Port safety; no harmful effects on coastal resources would occur. Fill associated with the CSWH Expansion and Eelgrass Habitat Area is specific to environmental enhancement and is considered a beneficial impact to coastal resources. Under Alternative 3 no additional fill would occur; thus it would not result in any potentially harmful impacts to coastal resources. Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline C-4(c).
C – 4(d)	Diking and fill projects shall be sited, designed, and constructed using sound safety standards appropriate to the intended use in order to minimize any potential harmful or adverse effects.	Alternatives 1 and 2 have been sited and designed through a detailed process of alternatives analysis and engineering planning, as addressed in Chapter 2 of this SEIS/SEIR. All potential adverse impacts associated with these two alternatives have been minimized to the maximum extent feasible. Under Alternative 3 no further diking or fill would occur once the currently authorized disposal capacity of the Channel Deepening Project is met; consequently, Alternative 3 would not conflict with Regulation/Guideline C-4(d). Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline C-4(d).
C – 4(e)	Diking and filling shall be planned, scheduled and carried out to minimize disruption to biological habitats and water circulation.	As addressed in Sections 3.3 (Biological Resources) and 3.13 (Water Quality, Sediments, and Oceanography) of this SEIS/SEIR, under Alternatives 1 and 2 all potential impacts to biological habitats and water circulation can be mitigated to a level of less than significant; no

Regulation/ Guideline or Applicable Amendment	Purpose	Consistency Analysis
		unavoidable significant impacts would occur. Under Alternative 3 no further diking or fill would occur, and no impacts to biological habitats and water circulation would occur. Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline C-4(e).
C – 4(f)	Diking and fill projects may be phased in increments over time to coincide with dredging project requirements, or depending on the operational needs and/or financing capacity of the Port and/or its users.	As described in Chapter 2 (Description of Proposed Action and Alternatives) of this SEIS/SEIR, the diking and fill associated with implementation of either Alternative 1 or 2 would be phased to coincide with dredging operations. Under Alternative 3 no further diking or fill would occur; consequently, no further phasing would be necessary. Therefore, Alternatives 1 through 3 would be consistent with Regulation/Guideline C-4(f).
Amendment No. 19	Amendment No. 19 permits deepening of the Main Channel, Inner Harbor Turning Basin, West Basin, East Basin, East Basin Channel and selected container terminal shipping berths from 45 feet to 50 feet. The deepening project would produce approximately five million cubic yards of dredge material. Dredge disposal alternatives include the Pier 400 landfill, the Cabrillo Shallow Water Habitat extension, upland disposal and ocean disposal, which would which would require a federal consistency certification.	Implementation of either Alternative 1 or 2 would include disposal at the Eelgrass Habitat Area (adjacent to the CSWH area), the CSWH Expansion Area, and LA-2 Ocean Disposal Site; all of these disposal locations would be consistent with Amendment No. 19. Additionally, Alternative 2 would involve disposal at the ARSSS, which is an upland disposal site and thus consistent with Amendment No. 19. Implementation of Alternative 1 would include disposal at Berths 243-245 and the Northwest Slip, which are not specifically noted as being permitted disposal sites under Amendment No. 19. However, prior to implementation of Alternative 1, a federal consistency certification would be obtained from the California Coastal Commission, as addressed in Section 1.12 (Resource Agency Coordination) and Chapter 8 (Compliance with Environmental Requirements) of this SEIS/SEIR. Consequently, the use of these two disposal sites would ultimately be consistent with Amendment No. 19. Under Alternative 3 no further dredge disposal would occur; consequently, Alternative 3 would be consistent with Amendment No. 19. Therefore, Alternatives 1 through 3 would be consistent with Amendment No. 19
Amendment No. 21	Amendment No. 21 permits deeper channels and berths within the Port to accommodate larger container vessels, additional land for container handling activities to improve terminal efficiency, and expansion of submerged habitat in the harbor as mitigation for land creation. Major development associated with Amendment No. 21 includes: • Deepening of the Main Channel, Inner Harbor channels and selected berths to a depth of –53 feet.	The purposes of both Alternatives 1 and 2 are to: (1) provide additional dredged material disposal capacity to complete the Channel Deepening Project; and (2) maximize beneficial use of dredge material by construction of additional lands for eventual terminal uses and provide environmental enhancements within the Port. Under these alternatives the Port's Main Channel, Inner Harbor channels and selected berths would be dredged to a depth of –53 feet MLLW. Additionally, these alternatives would include

Regulation/ Guideline or Applicable Amendment	Purpose	Consistency Analysis
	• Creation of a 40-acre landfill at Pier 300, a 43-acre landfill in the Southwest Slip and 1.3-acre landfill behind the wharf at Berth 100. • A 54-acre expansion of the Cabrillo Shallow Water Habitat site. • Placement of 3.9 million cubic yards of dredged material south of Pier 400. • Designates General Cargo and Other Land Use categories on the proposed landfills.	enhancements to the Eelgrass Habitat Area and CSWH Expansion site. The following Port Master Plan land use designations apply to the proposed disposal sites under Alternatives 1 and 2: Northwest Slip – General Cargo; ARSSS – Liquid Bulk; and, Berths 243-245 – Industrial. No land use designations apply to the CSWH Expansion Area, Eelgrass Habitat Area or LA-2 Ocean Disposal Site. Although the existing Port Master Plan land use designations for the ARSSS and Berths 243-245 do not coincide with Amendment No. 21's landfill designations of General Cargo or Other, the land use designations for these sites can be re-designated as Other (see Table 3.8-2) to ensure consistency with Amendment No 19. The re-designation of Berths 243-245 to Other for the disposal and storage of contaminated dredge materials would be consistent with Port Master Plan Regulation/Guideline C-4(b) by isolating and containing such materials within an appropriately designated fill site. Additionally, as outlined above under Regulation/Guideline A-9, above, the Port Master Plan specifies that when any existing facility (or site or use) within any Planning Area requires alteration or modification to either maintain its level of services, or improve safety, such changes shall be made regardless of whether that particular facility (or site or use) is not a long-term, preferred land use category for its Planning Area. Alternative 3 would not fully support the intent of Amendment No. 21 because the Channel Deepening Project would not be completed; however, deep-draft vessels would still be able to access Berths 100 and 144, where channel depths are-53 feet MLLW. No conflicts with existing Port Master Plan land use designations would occur under this alternative. Based upon the above, Alternatives 1 through 3 would be considered consistent with Amendment No. 19.

Designated General Plan land uses associated with the Port include Commercial/Industrial (93.1 percent), Industrial (0.8 percent), Open Space/Public Facilities (0.4 percent), and Streets (5.7 percent) (Los Angeles Department of City Planning, 2005c).

The City's "Citywide General Plan Framework" provides the goals, objectives and policies for industrial uses and industrial-related commercial uses (Envicom Corporation, 2001). These goals, objectives and policies, as they relate to the Proposed Action, are summarized in Table 3.8-3.

The Port of Los Angeles Plan. The POLA Plan is a component of the City's General Plan. It is intended to "promote an arrangement of land and water uses, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the Port, within the larger framework of the City; guide the development, betterment and change of the Port to meet existing and anticipated needs and conditions; contribute to a healthful and safe environment; balance growth and stability [to] reflect economic potentialities and limitations, land and water developments and other trends; and protect investment to the extent feasible" (City of Los Angeles, 1982). The POLA Plan addresses the same nine Development Areas identified in the Port Master Plan (Table 3.8-1), and identifies the same land use designations for these areas as the Port Master Plan (Table 3.8-2). Table 3.8-3 provides the objectives, policies and programs of the POLA Plan that are directly related to the Proposed Action.

The Wilmington-Harbor City Community Plan. The Wilmington-Harbor City Community Plan area is approximately 6,481 acres in size (Los Angeles Department of City Planning, 1999a). The Plan area is generally bound by Sepulveda Boulevard, Normandie Avenue, Lomita Boulevard, the Los Angeles City boundary, Los Angeles Harbor, Harry Bridges Boulevard, John Gibson Boulevard, Taper Avenue, and Western Avenue (Los Angeles Department of City Planning, 1999a).

Section 3 of the Wilmington-Harbor City Community Plan outlines the relationship between the Port and these communities. Section 3 also contains the area's LCP land use element, entitled "Coastal Resources." Table 3.8-3 provides the Port-related goals, objectives, policies and programs of the Wilmington-Harbor City Community Plan as they relate to the Proposed Action.

The San Pedro Community Plan. The San Pedro Community Plan area is approximately 3,626 acres in size, and is generally bound by: Taper Avenue to the north; John Gibson Boulevard, Harbor Boulevard, the West Channel of the Port, and Cabrillo Beach to the east; the Pacific

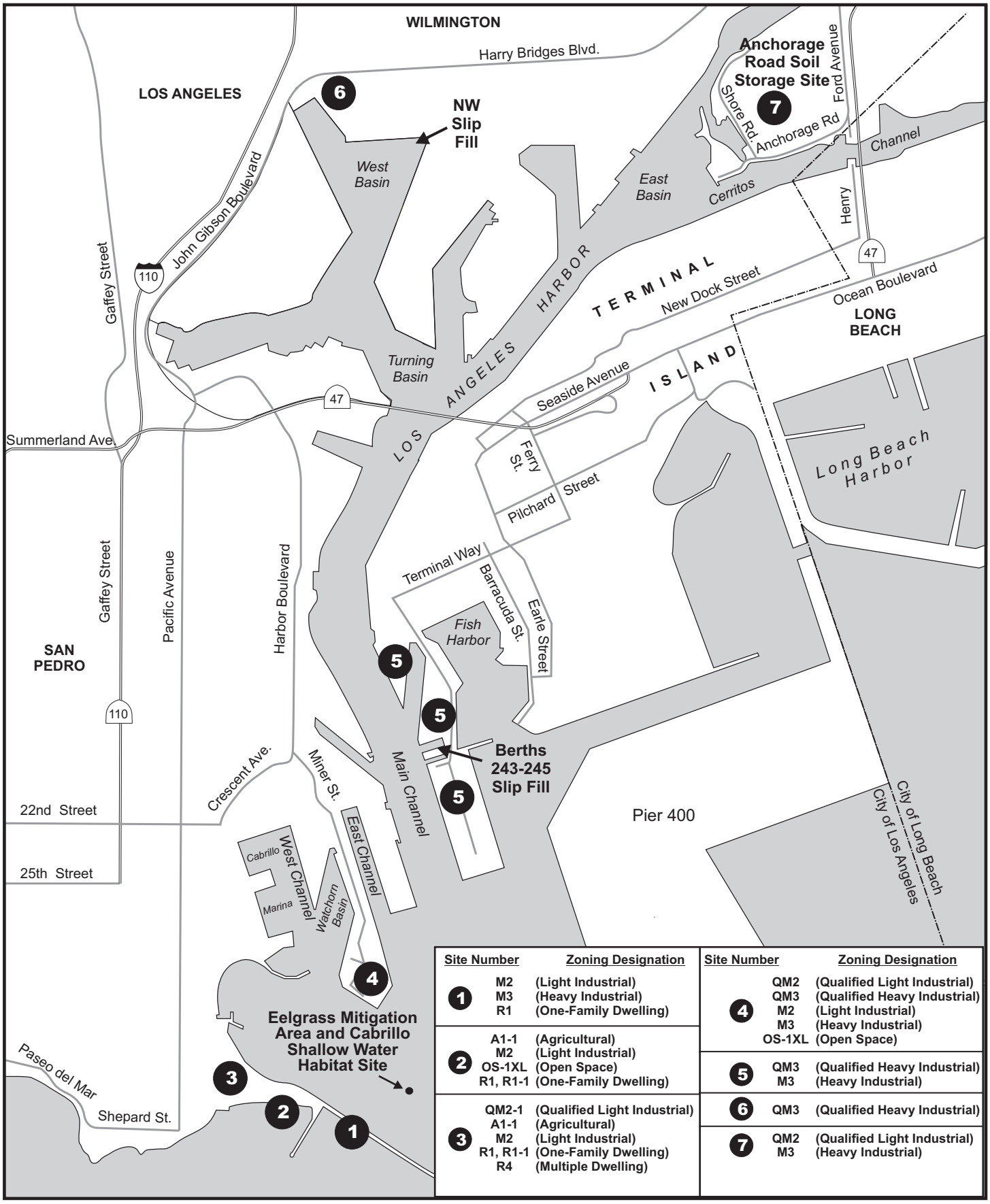
Ocean to the south; and the City of Rancho Palos Verdes to the west (Los Angeles Department of City Planning, 1999b).

Section 3 of the San Pedro Community Plan addresses the relationship between San Pedro and the Port; it recognizes that the primary function of the Port is "to promote commerce, navigation, and fisheries, with a secondary emphasis on providing water-oriented recreational opportunities" (Los Angeles Department of City Planning, 1999b). Section 3 of the San Pedro Community Plan additionally contains the community's Local Coastal Program Specific Plan, which functions as the area's LCP. Table 3.8-3 provides the Port-related goals, objectives, policies and programs of the San Pedro Community Plan as they relate to the Proposed Action.

City of Los Angeles Zoning Designations. General Plan land use designations for an area have corresponding zoning designations, which regulate the physical attributes (structure size, height, etc.) and intensity of the area's allowable uses. The zoning designations for the disposal sites located within the POLA are provided in Figure 3.8-2.

Of the six disposal sites addressed in this document, the zoning designations for Berths 243-245, the Northwest Slip, and the ARSSS are M3 and [Q]M3-1 (Heavy Industrial Zone, Height District 1 in the City of Los Angeles Planning and Zoning Code [Los Angeles Department of City Planning, 2005d]). The heavy industrial designation includes a qualified classification, as indicated by the bracketed [Q] symbol in the zoning designation. The qualified classification indicates that a property might not be utilized for all uses ordinarily permitted in a particular zone classification, and/or that development is required to conform to certain standards; accordingly, the [Q] in this zone restricts uses to General Cargo, limited Port-related commercial, industrial, and support uses (Ordinance 165406, effective February 1990) (LAHD, 2006). Proposed development authorized by reason of the qualified zone classification is required to demonstrate compliance with all applicable terms of the zoning ordinance otherwise implied by the zoning designation (City of Los Angeles, 2003).

The CSWH Expansion Site and Eelgrass Habitat Area are open water areas that are not zoned. However, as illustrated in Figure 3.8-2, the zoning designations associated with the land-based areas surrounding these sites include A1-1 (Agricultural), M2 (Light Industrial), [Q]M2 (Qualified Light Industrial), M3 (Heavy Industrial), [Q]M3 (Qualified Heavy Industrial), OS-1XL (Open Space), R1 and R1-1 (One-Family Dwelling), and R4 (Multiple Dwelling) (Los Angeles Department of City Planning, 2005d).



Site Number	Zoning Designation	
1	M2	(Light Industrial)
	M3	(Heavy Industrial)
	R1	(One-Family Dwelling)
2	A1-1	(Agricultural)
	M2	(Light Industrial)
	OS-1XL	(Open Space)
	R1, R1-1	(One-Family Dwelling)
3	QM2-1	(Qualified Light Industrial)
	A1-1	(Agricultural)
	M2	(Light Industrial)
	R1, R1-1	(One-Family Dwelling)
	R4	(Multiple Dwelling)

Site Number	Zoning Designation	
4	QM2	(Qualified Light Industrial)
	QM3	(Qualified Heavy Industrial)
	M2	(Light Industrial)
	M3	(Heavy Industrial)
	OS-1XL	(Open Space)
5	QM3	(Qualified Heavy Industrial)
	M3	(Heavy Industrial)
6	QM3	(Qualified Heavy Industrial)
7	QM2	(Qualified Light Industrial)
	M3	(Heavy Industrial)

Source: Zimas (City of Los Angeles Planning Department), 2006. (http://www.zimas/lacity.org)

0 0.5 1
Scale in Miles

N

Figure 3.8-2
Current Zoning Designations of Disposal Sites

The submerged Ocean Disposal Site LA-2 is located over three miles offshore and is not subject to zoning. The site is used for ocean disposal of suitable dredged material generated in the Los Angeles County-Orange County area, and is used in conjunction with other dredged material disposal options including upland (onshore) disposal and beneficial reuse.

3.8.4 Methodology

Impacts to land use were assessed by determining whether dredging and disposal activities and actions would be incompatible with existing and planned land uses within and adjacent to affected areas, or be inconsistent with applicable land use plans, regulations and ordinances. The specific thresholds of significance evaluated for the land use impact analysis are provided in Section 3.8.5, below.

The CEQA and NEPA Baseline for the Proposed Action comprises a total of approximately 115 acres of open water areas at Berths 243-245, the Northwest Slip, the CSWH, and LA-2, as well as approximately 31 acres of land area at the ARSSS, which is currently used for soil storage.

3.8.5 Thresholds of Significance

The land use consistency and compatibility thresholds of significance used for this impact analysis of the Proposed Action are those identified in the City of Los Angeles' *L.A. CEQA Thresholds Guide* (City of Los Angeles, 2006). In accordance with these thresholds of significance, a project would be considered to have a land use impact if one or more of the following would occur:

LU-1 The project would be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

LU-2 The project would be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

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

LU-4 The project would disrupt, divide or isolate existing neighborhoods, communities, or land uses.

LU-5 The project would result in secondary impacts to surrounding land uses.

3.8.6 Impact Analysis and Mitigation Measures

3.8.6.1 Alternative 1: Port Development and Environmental Enhancement

Alternative 1 would consist of disposing dredged material at the following disposal sites: Berths 243-245; Northwest Slip; CSWH Expansion Area; Eelgrass Habitat Area; and LA-2. In addition, a Confined Disposal Facility (CDF) would be created at the Berths 243-245 disposal site and would be covered with clean dredge material placed as surcharge to an elevation of approximately +30 feet MLLW, which would remain in place until a future geotechnical investigation/monitoring determines the fill has been consolidated. In the future, if the Port decides to remove the surcharge material, an appropriate CEQA document would be prepared to analyze potential impacts of surcharge removal. Potential environmental impacts of future development of the new 5-acre land area at the Northwest Slip have been addressed in the Berth 136-147 Container Terminal Project Final EIS/EIR, which is summarized in Section 3.14.

Impact LU-1: Alternative 1 would not be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

Berths 243-245. The Berths 243-245 disposal site is not located within the boundaries of a Redevelopment or Specific Plan area; therefore, construction would not be inconsistent with any such plans. The Berths 243-245 disposal site is located within Port Development Area 7, and is designated Industrial in the Port Master Plan and General/Bulk Cargo and Commercial/ Industrial (Non-Hazardous) in the POLA Plan. Consistent with these land use designations, the site is zoned Heavy Industrial. The POLA Plan's Non-Hazardous designation prohibits Port facilities and/or operations which handle or store hazardous cargoes in bulk, as defined in the Port's Risk Management Plan (City of Los Angeles, 1982). Construction of the Berths 243-245 disposal site would result in a CDF facility that would be subject to the controls and regulations set forth in the Port's Risk Management Plan, as well as the requirements of other regulatory agencies having authority over the containment of contaminated dredged material. However, it would not result in the handling or storage of hazardous cargo. Therefore, construction would not change the designated land use, density or zoning of the site.

Northwest Slip. The Northwest Slip is not located within the boundaries of a Redevelopment or Specific Plan area; consequently, construction would not be inconsistent with any such plans. The site is designated General Cargo in the Port Master Plan and General/Bulk Cargo and Commercial/Industrial (Non-Hazardous) in the POLA Plan. Consistent with these land use designations, the site is zoned Heavy Industrial. Construction would not change the designated land use or prescribed zoning and density for the site.

CSWH Expansion Area and Eelgrass Habitat Area. The CSWH Expansion Area and Eelgrass Habitat Area are not located within the boundaries of a Redevelopment Plan or Specific Plan; therefore, their construction would not be inconsistent with any such plans. The POLA Plan and Port Master Plan do not provide land use designations for these sites, which are open water areas; however, land use designations for the onshore areas surrounding the sites include Recreation and General/Bulk Cargo and Commercial/Industrial (Non-Hazardous) in the POLA Plan, and Recreation, Liquid Bulk, Dry Bulk and Industrial in the Port Master Plan. No zoning applies specifically to these open water sites, although zoning districts surrounding the sites include Agricultural, Light Industrial, Qualified Light Industrial, Heavy Industrial, Qualified Heavy Industrial, Open Space, and One-Family and Multiple Dwelling. Due to the lack of any adopted land use designations and zoning within these sites, construction would not conflict or be inconsistent with any land use related plans or ordinances.

LA-2. As addressed in Section 3.8.2.1, LA-2 is an offshore disposal site located in Federal waters, and is Federally approved for the disposal of dredged material. No State or locally adopted land use plans, designations, or zoning apply to its use. Therefore, use of the site would not be inconsistent with any adopted land use designations or densities of a Community Plan, Redevelopment Plan or Specific Plan.

Impact Determination

As outlined above, Alternative 1 would not be inconsistent with the adopted land use designations and densities contained within a Community Plan, Redevelopment Plan, Specific Plan or Zoning Ordinance. No impacts would occur.

Mitigation Measures. Under Alternative 1, no impacts associated with the adopted land use designations or densities would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for construction of Alternative 1 are required; therefore, no residual impacts would occur.

Impact LU-2: Alternative 1 would not be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Berths 243-245. Applicable land use-related regulations and guidelines associated with dredging, diking and fill projects within the Port are contained in the Port Master Plan and summarized in Table 3.8-4 (Regulations/Guidelines C-1 through C-4[f]). Use of Berths 243-245 as a CDF would be consistent with, and support the intent of, Regulation/Guideline C-4(b), which requires that contaminated dredged material be isolated and contained within a fill site designated specifically for such purposes. Use of Berths 243-245 as a CDF would also limit

potential future impacts associated with exposure to harmful materials which are currently present in the Main Channel sediments, and thus would improve overall safety within the Port, which would be consistent with and support Port Master Plan Regulations/Guidelines A-9 and C-4(c). Reduced exposure to hazardous materials would additionally be consistent with the environmental goals and polices of the General Plan and other applicable plans, particularly as they relate to biological resources, water quality, and hazards and hazardous materials.

Northwest Slip. As addressed above, land use-related regulations and guidelines associated with dredging, diking and fill projects within the Port are contained in the Port Master Plan and are summarized in Table 3.8-4. Development of the Northwest Slip would be completed with dredged material from the Channel Deepening Project solely for the purposes of Port-related operations; consequently, development would be consistent with the Port Master Plan Regulation/Guideline C-1 and POLA Plan Policy 9, both of which state that dredging, diking and fill projects may only be undertaken for the purpose of expanding or creating new waterfront land for Port-related facilities and operations. Development of the Northwest Slip would also improve operations of the site, and foster the retention and expansion of an existing Port-related use, and thus would be consistent with Citywide General Plan Framework Policy 3.14.9 and Port Master Plan Regulation/Guideline C-4(a). Additionally, future operations and truck movements would be made more efficient, thereby reducing existing effects related to traffic and transportation, noise, and air quality. Consequently, development would be consistent with and support adopted environmental goals and policies contained in other applicable plans.

CSWH Expansion Area and Eelgrass Habitat Area. Applicable land use-related regulations and guidelines associated with construction of the CSWH Expansion Area and Eelgrass Habitat Area are contained within the Port Master Plan and summarized in Table 3.8-4 (Regulations/Guidelines C-1 through C-4[f]). As part of the Channel Deepening Project, construction of these sites would be consistent with these regulations and guidelines. Construction of the sites would also result in long-term environmental enhancements within the Port, which would be consistent with, and support Objective 4 of the POLA Plan, Objective 18-3 and Goal 19 of the Wilmington-Harbor City Community Plan, and Objectives 6-2 and 6-3 of the San Pedro Community Plan (see Table 3.8-3). Consequently, creation of new shallow habitat areas at these locations would not be inconsistent with the General Plan or the adopted environmental goals, policies objectives and programs contained in other applicable land use plans.

LA-2. As addressed under Impact LU-1, above, no locally adopted General Plan or related land use plans apply to LA-2. Therefore, use of the site would not be inconsistent with any adopted

the General Plan or the adopted environmental goals or policies contained in other applicable plans.

Impact Determination

As outlined above, Alternative 1 would not be inconsistent with the General Plan or the adopted environmental goals or policies contained in other applicable plans; no impacts would occur.

Mitigation Measures. Under Alternative 1, no impacts associated with the General Plan or adopted environmental goals or policies contained in other applicable plans would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for construction of Alternative 1 are required. Therefore, no residual impacts would occur.

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

Berths 243-245. Construction activities at the Berths 243-245 disposal site would result in some short-term impacts, such as increased noise and air emissions. However, the site itself is currently vacant and land uses surrounding the site are primarily dedicated to commercial shipping and industrial uses. No substantial conflicts with, or restrictions on, these uses would occur during construction. Therefore, during construction the site and its surrounding areas and uses would not be substantially affected.

Northwest Slip. During construction of the Northwest Slip site, water-based activities and operations at Berths 134 and 135 would be discontinued and water-based activities and operations associated with Berths 129 through 130 would be significantly restricted. Vessel access to and within the West Basin would also be restricted due to construction-related vessels and equipment, which may affect activities and operations of Berths 126 through 128, 136 through 139, and 142 through 147. These preclusions and restrictions could result in significant conflicts with existing land uses and activities. The timing and volume of berth-specific cargo imports and exports would be expected to require modification, as would the onshore activities and operations that support them. Mitigation Measures (MM) LU-1 and MM LU-2 are recommended to minimize potential impacts associated with restricting or precluding these existing uses to a level of less than significant.

CSWH Expansion Area and Eelgrass Habitat Area. The CSWH Expansion Area and Eelgrass Habitat Area are located in and adjacent to areas of the Port that are primarily used for vessel movement and marine-oriented recreational uses. During construction, access to these areas would be restricted or prohibited, thereby precluding their use by recreational users. However, as

discussed in section 3.3 Biological Resources, construction at these sites would affect no more than 6.5 acres of the 326-acre site at any given time, therefore approximately 319 acres in the immediate vicinity of construction would be available for use by recreational vessels and water-based uses within and adjacent to the sites would not be substantially affected. The permanent presence of the Eelgrass Habitat Area dike would have no effects on surrounding land uses, however potential impacts to recreational activities in this area are addressed in Section 3.11 of this SEIS/SEIR.

LA-2. The LA-2 is an offshore disposal site located in Federal waters, and used as an offshore disposal area. Although disposal activities would periodically restrict or preclude vessel use of the area, these restrictions would be short-term in nature, in addition to which proposed disposal activities would be consistent with the site's existing and approved uses. Therefore, the site would not be substantially affected, considering the nature and degree of effects, and the type of uses within and adjacent to the site.

Impact Determination

Under Alternative 1, construction activities associated with the Berths 243-245, the CSWH Expansion Area and Eelgrass Habitat Area would not substantially interfere with nearby recreational uses and would therefore result in less than significant impacts. Construction-related impacts at the Northwest Slip would include temporary restrictions or discontinuations of the land and water-based uses and operations associated with Berths 126 though 130, 134 through 139, and 142 through 147. However, with implementation of MM LU-1 and MM LU-2, impacts to these areas and uses would be less than significant. No impacts associated with LA-2 would occur.

Mitigation Measures. Potentially significant impacts to the areas and uses within and surrounding the Northwest Slip would be reduced to a level of less than significant with implementation of MM LU-1 and MM LU-2, as follows:

MM LU-1 The Port shall provide a minimum of 60 days advance notice of any construction-related activities to leaseholders directly affected by, or in close proximity to, construction. The notification shall include the name and contact information of a Port-employed representative for the purpose of allowing leaseholders to report concerns regarding potential conflicts with, or preclusions of, their site-specific operations and uses. The Port shall respond to all complaints or concerns within a 72-hour period.

MM LU-2 At least 60 days prior to the start of construction, the Port shall identify and make available reasonable alternative sites and facilities to affected leaseholders whose

operations and uses are directly displaced by construction-related activities. The Port shall ensure that the alternative locations identified for displaced leaseholders and their operations are maintained for the duration of construction. The Port shall additionally ensure that within 30 days of the completion of construction, the leaseholders displaced by construction are provided with the option to return to their pre-construction Port locations without modification to their pre-construction lease-specific agreements.

Residual Impacts. Implementation of MM LU-1 would provide pre-construction notification and procedures for conflict resolution to affected lease holders. These administrative activities would not result in residual impacts. Implementation of MM LU-2 would relocate affected lease holders within the West Basin to other areas of the Port during construction. However, it is anticipated that the Port would relocate affected leaseholders to areas of the Port that are vacant at the time of construction, and that the operations and activities of the leaseholders would be consistent with surrounding land uses. Therefore, no residual impacts would be anticipated to occur.

Impact LU-4: Alternative 1 would not disrupt, divide or isolate existing neighborhoods, communities, or land uses.

Berths 243-245. Access to and within the Berths 243-245 and its surrounding areas would be temporarily restricted or precluded during construction, both onshore and from the Port's Main Channel. However, the site itself is currently vacant, and is not within or in close proximity to any existing neighborhoods or communities. Localized access restrictions and preclusions would be temporary in nature, and would not be anticipated to significantly impede daily activities within the area. Therefore, no significant conflicts with existing land uses would occur during construction, and no existing neighborhoods or communities would be affected.

Northwest Slip. There are no existing residential neighborhoods or communities within or in close proximity to the Northwest Slip. However, during construction, water-based activities and operations at Berths 134 and 135 would be discontinued and water-based activities and operations associated with Berths 129 through 130 would be substantially restricted. Vessel access to and within the West Basin would also be restricted due to construction-related vessels and equipment, which may affect activities and operations of Berths 126 through 128, 136 through 139, and 142 through 147. These preclusions and restrictions could result in significant conflicts with existing land uses and their respective intensities. Implementation of MM LU-1 and LU-2 are recommended to minimize potential impacts associated with restricting or precluding existing uses of the area.

CSWH Expansion Area and Eelgrass Habitat Area. There are no existing residential neighborhoods or communities within or in close proximity to either the CSWH Expansion Area or the Eelgrass Habitat Area. During construction, access to the waters contained within, and adjacent to, these sites would be restricted or prohibited, thereby impeding recreational uses of the area. Additionally, increases in construction-related water turbidity could reduce fishing opportunities and the quality of swimming and water play activities along Cabrillo Beach and the Cabrillo Beach Fishing Pier. However, due to the temporary nature of construction-related activities, disposal activities would not substantially disrupt the recreational uses of the area. The permanent presence of the Eelgrass Habitat Area dike would have no effects on surrounding land uses, however potential impacts to recreational activities in this area are addressed in Section 3.11 of this SEIS/SEIR.

LA-2. There are no existing neighborhoods or communities located within or in close proximity to LA-2; consequently, disposal activities at this location would not affect any neighborhoods or communities. Existing uses in and surrounding the site include offshore sediment disposal, maritime vessel traffic, and recreation. Proposed disposal at this site would not change or modify the intensity of these uses. Therefore, use of the site would not disrupt, divide, or isolate existing neighborhoods, communities or land uses.

Impact Determination

Under Alternative 1, construction-related activities would not disrupt, divide or isolate any existing neighborhoods or communities; no impacts would occur. Construction-related activities associated with existing land uses within and adjacent to the Berths 243-245, the CSWH Expansion Area and Eelgrass Habitat Area would be temporary in nature and, therefore, less than significant. Construction-related impacts at the Northwest Slip would include temporary restrictions or discontinuations of the land and water-based uses and operations associated with Berths 126 though 130, 134 through 139, and 142 through 147. However, with implementation of MM LU-1 and MM LU-2, impacts to these areas and uses would be less than significant. No impacts associated with use of the LA-2 would occur.

Mitigation Measures. Potentially significant impacts to the areas and uses within and surrounding the Northwest Slip would be reduced to a level of less than significant with implementation of MM LU-1 and MM LU-2, as described above for Impact LU-3.

Residual Impacts. Implementation of MM LU-1 would provide pre-construction notification and procedures for conflict resolution to affected leaseholders. These administrative activities would not result in residual impacts. Implementation of MM LU-2 would relocate affected leaseholders to other areas of the Port during construction. However, it is anticipated that the

Port would relocate affected leaseholders to areas of the Port that are vacant at the time of construction, and that the operations and activities of the leaseholders would be consistent with surrounding land uses. Therefore, no residual impacts would be anticipated to occur.

Impact LU-5: Alternative 1 would not result in secondary impacts to surrounding land uses.

The CEQA Guidelines (Section 15358 [a]) and CEQ Regulations (40 C.F.R. § 1508.8) define secondary (indirect) impacts as those effects that are caused by a proposed action that occur either later in time, or at some distance from the project area, but are still reasonably foreseeable. As related to land use, secondary impacts typically include growth inducing effects or other effects related to changes in land use patterns or intensities.

Berths 243-245. Construction of the Berths 243-245 disposal site would not introduce any new infrastructure or services to the area that could induce growth. Additionally, construction of the site would be completed by the existing labor force employed for the Channel Deepening Project, and would not, therefore, induce any population growth that could trigger the demand for new development. The site and its surrounding areas are dedicated to Port-related shipping and industrial uses, and construction activities would not change these uses or their respective intensities.

Northwest Slip. Construction of the Northwest Slip would prohibit or significantly curtail existing uses of the site and some of its surrounding areas. However, land uses that may be temporarily relocated during construction would be anticipated to be placed in other areas of the Port that have the capacity needed to accommodate them; no new development would be required. Construction of the site would not introduce any new infrastructure or services to the area that could induce growth. Additionally, construction would be completed by the existing labor force employed for the Channel Deepening Project, and thus would not induce any growth that could trigger the demand for new development.

CSWH Expansion Area and Eelgrass Habitat Area. During construction, recreational uses within and adjacent to the CSWH Expansion Area and Eelgrass Habitat Area would be reduced or precluded, and vessel movement in the area affected would be restricted. However, the total open water acreage of the Outer Harbor is sufficient to accommodate displaced vessel movement and water-based recreational activities (please refer to Section 3.9, Marine Transportation, and Section 3.11, Recreation). Construction of these sites would not introduce any new infrastructure or services to the area (with exception of the Eelgrass Habitat Area dike which would extend above the water surface), and would be accomplished by the existing labor force employed for the Channel Deepening Project. Therefore, construction of the site would not induce growth or

new development. The permanent presence of the Eelgrass Habitat Area dike would have no effects on surrounding land uses, however potential impacts to recreational activities in this area are addressed in Section 3.11 of this SEIS/SEIR.

LA-2. Disposal and storage activities at LA-2 would not change the existing uses or intensities of the site or its surrounding areas. The site is located in Federal waters and cannot be developed in any manner that could induce onshore growth. Additionally, dredging and disposal activities would be completed by the labor force employed for the Channel Deepening Project, and thus would not induce any population growth that could trigger the demand for new development.

Impact Determination

As outlined above, Alternative 1 would not induce growth or create other effects that would change land use patterns or intensities; no impacts would occur.

Mitigation Measures. Under Alternative 1, no secondary impacts related to land use would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 1 are required. Therefore, no residual impacts would occur.

3.8.6.2 Alternative 2: Environmental Enhancement and Ocean Disposal

Alternative 2 consists of placing dredge material at the following locations: CSWH Expansion Area and Eelgrass Habitat Area, ARSSS, and LA-2. No new land area would be created as a result of this alternative.

Implementation of Alternative 2 would result in the same type and extent of development at the CSWH Expansion Area and the Eelgrass Habitat Area disposal locations as described for Alternative 1. Alternative 2 would also result in the same disposal activities at LA-2, although more sediment would be disposed of under Alternative 2, which would result in a longer duration of construction activities at this location. However, because LA-2 is located within the open ocean, increased disposal activities at this site would not substantially preclude recreational boating. Alternative 2 would result in identical less than significant impacts as described for Alternative 1 at the CSWH Expansion Area, the Eelgrass Habitat Area, and LA-2. Therefore, the impact discussion for Alternative 2 is focused on the disposal site that was not included or discussed under Alternative 1, the ARSSS.

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

The ARSSS is not located within the boundaries of a Redevelopment Plan or Specific Plan; therefore, proposed disposal at this location would not be inconsistent with any such plans. The site is designated Liquid Bulk ("Oil Pumping Field") in the Port Master Plan, and Recreation in the POLA Plan.

Use of the site for the disposal and storage of contaminated material would be inconsistent with the Liquid Bulk (see Table 3.8-2) land use designation prescribed in the Port Master Plan. Consequently, prior to disposal-related activities, the site would likely need to be re-designated as Other (see Table 3.8-2) to ensure consistency with adopted land use designations. Re-designation of the site as a disposal and storage facility for contaminated dredge materials would be consistent with Port Master Plan Regulation/Guideline C-4(b) (Table 3.8-4) by isolating and containing such materials within an appropriately designated fill site.

Use of the site as a disposal and storage facility for contaminated dredge material would also be inconsistent with the POLA Plan's land use designation for the area, which is Recreation. However, the POLA Plan states that the land use designation map contained within it "is not an official zone map and while it is a guide it does not imply any implicit right to a particular zone or to the land and water uses permitted therein." Therefore, although the proposed use would be inconsistent with the POLA Plan's land use designation for the site, it would not be a prohibited use, or likely require a land use re-designation of the property in this plan.

As addressed in Section 3.8.3.2, the site is zoned for qualified heavy industrial uses, including support uses. Under the qualified zone classification, development and use of the site would be required to demonstrate compliance with all applicable terms of the Zoning Ordinance. However, assuming that compliance with the terms and standards of the Zoning Ordinance can be met, use of the site as a disposal and storage facility would not be inconsistent with adopted zoning for the site.

Impact Determination

As outlined above, the proposed use of the ARSSS would be inconsistent with the adopted land use designation of the Port Master Plan and POLA Plan. However, redesignation of the site as a disposal and storage facility would be consistent with the Guidelines and Regulations of the Port Master Plan and would not be prohibited by the POLA Plan. Therefore, with a land use re-designation of the site prior to its use, Alternative 2 would be consistent with the adopted land use designations and densities of applicable land use planning documents. Additionally, as

addressed for Alternative 1, use of the CSWH Expansion Area, Eelgrass Habitat Area, and LA-2 would not be inconsistent with the adopted land use designations and densities contained within a Community Plan, Redevelopment Plan, Specific Plan or Zoning Ordinance. Therefore, no impacts would occur.

Mitigation Measures. Under Alternative 2, no potentially significant adverse impacts would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 2 are required. Therefore, no residual impacts would occur.

Impact LU-2: Alternative 2 would not be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Disposal and storage at the ARSSS would support completion of the Channel Deepening Project, and thus would not be inconsistent with planning goals, policies, objectives and programs for the Port as outlined in the General Plan, its related Community Plans, and the Port Master Plan. Because the site is an active soil disposal site, disposal of dredge material from the Channel Deepening Project at the site would not be inconsistent with the adopted environmental goals and policies of any applicable land use plans. No impacts would occur.

Impact Determination

As outlined above and in Section 3.8.6.1, Alternative 2 would not be inconsistent with the City of Los Angeles General Plan or its related land use planning documents. Additionally, Alternative 2 would not be inconsistent with the environmental goals and policies contained within these adopted land use plans. No impacts would occur.

Mitigation Measures. Under Alternative 2, no impacts would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 2 are required. Therefore, no residual impacts would occur.

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

The ARSSS is currently used for the disposal of dredged material; therefore, proposed disposal activities at the site would be consistent with existing uses. Disposal activities would increase noise, air quality emissions, and vessel and truck traffic volumes at a local scale. These impacts would create temporary nuisances to users and residents of the privately operated marinas

adjacent to Shore and Anchorage Roads, but they would not preclude, restrict, or otherwise substantially affect use of these marinas as living areas.

As discussed above for Alternative 1, the permanent presence of the Eelgrass Habitat Area dike would have no effects on surrounding land uses, however potential impacts to recreational activities in this area are addressed in Section 3.11 of this SEIS/SEIR.

Impact Determination

As outlined above and in Section 3.8.6.1, the areas affected by construction of Alternative 2, including the CSWH Expansion Area, Eelgrass Habitat Area, LA-2, and the ARSSS, would not be substantially affected, considering the nature and degree of effects, and the type of land uses within that area. Impacts would be less than significant.

Mitigation Measures. Under Alternative 2, no potentially significant adverse impacts would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 2 are required. Therefore, no residual impacts would occur.

Impact LU-4: Alternative 2 would not disrupt, divide or isolate existing neighborhoods, communities, or land uses.

Full-time residents of the privately operated marinas adjacent to Shore and Anchorage Roads would be subject to temporary impacts during disposal activities. Primary impacts to residents would include increased noise and air emissions, as well as increased volumes of vessel and vehicle traffic. However, no full-time residents would be displaced, divided or isolated during disposal activities, and all impacts would be temporary in nature. The site itself is currently used for the storage of dredge material; therefore, proposed disposal activities would not conflict with or disrupt existing uses.

As discussed above for Alternative 1, the permanent presence of the Eelgrass Habitat Area dike would have no effects on surrounding land uses, however potential impacts to recreational activities in this area are addressed in Section 3.11 of this SEIS/SEIR.

Impact Determination

As outlined above and in Section 3.8.6.1, construction activities at Alternative 2 disposal site, including the CSWH Expansion Area, Eelgrass Habitat Area, LA-2, and the ARSSS, would not substantially disrupt, divide or isolate existing neighborhoods, communities, or land uses. Impacts associated with Alternative 2 would be less than significant.

Mitigation Measures. Under Alternative 2, no potentially significant adverse impacts would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 2 are required. Therefore, no residual impacts would occur.

Impact LU-5: Alternative 2 would not result in secondary impacts to surrounding land uses.

Disposal activities at the ARSSS would not result in any long-term changes to either the existing land uses within or surrounding the site, or their intensities. Disposal and storage activities at the site would not introduce any new infrastructure or services to the area that could induce growth. In addition, dredging and disposal activities would be completed by the labor force employed for the Channel Deepening Project, and thus would not induce any population growth that could trigger the demand for new development.

As discussed above for Alternative 1, the permanent presence of the Eelgrass Habitat Area dike would have no effects on surrounding land uses, however potential impacts to recreational activities in this area are addressed in Section 3.11 of this SEIS/SEIR.

Impact Determination

As outlined above and in Section 3.8.6.1, construction of Alternative 2 would not induce growth or result in any other effects related to a change in land use patterns or intensities. Therefore, no secondary land use impacts would occur.

Mitigation Measures. Under Alternative 2, no potentially significant adverse impacts would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 2 are required. Therefore, no residual impacts would occur.

3.8.6.3 Alternative 3: No Action Alternative

Under the No Action Alternative, no construction activities related to the Proposed Action would occur. No new landfills or new shallow water areas would be created. Because all approved disposal sites have been completed, no further dredging would take place and the Channel Deepening Project would not be completed. Existing environmental conditions at the Proposed Action disposal sites would continue to exist. Approximately 1.025 mcy of material within the federally-authorized channel and 0.675 mcy of berth dredging would remain to be dredged and disposed. In addition the 0.815 mcy of surcharge on the Southwest Slip Area would remain to be

removed and disposed. Additionally, the 0.08 mcy of contaminated dredge material would remain within the Main Channel of the Port.

Impact LU-1: Alternative 3 would not be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site.

The Port is not located within the boundaries of a Redevelopment or Specific Plan area; therefore, implementation of Alternative 3 would not be inconsistent with any such plans.

Activities associated with the Channel Deepening Project have been incorporated into the Port Master Plan by amendment, including land use designations and densities for future development of the Southwest Slip. If this area remains undeveloped due to the presence of existing surcharge, no inconsistencies with its existing land use designation or density would occur. However, if a new type of development for the Southwest Slip is proposed in response to the long-term presence of surcharge material, an inconsistency with the site's adopted land use designation and density could potentially occur, depending on the type of use proposed. To reconcile any inconsistencies that could occur, a change to the Port Master Plan's land use designation and density for the site would be needed in response to the newly proposed development, as would a parallel change to the POLA Plan to ensure its consistency with the Port Master Plan. Assuming approval of any needed changes to these plans, Alternative 3 would not be inconsistent with adopted land use designations and densities.

Impact Determination

Alternative 3 would not be inconsistent with the adopted land use designations or densities contained within any Redevelopment Plan or Specific Plan. With appropriate amendments to the Port Master Plan and POLA Plan, if needed for newly proposed type of development of the Southwest Slip Fill, Alternative 3 would not be inconsistent with the land use designations of the Community Plans. No impacts would occur.

Mitigation Measures. Under Alternative 3, no impacts would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 3 are required. Therefore, no residual impacts would occur.

Impact LU-2: Alternative 3 would not be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Under Alternative 3, the primary goal of the Channel Deepening Project, which is to allow the latest generation of container vessels (i.e., deep-draft vessels) to access Port terminals, would not be achieved. The existing channel depth of –45 feet MLLW would result in continued restrictions on the use of the new generation of container vessels. Smaller container vessels and light-loaded larger vessels would be used in the future container fleet serving terminals along the Port's Main Channel, except at Berths 100 and 144. Operating under these conditions, Alternative 3 would not fully support those goals, policies, objectives and programs contained in the General Plan, Port Master Plan and POLA Plan which promote and prioritize the orderly development, expansion and modernization of the Port. However, because Alternative 3 would allow deep-draft vessels to access the Port at Berths 100 and 144, where channel depths would be -53 feet MLLW, it would foster some of the goals and policies contained in the General Plan and other applicable plans. Although Alternative 3 would not advance all of the Port-related goals and policies contained in the General Plan and other applicable plans, it would not be inconsistent with them. Implementation of Alternative 3 would not result in any environmental effects that cannot be mitigated to a level of less than significant, as outlined in the previous environmental review documents that have been prepared for the Channel Deepening Project. Therefore, Alternative 3 would not be inconsistent with the environmental goals and policies contained within any applicable land use plan.

Impact Determination

Alternative 3 would not be inconsistent with the goals, policies, objectives and programs contained within the General Plan, POLA Plan and Port Master Plan because it would provide for some deep-draft vessel access to the Port, thereby accommodating the demands of national and international waterborne commerce and other traditional water dependent and related facilities. Impacts associated with adopted land use goals, policies, objectives and programs would be less than significant or none. No impacts associated with the environmental goals and policies contained within any applicable land use plan would occur.

Mitigation Measures. Under Alternative 3, no potentially adverse, significant impacts would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 3 are required. Therefore, no residual impacts would occur.

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

Under Alternative 3, construction activities related to the Proposed Action would not occur. No changes to the types or extent of existing land uses would occur.

Impact Determination

Under Alternative 3, existing land uses would not be altered and no impacts would occur.

Mitigation Measures. Under Alternative 3 no impacts or less than significant would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 3 are required. Therefore, no residual impacts would occur.

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

There are no existing neighborhoods or communities within, or in close proximity to, the locations associated with existing dredging and disposal operations. Under Alternative 3, construction activities related to the Proposed Action would not occur. Therefore, Alternative 3 would not disrupt, divide or isolate existing neighborhoods, communities, or permanently change, disrupt, divide or isolate any existing land uses.

Impact Determination

Under Alternative 3 no existing neighborhoods or communities would be affected, and disruptions of existing land uses would be temporary in nature. No existing land uses would be changed or isolated. No impacts would occur.

Mitigation Measures. Under Alternative 3 no impacts would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for the implementation of Alternative 3 are required. Therefore, no residual impacts would occur.

Impact LU-5: Alternative 3 would not result in secondary impacts to surrounding land uses.

Under Alternative 3, construction activities related to the Proposed Action would not occur. No new or exacerbated impacts would occur. No new development or infrastructure related to the project would occur, nor would the creation of any new services that could foster growth.

Impact Determination

Under Alternative 3 no new lands, infrastructure, services, or related development that could induce growth would occur. It is anticipated that future employment needs generated by reasonably foreseeable development on the lands that have already been completed by the authorized project's disposal activities could be accommodated by the local and regional labor force, and thus would not increase the area's population or demand for new development. Therefore, no secondary impacts would occur.

Mitigation Measures. Under Alternative 3 no impacts would occur; therefore, no mitigation measures are required.

Residual Impacts. No mitigation measures for implementation of Alternative 3 are required. Therefore, no residual impacts would occur.

3.8.7 Impact Summary

This section summarizes the conclusions of the impact analysis presented above in Section 3.8.6. Table 3.8-5 lists each impact identified for each Alternative of the Proposed Action, along with the significance of each impact.

Under Alternative 1, construction activities at the Northwest Slip would result in significant but mitigable short-term impacts related to partial restrictions or full preclusions of some land and water-based uses and operations within the northwest portion of the West Basin. These potential impacts can be reduced to a less than significant level by implementing the mitigation measures presented in Section 3.8.8, below. No other potentially significant impacts associated with the Proposed Action would occur. Implementation of Alternatives 2 and 3 would not result in any potentially significant impacts; therefore, no mitigation measures related to land use are necessary for implementation of these alternatives.

Table 3.8-5 Impact Summary

Impact	Alternative 1	Alternative 2	Alternative 3
LU-1. Implementation would be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site.	NI	NI	NI
LU-2. Implementation would not be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	NI	NI	NI
LU-3. The types and/or extent of existing land uses in the project area would not be substantially affected.	SM	LTS	NI
LU-4. Existing neighborhoods, communities, and land uses would not be disrupted, divided, or isolated.	SM	LTS	NI
LU-5. Secondary impacts to surrounding land uses would not occur.	NI	NI	NI

S&U = Significant and Unavoidable **SM** = Significant but Mitigated
LTS = Less than Significant **NI** = No Impact

3.8.8 Mitigation Measures

The following mitigation measures are recommended for the Proposed Action to reduce potentially significant land use impacts that may occur as the result of construction activities associated with construction of the Northwest Slip.

MM LU-1 The Port shall provide a minimum of 60 days advance notice of any construction-related activities to leaseholders directly affected by, or in close proximity to, construction. The notification shall include the name and contact information of a Port-employed representative for the purpose of allowing leaseholders to report concerns regarding potential conflicts with, or preclusions of, their site-specific operations and uses. The Port shall respond to all complaints or concerns within a 72-hour period.

MM LU-2 At least 60 days prior to the start of construction, the Port shall identify and make available reasonable alternative sites and facilities to affected leaseholders whose operations and uses are directly displaced by construction-related activities. The Port shall ensure that the alternative locations identified for displaced leaseholders and their operations are maintained for the duration of construction. The Port shall additionally ensure that within 30 days of the completion of construction, the leaseholders displaced by construction are provided with the option to return to their pre-construction Port locations without modification to their pre-construction lease-specific agreements.

3.8.9 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to land use would occur.

3.8.10 Mitigation Monitoring Plan

Table 3.8-6 Mitigation Monitoring Plan – Land Use

Resource	Description of Impact	Environmental Commitment/Mitigation	Start Date or Event	Responsible Party	Duration	Frequency	Level of Significance after Mitigation
Land Use	Construction would significantly restrict or prohibit existing land and water-based uses and operations within and adjacent to the Northwest Slip disposal site.	- Provide advance notification of dredging and disposal operations to affected Port leaseholders. Provide the name and contact information of a Port-employed representative to report conflicts.	Construction: 60 days prior to the start of construction. Future Maintenance: Not applicable.	Construction: POLA Future Maintenance: Not applicable.	Construction: Throughout the construction period. Future Maintenance: Not applicable.	Construction: As necessary to respond to reported conflicts. Future Maintenance: Not applicable.	Construction: Less than significant. Future Maintenance: Not applicable.
	Disposal activities at the Northwest Slip would displace existing land and water-based uses and operations for the duration of construction.	- Provide affected Port leaseholders with reasonable alternative sites for their operations for the duration of disposal activities. Ensure relocation of displaced leaseholders to their pre-disposal locations following completion of construction.	Construction: 60 days prior to the start of construction. Future Maintenance: Within 30 days following construction.	Construction: POLA Future Maintenance: POLA	Construction: Throughout the construction period Future Maintenance: Within 30 days following construction.	Construction: Throughout the construction period Future Maintenance: Within 30 days following construction	Construction: Less than significant Future Maintenance Less than significant