

3.8

LAND USE

3.8.1 Introduction

This land use analysis evaluates the proposed Project's consistency with City of Los Angeles General Plan designations, Municipal Code zoning designations, and other applicable plans or policies adopted by agencies with jurisdiction over landside and waterside areas. This analysis also addresses the impacts of the proposed Project and alternatives on surrounding communities, including container storage, truck use of neighborhoods, and property value trends. The proposed Project would result in less than significant or no impacts to Land Use.

3.8.2 Environmental Setting

3.8.3 Applicable Regulations

3.8.4 Impacts and Mitigation Measures

3.8.4.3 Impacts and Mitigation

3.8.4.3.1 Proposed Project

3.8.4.3.1.1 Land Use Consistency

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

The proposed Project site is not located within redevelopment or specific plan areas and therefore, would not affect implementation of these plans. In addition, ~~because terminal~~

~~activities would be confined to the proposed Project site~~, the proposed Project would not affect blighted conditions in surrounding redevelopment project areas.

The majority of the proposed Project site is located within the Port of Los Angeles Plan and Port Master Plan (PMP) areas; however, construction of the Harry Bridges Buffer Area and roadway improvements would occur within the Wilmington-Harbor City Community Plan area. The Wilmington-Harbor City Community Plan designates land use adjacent to the proposed Project area as industrial.

The proposed Project is located within areas designated for Commercial/Industrial uses in the Port of Los Angeles Plan; proposed construction activities and container terminal activities would be consistent with the General/Bulk Cargo (i.e., container, break-bulk, neo-bulk, and passenger facilities) and Commercial/Industrial Uses/Non-Hazardous land use designations. Therefore, the proposed Project would be consistent with the land use/density designations delineated in the City-approved Port of Los Angeles Plan that regulates the continued development and operation of the Port.

The proposed Project site is located within PMP Master Plan Area 5. This area is designated for general cargo uses in the PMP and proposed container terminal operations would be consistent with the overall general cargo uses identified in the PMP for Master Plan Area 5. The proposed Project would convert the 10 acres of fill in the Northwest Slip to backlands (i.e., container storage area). As the PMP requires plan amendments for the construction of new land, an amendment to the PMP Master Plan Area 5 would be required to create additional backlands within the Northwest Slip.

The proposed Project would include a PMP Amendment, General Plan Amendment (GPA) (i.e., roadway downgrades, zoning designation restrictions, height variance), and a zone change for the proposed 30-acre Harry Bridges Buffer Area between Harry Bridges Boulevard and “C” Street, from Figueroa Street to Lagoon Avenue. These amendments would be required to change the zoning of the buffer area and modify the PMP 5 to include the buffer; the Wilmington-Harbor City Community Plan boundary would be adjusted accordingly. Consistent with Tidelands Grants guidelines, the proposed PMP Amendment, GPA, and zone change would add [Q] conditions to the site’s zoning designation, thereby restricting the buffer area to open space and recreational uses, such as:

- Open Space
- Maritime Related Museums and Cultural Facility
- Community Buildings
- Restrooms
- Parking areas

The GPA would also allow the following roadway modifications associated with the Harry Bridges Buffer Area:

- Vacation and removal of six roadway segments between Harry Bridges Boulevard and “C” Street: Mar Vista Avenue; Wilmington Boulevard; Gulf Avenue; McDonald Avenue; Bayview Avenue; and Neptune Avenue.

- Downgrading of two streets: Wilmington Boulevard (secondary arterial) and Neptune Avenue (collector).

As the VL1 zoning designation restricts structures to a maximum allowable height of 45 feet, the PMP Amendment, GPA, and zone change would also include provisions for a height variance for the proposed pedestrian iconic bridge that would be built up to a peak height of 120 feet.

Construction of the Harry Bridges Buffer Area would occur on lands within the Wilmington Harbor City Community area; however, this improvement would occur on undeveloped, vacant land owned by the Port. Proposed roadway improvements (i.e., roadway closures/street downgrades; widening Harry Bridges Boulevard) would potentially require the acquisition and/or use of adjacent land parcels. However, the conversion of these parcels to open space/recreational uses and to roadway uses would not result in significant impacts related to inconsistencies with plans and policies, as the Harry Bridges Buffer Area is a regional community improvement identified in the Wilmington Harbor City Community.

CEQA Impact Determination

The proposed Project would be consistent with the Port of Los Angeles Plan and site zoning. As the proposed Project would require amendments to the PMP to create 10 acres of additional backlands/container storage areas within the Northwest Slip, inconsistencies with the PMP would not occur. Construction of the Harry Bridges Buffer Area and proposed roadways improvements would convert land designated in the Wilmington-Harbor City Community Plan for industrial uses to open space/recreational and roadway uses; however, these activities would occur on vacant parcels owned by the Port and are adjacent to existing roadways. Furthermore, the proposed GPA (i.e., roadway downgrades, zoning designation restrictions, height variance) would ensure consistency with the land use/density designations identified in the Wilmington-Harbor City Community Plan. In addition, ~~because terminal activities would be confined to the proposed Project site~~ project operations would not affect blighted conditions in surrounding redevelopment project areas. As the proposed Project would be consistent with all applicable land use/zoning designations (after amendments) and includes a physical separation of terminal facilities from residential areas, impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

The proposed Project would include in-water construction activities (i.e., dredging, filling of the Northwest Slip, new wharf/dike construction, and upgrades to existing wharves), which would not be part of the No Federal Action/NEPA Baseline. These

in-water activities would occur within the Port of Los Angeles Plan Area. Deepening berths, new wharf construction, and wharf seismic improvements would not result in features that would be inconsistent with adopted land use designations and plans; the proposed Project includes provisions for an amendment to the PMP to create additional backlands within the Northwest Slip. Therefore, the proposed Project would have less than significant impact under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

Less than significant impact.

3.8.4.3.1.2 Land Use Compatibility

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

Truck/Rail Activities

The proposed Project would include construction of on-dock rail facilities which would reduce the percentage of inland transport that would occur via truck. The proposed Project also includes transportation improvements that would reduce congestion and improve traffic safety in areas of Wilmington. These improvements would consolidate the north-south movement of trucks serving the terminal and would reduce truck movements through Wilmington neighborhoods. Harry Bridges Boulevard would be widened and realigned from 50 feet to 84 feet. Harry Bridges Boulevard is currently too narrow in areas and would be widened and straightened to improve traffic flow. Harry Bridges Boulevard would remain 2 lanes in either direction with a new landscaped median in the center.

Although the proposed widening of Harry Bridges Boulevard would bring the edge of the roadway up to 20 feet closer to “C” Street and adjacent residential neighborhoods, the proposed Project would construct a buffer area between Harry Bridges Boulevard and “C” Street and would remove the north-south access streets within this area. This would result in isolating Port-related truck traffic away from the residential neighborhood north of “C” Street. Roadway improvements associated with the Harry Bridges Buffer Area would result in closure of all minor north-south streets through the Buffer area except King Avenue and would divert local traffic onto the adjacent parallel routes (i.e., Figueroa Street, King Avenue, Fries Avenue, Marine Avenue, and Avalon Boulevard). The removal of north-south streets (e.g., Wilmington Boulevard) between “C” Street and Harry Bridges Boulevard would reduce truck travel on neighborhood streets, focusing truck movements onto Harry Bridges Boulevard, Alameda Street, and the 110 Freeway. These improvements would reduce the occurrences of truck parking in residential neighborhoods. However, as some trucks continue to drive through residential areas in violation of posted prohibition signs, the proposed Project would further exacerbate existing illegal truck use within the Wilmington community. Therefore, the Project’s

contribution to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Proposed Project operations would increase rail trips; however the proposed Project would not result in the construction of new rail lines or yards outside Port boundaries. The new location for the Pier A rail yard is currently used for automobile storage for import/export, and is surrounded by heavy and light industrial uses (primarily the Los Angeles Harbor Industrial Center Redevelopment Project Area). Although the new Pier A rail yard would be adjacent to the Consolidated Slip, which contains approximately 10 to 15 (i.e., 5 percent of the 224 boats) live-aboard residents, this relatively small number of residents does not represent an existing neighborhood or community within this industrially zoned area. Therefore, as relocation of the Pier A rail yard would be located within an existing industrial area adjacent to industrial uses, and would not result in the construction of new rail lines, the proposed Project would have a less than significant land use impact on neighborhoods from increased/relocated rail facilities.

Container Storage

The proposed Project would add approximately 38 percent new terminal area (i.e., backlands available for container storage and other functions that would increase cargo handling efficiency). The increased terminal acreage includes the redevelopment of vacant and underutilized land and development of a 10-acre landfill in the Northwest Slip. The increase in acreage, related increased efficiencies in handling of cargo on-site (e.g., new and better cranes), and construction of the new on-dock rail would reduce the amount of time needed to move containers through the TraPac Terminal. Therefore, container storage associated with the proposed Project would not have direct impacts on surrounding communities.

Although TraPac does not operate any satellite container storage facilities, some shippers utilize off-site container storage facilities and warehouses. These offsite facilities vary in size and are sometimes located in close proximity to residential areas due to the proximity of industrial and residential zoning and land uses in Wilmington. The Port contributes indirectly to the proliferation and use of offsite container storage facilities. LAHD has no authority to regulate the locations of these facilities; however, recent controls and limitations implemented by the City of Los Angeles on container storage in Wilmington apply to these offsite facilities. As stated in Section 3.8.3.8, these regulations place additional controls on existing storage facilities such as setbacks, landscaped buffers, storage and stacking height, and fencing and screening requirements, and also prohibit new container storage yards in some areas zoned Light Industrial or Limited Industrial.

As the proposed Project is consistent with existing and projected future trends of increased goods movement and trade and because the proposed expansion of backlands for container storage would increase efficiency of container handling, proposed backland expansion would not contribute to the disruption, division, and/or isolation to existing residential neighborhoods or communities.

CEQA Impact Determination

As discussed above, the proposed Project would not disrupt, divide or isolate existing neighborhoods, communities or land uses within the existing proposed Project area.

However, the Project's contribution to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Mitigation Measures

The following mitigation measures would be required to reduce the proposed Project's contribution to the ongoing violation of truck use within Wilmington,

MM LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington. [The Port shall survey the Wilmington area to identify additional locations where signage may help restrict truck activity from residential areas on an annual basis.](#)

MM LU-2: [Truck Traffic Enforcement.](#) [Port police will increase patrols to further enforce the prohibition against truck traffic that might enter residential streets from the designated truck routes adjacent to the Port. The Port Police will prepare a quarterly report on truck traffic enforcement actions.](#) ~~Police shall increase enforcement of prohibition against truck traffic within Wilmington.~~

Residual Impacts

Implementation of **Mitigation Measures LU-1** and **LU-2** would reduce the Project's contribution to existing violations of unauthorized truck use in Wilmington, such that less than significant impacts would occur under CEQA. In addition, live-aboard residents in the Consolidated Slip area could be disturbed by Project-related construction and operation activities. However, the current and proposed future land uses are consistent with property zoning and land use designations. Impacts would be less than significant. The specific impacts associated with proximity of residents to the Pier A rail yard relocation, are also discussed in Section 3.9, Noise.

NEPA Impact Determination

The proposed Project would include in-water construction activities, which would not be part of the No Federal Action/NEPA Baseline. In-water construction activities would not result in land use changes that would disrupt, divide or isolate an established community. In-water construction and operation activities would be consistent with the current and zoned land uses in the area. Therefore, impacts under NEPA would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

Less than significant impact.

3.8.4.3.2 Alternatives

3.8.4.3.2.1 Alternative 1 – No Project Alternative

3.8.4.3.2.2 Alternative 2 – Reduced Project: Proposed Project Without the 10-Acre Fill

Alt 2 – Impact LU-3: Alternative 2 would not disrupt, divide, or isolate existing neighborhoods, communities, or land uses.

Truck/Rail Activities

Alternative 2 would include construction of on-dock rail facilities which would reduce the percentage of inland transport that would occur via truck. The proposed Project also includes transportation improvements that would reduce congestion and improve traffic safety in areas of Wilmington. These improvements would consolidate the north-south movement of trucks serving the terminal and would reduce truck movements through Wilmington neighborhoods. Harry Bridges Boulevard would be widened and realigned from 50 feet to 84 feet. Harry Bridges Boulevard is currently too narrow in areas and would be widened and straightened to improve traffic flow. Harry Bridges Boulevard would remain 2 lanes in either direction with a new landscaped median in the center.

Although the proposed widening of Harry Bridges Boulevard would bring the edge of the roadway up to 20 feet closer to “C” Street and adjacent residential neighborhoods, the proposed Project would construct a buffer area between Harry Bridges Boulevard and “C” Street and would remove the north-south access streets within this area. This would result in isolating Port-related truck traffic away from the residential neighborhood north of “C” Street. Roadway improvements associated with the Harry Bridges Buffer Area would result in closure of all minor north-south streets through the Buffer area except King Avenue and would divert local traffic onto the adjacent parallel routes (i.e., Figueroa Street, King Avenue, Fries Avenue, Marine Avenue, and Avalon Boulevard). The removal of north-south streets (e.g., Wilmington Boulevard) between “C” Street and Harry Bridges Boulevard would reduce truck travel on neighborhood streets, focusing truck movements onto Harry Bridges Boulevard, Alameda Street, and the 110 Freeway. These improvements would reduce the occurrences of truck parking in residential neighborhoods. However, as some trucks continue to drive through residential areas in violation of posted prohibition signs, the proposed Project would further exacerbate existing illegal truck use within the Wilmington community. Therefore, this alternative’s contribution to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Alternative 2 operations would increase rail trips; however this alternative would not result in the construction of new rail lines or yards outside Port boundaries. The new location for the Pier A rail yard is currently used for automobile storage for import/export, and is surrounded by heavy and light industrial uses (primarily the Los Angeles Harbor Industrial Center Redevelopment Project Area). Although the new Pier A rail yard would be adjacent to the Consolidated Slip, which presently contains

approximately 10 to 15 (i.e., 5 percent of the 224 boats) live-aboard residents, this relatively small number of residents does not represent an existing neighborhood or community within this industrially zoned area. Therefore, as relocation of the Pier A rail yard would be located within an existing industrial area adjacent to industrial uses, and would not result in the construction of new rail lines, Alternative 2 would have a less than significant land use impact on neighborhoods from increased/relocated rail facilities.

Container Storage

Alternative 2 would add approximately 32 percent new terminal area (i.e., backlands available for container storage and other functions that would increase cargo handling efficiency). The increased terminal acreage includes the redevelopment of vacant and underutilized land. The proposed additional container storage areas are consistent with recent controls and limitations implemented by the City of Los Angeles on open storage, including container storage in Wilmington. The increase in acreage, related increased efficiencies in handling of cargo on-site (e.g., new and better cranes), and construction of the new on-dock rail would reduce the amount of time needed to move containers through the TraPac Terminal. Therefore, container storage associated with Alternative 2 would not have direct impacts on surrounding communities.

Although TraPac does not operate any satellite container storage facilities, some shippers utilize off-site container storage facilities and warehouses. These offsite facilities vary in size and are sometimes located in close proximity to residential areas due to the proximity of industrial and residential zoning and land uses in Wilmington. The Port contributes indirectly to the proliferation and use of offsite container storage facilities. LAHD has no authority to regulate the locations of these facilities; however, recent controls and limitations implemented by the City of Los Angeles on container storage in Wilmington apply to these offsite facilities. As stated in Section 3.8.3.8, these regulations place additional controls on existing storage facilities such as setbacks, landscaped buffers, storage and stacking height, and fencing and screening requirements, and also prohibit new container storage yards in some areas zoned Light Industrial or Limited Industrial.

As Alternative 2 is consistent with existing and projected future trends of increased goods movement and trade and because the proposed expansion of backlands for container storage would increase efficiency of container handling, proposed backland expansion would not contribute to the disruption, division, and/or isolation to existing residential neighborhoods or communities.

CEQA Impact Determination

As discussed above, Alternative 2 would not disrupt, divide or isolate existing neighborhoods, communities or land uses within the existing Project area. However, this alternative's contribution to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Mitigation Measures

The following mitigation measures would be required to reduce this alternative's contribution to the ongoing violation of truck use within Wilmington,

MM LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington. [The Port shall survey the Wilmington area to identify additional locations where signage may help restrict truck activity from residential areas on an annual basis.](#)

MM LU-2: Truck Traffic Enforcement. [Port Police shall increase patrols to further enforce the prohibition against truck traffic within Wilmington. The Port Police will prepare a quarterly report on truck traffic enforcement.](#) ~~Port Police shall increase enforcement of prohibition against truck traffic within Wilmington.~~

Residual Impacts

Implementation of **Mitigation Measures LU-1** and **LU-2** would reduce the potential contribution to existing violations of unauthorized truck use in Wilmington, such that less than significant impacts would occur under CEQA. Live-aboard residents in the Consolidated Slip area could be disturbed by Project-related construction and operation activities. However, the current and proposed future land uses are consistent with property zoning and land use designations. Impacts would be less than significant. The specific impacts associated with proximity of residents to the Pier A rail yard relocation are also discussed in Section 3.9, Noise.

NEPA Impact Determination

Alternative 2 would include in-water construction activities, which would not be part of the No Federal Action/NEPA Baseline. In-water construction activities would not result in land use changes that would disrupt, divide or isolate an established community. In-water construction and operation activities would be consistent with the current and zoned land uses in the area. Therefore, impacts under NEPA would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

Less than significant impact.

3.8.4.3.2.3 Alternative 3 – Reduced Wharf

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

Truck/Rail Activities

Alternative 3 would include construction of on-dock rail facilities which would reduce the percentage of inland transport that would occur via truck. The proposed Project also includes transportation improvements that would reduce congestion and improve traffic safety in areas of Wilmington. Under Alternative 3, Harry Bridges Boulevard would be modified to straighten it, provide a median and shoulders, which would widen it from 50 feet to 84 feet, which would bring the edge of the roadway up to 20 feet closer to “C” Street and adjacent residential neighborhoods. However, this alternative would also create a buffer area between Harry Bridges Boulevard and “C” Street, and would remove the north-south access streets within this area. This would result in isolating Port-related truck traffic away from the residential neighborhood north of “C” Street. Any potential disruption to a neighborhood or community from widening Harry Bridges Boulevard would be reduced by the construction of the new buffer area and removal of the north-south access streets. Roadway improvements associated the buffer area would reduce the occurrences of truck parking in residential neighborhoods. However, as some trucks continue to drive through residential areas in violation of posted prohibition signs, the proposed Project would further exacerbate existing illegal truck use within the Wilmington community. Therefore, this alternative’s contribution to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Alternative 3 operations would increase rail trips; however this alternative would not result in the construction of new rail lines or yards outside Port boundaries. The new location for the Pier A rail yard is currently used for automobile storage for import/export, and is surrounded by heavy and light industrial uses (primarily the Los Angeles Harbor Industrial Center Redevelopment Project Area). Although the new Pier A rail yard would be adjacent to the Consolidated Slip, which contains approximately 10 to 15 (i.e., 5 percent of the 224 boats) live-aboard residents, this relatively small number of residents does not represent an existing neighborhood or community within this industrially zoned area. Therefore, as relocation of the Pier A rail yard would be located within an existing industrial area adjacent to industrial uses, and would not result in the construction of new rail lines, Alternative 3 would have a less than significant land use impact on neighborhoods from increased/relocated rail facilities.

Container Storage

Alternative 3 would add approximately 32 percent new terminal area (i.e., backlands available for container storage and other functions that would increase cargo handling efficiency). The increased terminal acreage includes the redevelopment of vacant and underutilized land. The proposed additional container storage areas are consistent with recent controls and limitations implemented by the City of Los Angeles on open storage, including container storage in Wilmington. The increase in acreage, related increased efficiencies in handling of cargo on-site (e.g., new and better cranes), and construction of the new on-dock rail would reduce the amount of time needed to move containers through the TraPac Terminal. Therefore, container storage

associated with Alternative 3 would not have direct impacts on surrounding communities.

Although TraPac does not operate any satellite container storage facilities, some shippers utilize off-site container storage facilities and warehouses. These offsite facilities vary in size and are sometimes located in close proximity to residential areas due to the proximity of industrial and residential zoning and land uses in Wilmington. The Port contributes indirectly to the proliferation and use of offsite container storage facilities. LAHD has no authority to regulate the locations of these facilities; however, recent controls and limitations implemented by the City of Los Angeles on container storage in Wilmington apply to these offsite facilities. As stated in Section 3.8.3.8, these regulations place additional controls on existing storage facilities such as setbacks, landscaped buffers, storage and stacking height, and fencing and screening requirements, and also prohibit new container storage yards in some areas zoned Light Industrial or Limited Industrial.

As Alternative 3 is consistent with existing and projected future trends of increased goods movement and trade and because the proposed expansion of backlands for container storage would increase efficiency of container handling, proposed backland expansion would not contribute to the disruption, division, and/or isolation to existing residential neighborhoods or communities.

CEQA Impact Determination

As discussed above, Alternative 3 would not disrupt, divide or isolate existing neighborhoods, communities or land uses within the existing proposed Project area. However, this alternative's contribution to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Mitigation Measures

The following mitigation measures would be required to reduce this alternative's contribution to the ongoing violation of truck use within Wilmington,

MM LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington. [The Port shall survey the Wilmington area to identify additional locations where signage may help restrict truck activity from residential areas on an annual basis.](#)

MM LU-2: Truck Traffic Enforcement. [Port Police shall increase patrols to further enforce the prohibition against truck traffic within Wilmington. The Port Police will prepare a quarterly report on truck traffic enforcement within Wilmington.](#) ~~Port Police shall increase enforcement of prohibition against truck traffic within Wilmington.~~

Residual Impacts

Implementation of **Mitigation Measures LU-1** and **LU-2** would reduce the potential contribution to existing violations of unauthorized truck use in Wilmington, such that less than significant impacts would occur under CEQA. In addition, live-aboard

residents in the Consolidated Slip area could be disturbed by Project-related construction and operation activities. However, the current and proposed future land uses are consistent with property zoning and land use designations. Impacts would be less than significant. The specific impacts associated with proximity of residents to the Pier A rail yard relocation, are also discussed in Section 3.9, Noise.

NEPA Impact Determination

Alternative 3 would include in-water construction activities, which would not be part of the No Federal Action/NEPA Baseline. In-water construction activities would not result in land use changes that would disrupt, divide or isolate an established community. In-water construction and operation activities would be consistent with the current and zoned land uses in the area, and less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation required.

Residual Impacts

Less than significant impact.

3.8.4.3.2.4 Alternative 4 - Omni Terminal

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

CEQA Impact Determination

Alternative 4 would construct an omni-terminal at the existing proposed Project site. As this alternative would not construct the new Pier A rail yard, the potential for impacts on live-aboard residents would not occur.

Under Alternative 4, Harry Bridges Boulevard would be modified to straighten it, provide a median and shoulders, which would widen it from 50 feet to 84 feet, which would bring the edge of the roadway up to 20 feet closer to “C” Street and adjacent residential neighborhoods. However, this alternative would also create a buffer area between Harry Bridges Boulevard and “C” Street and would remove the north-south access streets within this area. This would result in isolating Port-related truck traffic away from the residential neighborhood north of “C” Street. Any potential disruption to a neighborhood or community from widening Harry Bridges Boulevard would be reduced by the construction of the new buffer area and removal of the north-south access streets. Roadway improvements associated the buffer area would reduce the occurrences of truck parking in residential neighborhoods. However, as some trucks continue to drive through residential areas in violation of posted prohibition signs, the proposed Project would further exacerbate existing illegal truck use within the Wilmington community. Therefore, the Project’s contribution to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Mitigation Measures

The following mitigation measures would be required to reduce the proposed Project's contribution to the ongoing violation of truck use within Wilmington,

MM LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington. [The Port shall survey the Wilmington area to identify additional locations where signage may help restrict truck activity from residential areas on an annual basis.](#)

MM LU-2: Truck Traffic Enforcement. [Port Police shall increase patrols to further enforce the prohibition against truck traffic within Wilmington. The Port Police will prepare a quarterly report on truck traffic enforcement within Wilmington.](#) ~~Port Police shall increase enforcement of prohibition against truck traffic within Wilmington.~~

Residual Impacts

Implementation of **Mitigation Measures LU-1** and **LU-2** would reduce the potential contribution to existing violations of unauthorized truck use in Wilmington, such that less than significant impacts would occur under CEQA.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, potential impacts are not applicable under NEPA since there would be no federal action under this alternative.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation required.

Residual Impacts

No impact.

3.8.4.3.2.4 Alternative 5 – Landside Terminal Improvements

Alt 5 – Impact LU-3: Alternative 5 would not disrupt, divide, or isolate existing neighborhoods, communities, or land uses.

CEQA Impact Determination

Under Alternative 5, Harry Bridges Boulevard would be modified to straighten it, provide a median and shoulders, which would widen it from 50 feet to 84 feet, which would bring the edge of the roadway up to 20 feet closer to “C” Street and adjacent residential neighborhoods. However, this alternative would also create a buffer area between Harry Bridges Boulevard and “C” Street and would remove the north-south access streets within this area. This would result in isolating Port-related truck traffic

away from the residential neighborhood north of “C” Street. Any potential disruption to a neighborhood or community from widening Harry Bridges Boulevard would be reduced by the construction of the new buffer area and removal of the north-south access streets. Roadway improvements associated the buffer area would reduce the occurrences of truck parking in residential neighborhoods. However, as some trucks continue to drive through residential areas in violation of posted prohibition signs, the proposed Project would further exacerbate existing illegal truck use within the Wilmington community. Therefore, contribution of Alternative 5 to existing violations of unauthorized truck use in Wilmington would be potentially significant.

Mitigation Measures

The following mitigation measures would be required to reduce the proposed Project’s contribution to the ongoing violation of truck use within Wilmington,

MM LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington. [The Port shall survey the Wilmington area to identify additional locations where signage may help restrict truck activity from residential areas on an annual basis.](#)

MM LU-2: Truck Traffic Enforcement. [Port Police shall increase patrols to further enforce the prohibition against truck traffic within Wilmington. The Port Police will prepare a quarterly report on truck traffic enforcement within Wilmington.](#) ~~Port Police shall increase enforcement of prohibition against truck traffic within Wilmington.~~

Residual Impacts

Implementation of **Mitigation Measures LU-1** and **LU-2** would reduce the potential contribution to existing violations of unauthorized truck use in Wilmington, such that less than significant impacts would occur under CEQA.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, potential impacts are not applicable under NEPA since there would be no federal action under this alternative.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation required.

Residual Impacts

No impact.

3.8.4.4 Mitigation Monitoring

LU-3: The proposed Project would not disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	
Mitigation Measures	<p>LU-1: Install Truck Route Signage. Fixed signs directing truck drivers to designated and alternative truck routes shall be installed throughout Wilmington. <u>The Port shall survey the Wilmington area to identify additional locations where signage may help restrict truck activity from residential areas on an annual basis.</u></p> <p>LU-2: Truck Traffic Enforcement. <u>Port Police shall increase patrols to further enforce the prohibition against truck traffic within Wilmington. The Port Police will prepare a quarterly report on truck traffic enforcement within Wilmington.</u> Port Police shall increase enforcement of prohibition against truck traffic within Wilmington.</p>
Timing	Prior to and concurrent with proposed Project construction <u>and quarterly during operations.</u>
Methodology	The LAHD shall include MM LU-1 and MM LU-2 in the contract specifications for construction. LAHD shall monitor implementation of mitigation measures during construction.
Responsible Parties	LAHD
Residual Impacts	Less than significant after mitigation.

3.8.5 Significant Unavoidable Impacts

This page intentionally left blank.