

5.9 Land Use and Planning

5.9.1 INTRODUCTION

This section provides an analysis of the consistency of the Proposed Project with applicable land use plans, policies, and regulations that guide development of the Proposed Project site and evaluates the relationship of the Proposed Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *City of Los Angeles Framework Element*, Adopted July 27, 1995
- *City of Los Angeles General Plan Air Quality Element*, Adopted November 24, 1992
- *City of Los Angeles General Plan Conservation Element*, Adopted September 26, 2001
- *City of Los Angeles General Plan Health Element*, Adopted March 31, 2021
- *City of Los Angeles General Plan Safety Element*, Adopted November 24, 2021
- *City of Los Angeles General Plan Mobility Element*, Adopted August 11, 2016
- *City of Los Angeles General Plan Open Space Element*, Adopted June 1973
- *City of Los Angeles General Plan Noise Element*, Adopted February 3, 1999
- *Part of Los Angeles Master Plan*, Adopted September 2018
- *San Pedro Community Plan*, Adopted October 4, 2017
- *Wilmington-Harbor City Community Plan*, Adopted July 1999
- City of Los Angeles Municipal Code

5.9.2 REGULATORY SETTING

5.9.2.1 Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole.

The 2024 SCAG Connect SoCal RTP/SCS was officially adopted in April 2024 as the new RTP/SCS for the SCAG jurisdiction. Several updates are reflected within Connect SoCal 2024 plan, including growth projections and forecasting for the region. Connect SoCal 2024 reflects a continuation of the shift toward more efficient resource management. This refers to transportation infrastructure, land resources, and environmental resources. This plan projects that 66 percent of new households and 54 percent of new jobs between 2019–2050 will be located in Priority Development Areas, either near transit or in walkable communities.

Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) and the SCAG are responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act (CAA)

requirements. The AQMP details goals, policies, and programs for improving air quality in the South Coast Basin.

In March 2017 SCAQMD finalized the 2016 AQMP, which continues to evaluate integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS), as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS and updated emission inventory methodologies for various source categories.

The current AQMP is the 2022 AQMP, adopted in December 2022. A project is considered consistent with the AQMP if it would not result in or cause California Ambient Air Quality Standards (CAAQS) or NAAQS violations. In addition, the SCAQMD considers a project consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

Los Angeles Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Los Angeles is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). The LARWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the LARWQCB's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Los Angeles Basin Plan has been in place since 1971, (with updates in 1994, 2010, and 2014) with the goal of protecting public health and welfare, maintaining or enhancing water quality, and evaluating potential beneficial uses of the water (LARWQCB, 2014).

5.9.2.2 Local Regulations

City of Los Angeles General Plan 2030

The City of Los Angeles General Plan 2030 consists of ten elements that serves as a guide for City decision-making and planning.

1. **Mobility Plan 2035.** As an update to the City's General Plan Transportation Element (last adopted in 1999), Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets (City of Los Angeles, 2016).
2. **Conservation Element.** The Conservation Element discusses laws, requirements, and procedures which have been established for protection of natural resources. It primarily is an informational document which is designed to help readers understand the context, history and opportunities for protection and improvement of the city's natural resources (City of Los Angeles, 2001).
3. **Housing Element.** The purpose of the Housing Element of the City of Los Angeles General Plan is to ensure the City establishes policies, procedures and incentives in its land use planning and redevelopment activities that will result in ample and affordable housing, where tenants and affordable housing are protected and preserved and where proactive efforts are made to reverse the legacies of discriminatory and racist policies (City of Los Angeles, 2001).

4. **Noise Element.** The Noise Element sets forth the steps to be taken by the City of Los Angeles to assure that land use decisions include consideration of noise impacts and are consistent with the objectives of the Noise Element (City of Los Angeles, 1999).
5. **Air Quality Element.** The purpose of the Air Quality Element is to aid the region in attaining and maintaining the National and State Ambient Air Quality Standards while advancing economic growth and improvements in the quality of life afforded to City residents and to document how the City plans to implement local programs contained in the regional plan (City of Los Angeles, 1992).
6. **Safety Element.** The purpose of the Safety Element offers a high-level overview of how the City plans for disasters, and references readers to other implementation documents where they can find more detailed information (City of Los Angeles, 2021).
7. **Open Space Element.** The purpose of the Open Space Element is to provide an official guide to the governmental agencies and interested citizens for the identification, preservation, conservation and acquisition of open space in the City (City of Los Angeles, 1973).
8. **Infrastructure Systems Element.** The purpose of the Infrastructure Systems Element is to provide a general guide for future development of infrastructure systems such as water, power, and waste. This element will allow the City to better plan for and serve future demands as the City continues to grow (City of Los Angeles, 1972).
9. **Health Element.** The purpose of the Healthy Element is to lay the foundation to create healthier communities for Angelenos. It provides a policy vision as well as objectives and implementation programs to elevate health as a priority for the City's future growth and development (City of Los Angeles, 2021).
10. **Public Facilities & Services.** The purpose of the Public Facilities Element is to provide a guide to ensure that the City continues to provide adequate public facilities as the City grows and develops (City of Los Angeles, 1969).

Note: The General Plan Elements described above are provided primarily for informational purposes. Nevertheless, this EIR does address all potential inconsistencies between the policies of these Elements and the Proposed Project.

Port of Los Angeles Master Plan

The Port of Los Angeles Port Master Plan (POLA PMP) establishes policies and guidelines to direct the future development of the POLA. This updated Plan is designed to better promote and safely accommodate foreign and domestic waterborne commerce, navigation, and fisheries in the national, state, and local public interests. The Plan also provides for public recreation facilities and visitor serving areas to facilitate public access to the waterfront and better integrate the POLA with the surrounding community, consistent with the State Tidelands Trust. The major objectives of the PMP are:

- To develop the Port in a manner that is consistent with the federal, state, county, and city laws, including the California Coastal Act of 1976 and the Charter of the City of Los Angeles.
- To integrate economic, engineering, environmental and safety considerations into the Port development process for measuring the long-term impact of varying development options on the Port's natural and economic environment.
- To promote the orderly long-term development and growth of the port by establishing functional area for Port activities and operations.
- To allow the Port to adapt to changing technology, cargo trends, regulations, and competition from other U.S. and foreign seaports.

San Pedro Community Plan

The Project site is adjacent to the San Pedro Community Plan area and has the potential to impact land uses within this planning area through project nuisance effects (i.e., air emissions and traffic) and a potential

demand on public services (i.e., police and fire facilities); thus the plan has been included in this analysis. The San Pedro Community Plan area is located on the Palos Verdes Peninsula near the terminus of the Harbor Freeway (I-110) in the southernmost portion of the City of Los Angeles. Located adjacent to the Port of Los Angeles, the town of San Pedro was annexed by the City of Los Angeles in 1909 and its harbor developed into a major seaport. The San Pedro Community Plan sets the direction for the future of San Pedro. A collaborative effort between City staff and residents, businesses, developers, design professionals, and property owners, the Community Plan sets forth actions to achieve the community's vision. A wide range of planning topics— including land use and housing, parks and open space, urban design, infrastructure, mobility, arts and culture, and history— are addressed in the San Pedro Community Plan, encompassing the full spectrum of issues related to San Pedro's physical development. The San Pedro Community Plan has chapters on Land Use, Mobility, and Community Facilities and Infrastructure which contain goals and policies to provide guidance to collectively address community issues.

1. **Land Use and Urban Design** This chapter expresses the community's vision for the future, describes the community's land uses, and specifies goals and policies that address residential, commercial, and industrial development; urban design improvements; economic development; jobs/housing balance, historic preservation, diversity of housing choices, and environmental justice.
2. **Mobility** This chapter defines goals and policies for the community's circulation system, focusing on enhancing mobility and access for all users. Each mode of transportation is discussed, including walking, bicycling, public transit, and driving.
3. **Community Facilities and Infrastructure** This chapter describes key public services and infrastructure, including police, fire and emergency services, libraries, parks, open space, the urban forest, schools, water, wastewater, solid waste, power (energy) and street lighting. The service provider, existing facilities and service levels, issues and future needs are identified for each of these facilities or services. The goals and policies in this chapter address the need for improvements to or development of new facilities based on the projected growth of the Community Plan.

Wilmington-Harbor City Community Plan

The Wilmington-Harbor City Community Plan Area is situated in the far southern portion of the Los Angeles Basin, near Los Angeles Harbor. It is located between the planning communities of Harbor Gateway, San Pedro, and the Port of Los Angeles, and adjacent to the cities of Torrance, Lomita, Rancho Palos Verdes, Carson, Long Beach, and an unincorporated area of Los Angeles County. The Community Plan is intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people who live and work in the community. The Community Plan is also intended to guide development to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community. The Wilmington-Harbor City Community Plan sets forth goals to maintain the community's individuality by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design, and economic vitality of the commercial corridors and industrial areas.
- Maximizing the development opportunities around the future transit system while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Wilmington-Harbor City Community Plan Area.

City of Los Angeles Municipal Code

Sec. 12.00: Comprehensive Zoning Plan of the City of Los Angeles. Chapter 1 of the City's Municipal Code establishes zone districts and development regulations within the boundaries of the city. The purpose of this article is to consolidate and coordinate all existing zoning regulations and provisions into one comprehensive zoning plan. Further, such regulations are deemed necessary in order to encourage the most appropriate use of land; to conserve and stabilize the value of property; to provide adequate open spaces for light and air, and to prevent and fight fires; to prevent undue concentration of population; to lessen congestion on streets; to facilitate adequate provisions for community utilities and facilities such as transportation, water, sewerage, schools, parks and other public requirements; and to promote health, safety, and the general welfare all in accordance with the comprehensive plan.

5.9.3 ENVIRONMENTAL SETTING

The Proposed Project site encompasses approximately 18.63 acres. APNs 7440-016-001, 7440-016-002, and 7440-016-003 have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, while APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL. Additionally, the site is located within the Torrance USGS 7.5-Minute Quadrangle; Section 00, Township 5 South, Range 13 West, San Bernardino Principal Meridian.

The surrounding uses, described below, are dominated by POLA container storage, the I-110, and industrial uses.

- **North:** I-110 followed by industrial warehouses
- **Southeast:** John S. Gibson Boulevard followed by container storage and terminal storage
- **West:** I-110 followed by a City of Los Angeles vehicle storage facility

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The Initial Study established that the Proposed Project would result in less-than-significant impacts related to Threshold LU-1; no further assessment of these impacts is required. The analysis herein focuses on Threshold LU-2.

5.9.5 METHODOLOGY

The analysis of land use consistency impacts considers if the Proposed Project would be inconsistent with (or conflict with) with regional and local plans, policies, and regulations that are applicable to the Project site, including the: SCAG RTP/SCS, POLA PMP, City of Los Angeles General Plan and zoning code, the Wilmington-Harbor City Community Plan, and the San Pedro Community Plan. Consistent with the scope and purpose of this EIR, this discussion primarily focuses on those goals and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment. Thus, a project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts (as defined by CEQA Guidelines Section 15382).

CEQA Guidelines Section 15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. A project need not be consistent with every policy and objective in a planning document. Rather, a project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the plans and would not preclude the attainment of the primary goals of the land use plan or policy.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACT LU-2: WOULD THE PROJECT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

Less-than-Significant Impact.

SCAG Regional Transportation Plan/ Sustainable Communities Strategy Policies

The 2024 SCAG Connect SoCal RTP/SCS was officially adopted in April 2024 as the new RTP/SCS for the SCAG jurisdiction. As stated in Section 5.11, the proposed project would not have a significant VMT impact, and thus would not have a cumulative transportation impact, and therefore is considered to be consistent with 2024 RTP/SCS. Moreover, the Proposed Project truck trips are diverted existing background trips within the POLA complex, and furthermore, all POLA and Port of Long Beach trips are already contained within the RTP (the POLA provides all POLA and Port of Long Beach trips directly to SCAG for inclusion in the RTP). Therefore, the Proposed Project is consistent with the RTP. Table 5.9-1 demonstrates further consistency of the Proposed Project with the RTP.

Table 5.9-1: 2024 SCAG RTP/SCS Consistency Analysis

2024 Connect SoCal Strategy Policy	Project Consistency
Mobility - Complete Streets	
<p>Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).</p>	<p>Consistent. As discussed in Section 5.11, <i>Transportation</i>, the bike lanes on John S. Gibson Boulevard would continue to exist after Proposed Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.</p>
<p>Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).</p>	
<p>Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery.</p>	<p>Consistent. The Proposed Project would provide a facility that provides off-street parking for port trucks that could potentially reduce legal or illegal on-street parking in the area.</p>
Mobility – Transportation System Management	
<p>Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible.</p>	<p>Consistent. The Proposed Project would provide a facility that provides off-street parking for port trucks that could potentially reduce legal or illegal on-street parking in the area.</p>
Mobility - Safety	
<p>Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system.</p>	<p>Consistent. The Proposed Project entails adding a traffic signal on an arterial street, in which a legal U-turn that was previously uncontrolled is now signalized. This improves safety. The signal will reduce average speeds, thus improving safety. Also, the signal will yield traffic flow gaps to improve access to/from the adjacent City of Los Angeles Police Department station.</p>
Environment – Sustainable Development	
<p>Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.</p>	<p>Consistent. The Proposed Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards. In addition, Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover approximately 39 percent of the site. Irrigation for the landscape area would use captured and reclaimed rainwater.</p>

2024 Connect SoCal Strategy Policy	Project Consistency
Environment – Air Quality	
<p>Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.</p>	<p>Consistent. The Proposed Project would not prevent SCAG from implementing actions that would improve air quality within the region. As discussed in Section 5.2 <i>Air Quality</i>, and Section 5.7, <i>Greenhouse Gas Emissions</i>, air quality and GHG impacts are expected to be less-than-significant, and the Proposed Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.</p>
<p>Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.</p>	
Environment – Clean Transportation	
<p>Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable.</p>	<p>Consistent. The Proposed Project would operate as a parking lot for the parking of trucks and loaded and unloaded chassis. Charging for electric on-site equipment would be installed to support zero-emission and clean technologies.</p>
Environment – Natural and Agricultural Lands Preservation	
<p>Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region.</p>	<p>Consistent. The Proposed Project would not cause significant environmental impacts to agricultural lands or biological resources. In addition, Mitigation Measure BIO-1 would reduce potential impacts associated with biological resources during construction.</p>
<p>Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding.</p>	<p>Consistent. As discussed in the Initial Study Section 4.20, <i>Wildfire</i> (included as Appendix A), the Proposed Project is not within or near a VHFWSZ. Emergency access would be provided to the site through a 40-foot-wide driveway on John S. Gibson Boulevard. The Proposed Project does not propose to develop flammable structures, and the existing slope would be graded. In addition, as discussed in Section 4.10, <i>Hydrology and Water Quality</i>, of the Initial Study (included as Appendix A), the Proposed Project site is located within a Federal Emergency Management Agency (FEMA) Area of Minimal Flood Hazard (Zone X) and is not located within a FEMA Special Flood Hazard Area.</p>
<p>Encourage the protection and restoration of natural habitat and wildlife corridors.</p>	<p>Consistent. As discussed in Section 5.3, <i>Biological Resources</i>, there are no Critical Habitats or movement corridors within the Proposed Project site. Additionally, there are no sensitive plant or animal species onsite.</p>
Environment – Climate Resilience	
<p>Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.</p>	<p>Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Proposed Project would not prevent SCAG from implementing actions that would improve climate resilience within the region, as further described below.</p>

2024 Connect SoCal Strategy Policy	Project Consistency
<p>Support nature-based solutions to increase regional resilience of the natural and built environment.</p> <p>Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.</p>	<p>Consistent. As discussed in Section 3.0 <i>Project Description</i>, the Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover approximately 39 percent of the site. Irrigation for the landscape area would use captured and reclaimed rainwater.</p>
Economy – Goods Movement	
<p>Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure.</p> <p>Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable.</p>	<p>Consistent. The Proposed Project would operate as a parking lot for the parking of trucks and loaded and unloaded chassis. Charging for electric on-site equipment would be installed to support zero-emission and clean technologies.</p>
Economy – Workforce Development	
<p>Encourage inclusive workforce development that promotes upward economic mobility.</p>	<p>Not Applicable. The Proposed Project is not an employee intensive use as it would only require six employees per day, as described in Section 3.0, <i>Project Description</i>.</p>

City of Los Angeles General Plan Policies, Goals, and Implementation Measures

Three parcels on the Proposed Project site have a City of Los Angeles General Plan Land Use designation of General/Bulk Cargo- Non-Hazardous Industrial and Commercial and are zoned for Heavy Industrial [Q]M3-1VL, and the remaining parcel has a land use designation of General/Bulk Cargo- Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL. The Proposed Project site also falls partially within the Wilmington-Harbor City Community Plan area and is adjacent to the San Pedro Community Plan area. The General Plan states that the M2 zoning designation is intended for manufacturing, research, warehousing/ distributing, assembly of non-hazardous products and materials, retail related to manufacturing. Section 12.17.5(B)(5)(C) of the City of Los Angeles zoning code states that the Restricted Industrial zone (MR1) allows for trucking terminal uses within a completely enclosed area where no equipment is stored to a height greater than that of the enclosing wall or fence. Both the M2 and M3 zoning designation's allowed uses include the uses allowed in the MR1 zone (Section 12.19(A)(1) and 12.20(A)(1) of the Municipal Code). The Proposed Project would be consistent with the M2 and M3 zoning designation for the site. Furthermore, as shown in Table 5.9-2, the Proposed Project would be consistent with applicable City General Plan goals, policies, and implementation measures.

Table 5.9-2: General Plan Consistency

General Plan Policy	Project Consistency
Mobility Element	
<p>Policy 2.8 Implement projects that would provide regionally significant transportation improvements for goods movement.</p>	<p>Consistent. As discussed in Section 5.11, <i>Transportation</i>, Project would not result in an increase in truck trips within the POLA, rather it would be used to help facilitate the movement of trucks that are already in the vicinity of the POLA.</p>
<p>Policy 2.16 Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.</p>	<p>Consistent. As discussed in Section 5.1, <i>Aesthetics</i>, the Proposed Project is not within the viewshed of a designated or eligible State scenic highway. John S. Gibson Boulevard is a City designated scenic highway; however, development of the Proposed Project site would be to the northwest of the scenic highway, while the scenic views from the road are facing to the southeast.</p>
<p>Policy 3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City’s transportation system.</p>	<p>Consistent. As discussed in Section 5.11, <i>Transportation</i>, the bike lanes on John S. Gibson Boulevard would continue to exist after Proposed Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.</p>
<p>Policy 3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>Consistent. The Proposed Project would provide truck and chassis parking in an area near POLA activities as well as near the I-110 Freeway.</p>
Conservation Element	
<p>Objective 3 Protect the city’s archaeological and paleontological resources for historical, cultural, research and/or educational purposes.</p>	<p>Consistent. As discussed in Section 5.4, <i>Cultural Resources</i>, Phase I and Phase II Cultural Resources Assessments (Appendix D) were prepared for the Proposed Project and included mitigation measures to ensure impacts related to archaeological resources would be less-than-significant. In addition, a Paleontological Resources Assessment (Appendix E) was prepared, and mitigation was included to ensure impacts would remain less-than-significant.</p>
<p>Policy 3 Continue to identify and protect significant archeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities.</p>	
<p>Objective 5 Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.</p>	<p>Consistent. As discussed in Section 5.4, <i>Cultural Resources</i>, the site is undeveloped and there are no historical aged structures onsite. According to the Cultural Resource Assessments, the site does not qualify as a Historic Resource.</p>
<p>Policy 5 Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities</p>	<p>Consistent. As discussed in Section 5.4, <i>Cultural Resources</i>, the site is undeveloped and there are no historical aged structures onsite. According to the Cultural Resource Assessments, the site does not qualify as a Historic Resource.</p>
<p>Objective 6 Protect and promote the restoration, to the greatest extent practical, of sensitive plant and animal species and their habitats.</p>	<p>Consistent. As discussed in Section 5.3, <i>Biological Resources</i>, the General Biological Assessment (Appendix C) did not identify any sensitive plant or animal species on-site.</p>

General Plan Policy	Project Consistency
<p>Policy 6.1 Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.</p>	<p>Consistent. As discussed in Section 5.3, <i>Biological Resources</i>, the General Biological Assessment (Appendix C) did not identify any sensitive plant or animal species on-site. Additionally, MM BIO-1 would ensure that any impacts related to migrating birds would be reduced to a less-than-significant level.</p>
<p>Objective 8 Protect the coastline and watershed from erosion and inappropriate sedimentation that may or has resulted from human actions.</p>	<p>Consistent. As discussed in Section 5.6, <i>Geology and Soils</i>, the Proposed Project would construct a parking lot and introduce additional impermeable surface area. To reduce the potential for soil erosion and the loss of topsoil, construction activities would require a Storm Water Pollution Prevention Plan (SWPPP) which would implement erosion control best management practices (BMPs). During operation, landscaping would be planted to protect the underlying soil from erosion. In addition, the Proposed Project requires City approval of a Low Impact Development Plan (LID), which would ensure that LARWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur.</p>
<p>Policy 8.2 Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.</p>	<p>Consistent. As discussed in Section 4.6, <i>Geology and Soils</i>, of the Initial Study (Appendix A), the Proposed Project would construct a parking lot and introduce additional impermeable surface area. To reduce the potential for soil erosion and the loss of topsoil, construction activities would require a Storm Water Pollution Prevention Plan which would implement erosion control best management practices. During operation, landscaping would be planted to protect the underlying soil from erosion. In addition, the Proposed Project requires City approval of a Low Impact Development Plan which would ensure that LARWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur.</p>
<p>Program 8.2.1 Permit processing and enforcement, especially mitigation of potential beach and soil erosion and protection of hillside and coastal terrain.</p>	
<p>Objective 12 Preserve, protect, restore and enhance natural plant and wildlife diversity, habitats, corridors and linkages so as to enable the healthy propagation and survival of native species, especially those species that are endangered, sensitive, threatened or species of special concern.</p>	<p>Consistent. As discussed in Section 5.3, <i>Biological Resources</i>, there are no Critical Habitats or movement corridors within the Proposed Project site. Additionally, there are no sensitive plant or animal species onsite.</p>
<p>Policy 12.1 Continue to identify significant habitat areas, corridors and buffers and to take measures to protect, enhance and/or restore them.</p>	
<p>Program 12.1.1 Development permit environmental review and other applicable processes that identify and/or require evaluation, avoidance, minimization and mitigation of potential significant impacts on natural habitats, corridors and linkages.</p>	
<p>Policy 12.2 Continue to protect, restore and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within city owned or managed sites.</p>	

General Plan Policy	Project Consistency
<p>Policy 13.1 Continue striving to meet the city's water, power and other needs while at the same time striving to be a good steward of natural resources and minimizing impacts on the environment.</p>	<p>Consistent. As discussed in Section 4.19, <i>Utilities and Service Systems</i>, of the Initial Study (Included as Appendix A of the EIR) the Proposed Project would connect to existing electric infrastructure and would not result in a substantial increase in demand for utilities or service systems. Additionally, the Proposed Project is expected to result in a negligible increase in water demand.</p>
<p>Objective 15 Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.</p>	<p>Consistent. As discussed in Section 5.1, <i>Aesthetics</i>, views from the surrounding hillsides of the ocean and port activities would not be affected by implementation of the Proposed Project.</p>
<p>Policy 15.1 Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.</p>	<p>Consistent. As discussed in Section 5.1, <i>Aesthetics</i>, the Proposed Project site does not contain any significant landforms or any views of any unique features. The Proposed Project would not impact any scenic views of the ocean or port activities.</p>
<p>Safety Element</p>	
<p>Goal 1 A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to hazards is minimized.</p>	<p>Consistent. As discussed in Section 5.6, <i>Geology and Soils</i>, of the Initial Study (included as Appendix A), the Proposed Project would not expose people or structures to hazards as there are no habitable structures proposed. The only structures proposed would be the retaining walls which would be built in compliance with California building Code (CBC) guidelines as well as prefabricated restrooms and a guard booth.</p>
<p>Objective 1.1 Implement comprehensive hazard mitigation plans and programs that are integrated with each other and with the City's comprehensive emergency response and recovery plans and programs.</p>	<p>Consistent. As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i>, of the Initial Study (included as Appendix A) the Proposed Project would develop a construction traffic control plan to ensure emergency access is not interrupted during construction. Additionally, the Proposed Project would develop adequate emergency access pursuant to International Fire Code and Section 503 of the California Fire Code and plans would be reviewed by the Los Angeles Fire Department.</p>
<p>Policy 1.1.4 Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.</p>	<p>Consistent. As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i>, construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures.</p>
<p>Policy 1.1.5 Reduce potential risk hazards due to disaster with a focus on protecting the most vulnerable people, places and systems.</p>	<p>Consistent. As discussed in Section 5.6, <i>Geology and Soils</i>, the Proposed Project would not expose people or structures to hazards as there are no habitable structures proposed. The only structures proposed would be the retaining walls which would be built in compliance with CBC guidelines as well as slab on grade restrooms and a guard booth.</p>

General Plan Policy	Project Consistency
<p>Policy 1.1.6 Assure compliance with applicable State and federal planning and development regulations. Regularly adopt new provisions of the California Building Standards Code, Title 24, and California Fire Code into the LAMC to ensure that new development meets or exceeds Statewide minimums. Ensure new development in very high fire hazards severity zones (VHFHSZ)s adheres to the California Building Code, the California Fire Code, Los Angeles Fire Code and California Public Resources Code. Facilitate compliance with new standards for existing non-conforming structures and evacuation routes.</p>	<p>Consistent. The Proposed Project would be built in compliance with the CBC and is not located in a VHFHSZ.</p>
<p>Policy 1.2.3 Continue to lead in water conservation and smart water policy through improvements to per capita water use, watershed management, and wastewater and stormwater recycling, incorporating more ecological, systems-based approaches to water management.</p>	<p>Consistent. As discussed in Section 4.19, <i>Utilities and Service Systems</i> of the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in demand. The only structure onsite would be a restroom, which would use limited water and produce limited wastewater. In addition, the landscaping would rely on drought tolerant plants and reclaimed rainwater.</p>
<p>Policy 1.2.8 Continue to lead in water conservation and smart water policy through improvements to per capita water use, watershed management, and wastewater and stormwater recycling, incorporating more ecological, systems-based approaches to water management.</p>	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, in the Initial Study (included as Appendix A), new rain cisterns and storm drains would be constructed to capture and direct runoff off site and reuse storm water onsite. Irrigation for the landscape area would use captured and reclaimed rainwater.</p>
<p>Goal 2 A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs</p>	<p>Consistent. As discussed in Section 4.15, <i>Public Services</i>, of the Initial Study (included as Appendix A), the Los Angeles Fire Department has a current average response time of 7 minutes for EMS services, below their 9-minute threshold. Implementation of the Proposed Project would not substantially increase fire service demands and therefore would not drastically increase response times. There are no impacts related to police or fire response times as the Proposed Project would not create any flammable structures and would create additional security lighting to the area. Further, as discussed in the Traffic Impact Analysis in Appendix J, the Proposed Project would not result in traffic impediments that would impact police response times from the Harbor Community Police Station.</p>
<p>Policy 2.1.2 Develop and implement procedures to protect the environment, sensitive species and public from potential health and safety hazards associated with disaster events, hazard mitigation and disaster recovery efforts.</p>	<p>Consistent. As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i>, construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures.</p>
<p>Policy 2.1.6: Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety.</p> <p>A. Enforce peak water supply / fire flow requirements and ensure that new development is able to sufficiently source water, including in VHFHSZs.</p>	<p>Consistent. As discussed in the Initial Study Section 4.20, <i>Wildfire</i> (included as Appendix A), the Proposed Project is not within or near a VHFWSZ. Emergency access would be provided to the site through a 40-foot-wide driveway on John S. Gibson Boulevard. The Proposed Project does not propose to develop flammable structures, and the existing slope would be graded.</p>

General Plan Policy	Project Consistency
<p>B. Enforce minimum roadway widths and clearances for evacuation and fire suppression.</p> <p>C. Maintain special fire-fighting units at the Port of Los Angeles, Los Angeles International Airport, and Van Nuys Municipal Airport capable of responding to special emergencies unique to the operations of those facilities.</p> <p>D. Coordinate with CALFIRE, local fire agencies, fire safe councils, private landowners, and other responsible agencies to identify the best method(s) of fuel modification to reduce the severity of future wildfires, including: Prescribed fire; Forest thinning; Grazing; Mechanical clearing; Hand clearing (piling, burning/chipping); Education; and Defensible space.</p> <p>E. Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.</p>	
Health, Wellness, and Equity Element	
<p>Policy 1.5 Improve Angelenos’ health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.</p>	<p>Consistent. As discussed in Table 5.2-11 of Section 5.2, <i>Air Quality</i>, implementation of the Proposed Project would not lead to an increase in health risks due to diesel mobile source emissions.</p>
<p>Policy 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.</p>	<p>Consistent. As discussed in Tables 5.2-6 and 5.2-7 of Section 5.2, <i>Air Quality</i>, emissions related to both Proposed Project construction and operation would not exceed SCAQMD thresholds for mobile and stationary sources. With the implementation of SCAQMD rules 402, 403, and 1113, the Proposed Project would be consistent with this policy.</p>
<p>Policy 5.2 Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.</p>	<p>Consistent. As discussed in Section 5.2, <i>Air Quality</i>, impacts related to sensitive receptors would be less-than-significant and thus, consistent with this policy.</p>
<p>Policy 5.4 Protect communities’ health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.</p>	<p>Consistent. As discussed in Section 5.2, <i>Air Quality</i>, odors emitted during construction activities would be temporary and intermittent in nature. Furthermore, there are no sensitive receptors within the immediate vicinity of the Project site. As shown in Table 5.2-11, health impacts from operations of the Proposed Project would be less-than-significant. During operations, vehicle related pollutants such as diesel exhaust are not expected to generate an objectionable odor for the nearest sensitive receptor, located 1,400 feet away on the southwest corner of Gatun Street and North Gaffey Street.</p>
Air Quality Element	
<p>Goal 1 Good air quality and mobility in an environment of continued population growth and healthy economic structure.</p>	<p>Consistent. As shown in Table 5.2-9 and 5.2-10 in Section 5.2, <i>Air Quality</i>, neither construction nor operational emissions would exceed the SCAQMD’s localized significance thresholds for any criteria pollutant.</p>

General Plan Policy	Project Consistency
Objective 1.1 It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan [AQMP], increase traffic mobility, and sustain economic growth citywide.	Consistent. As discussed in Section 5.2, <i>Air Quality</i> , the Proposed Project would be consistent with the standards set forth by the AQMP.
Objective 1.3 It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	Consistent. As shown in Table 5.2-9 in Section 5.2, <i>Air Quality</i> , construction emissions would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant.
Policy 1.3.1 Minimize particulate emissions from construction sites.	Consistent. As shown in Table 5.2-9 in Section 5.2, <i>Air Quality</i> , construction emissions would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant.
Policy 1.3.2 Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic	Consistent. As shown in Table 5.2-9 and 5.2-10 in Section 5.2, <i>Air Quality</i> , neither construction nor operational emissions would exceed the SCAQMD's localized significance thresholds for any criteria pollutant.
Objective 2.1 It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	Consistent. As discussed in Section 5.11, <i>Transportation</i> , the Proposed Project would not create an increase in truck trips within the POLA, rather it would be used to help facilitate the movement of trucks that are already in the vicinity of the POLA.
Objective 4.1 It is the objective of the City of Los Angeles to include the regional attainment on air quality by addressing the relationship between land use, transportation, and air quality.	Consistent. As discussed in Section 5.2, <i>Air Quality</i> , the Proposed Project would be consistent with the standards set forth by the AQMP.
Objective 4.2 It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.	Consistent. As discussed in Section 5.11, <i>Transportation</i> , the Proposed Project would not create an increase in truck trips within the POLA, rather it would be used to help facilitate the movement of trucks that are already in the vicinity of the POLA.
Policy 4.2.3 Ensure that new development is compatible with pedestrian, bicycles, transit, and alternative fuel vehicles.	Consistent. As discussed in Section 5.11, <i>Transportation</i> , the bike lanes on John S. Gibson Boulevard would continue to exist after Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.
Policy 4.2.4 Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. As discussed in Section 5.2, <i>Air Quality</i> , impacts on air quality from the Proposed Project have been analyzed in this document and would be less-than-significant
Policy 4.2.5 Emphasize trip reduction, alternative transit, and congestion management measures for discretionary projects.	Consistent. As discussed in Section 5.11, <i>Transportation</i> , truck trips to and from the site are diverted trips by trucks that are already in the area, and therefore do not represent an increase in truck trips within the POLA. The Proposed Project would be used to help facilitate the movement of trucks that are already in the vicinity of the POLA.
Goal 5 Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.	Consistent. As discussed in Section 5.5, <i>Energy</i> , the Proposed Project would comply with current Title 24 and California Building Standards for building design in effect at the time of building permit issuance.

General Plan Policy	Project Consistency
Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.	Consistent. As discussed in Section 5.5, <i>Energy</i> , the Proposed Project would comply with current Title 24 and California Building Standards for building design in effect at the time of building permit issuance.
Policy 5.1.4 Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. As discussed in Section 5.5, <i>Energy</i> , the Proposed Project would comply with current Title 24 and California Building Standards for building design in effect at the time of building permit issuance.
Open Space Element	
Policy 1 Ecologically important areas are generally considered as open space and shall be as designated. The following shall apply, <ul style="list-style-type: none"> a. To the extent feasible, ecologically important areas should be kept in a natural state. b. In the event a project is proposed within an ecologically important area, an environmental impact report shall be prepared. c. The construction of roads through ecologically important areas should be closely controlled in order to protect these areas. 	Consistent. As discussed in Section 5.3, <i>Biological Resources</i> , the Proposed Project site is not within a Significant Ecological Area (SEA) within Los Angeles County.
Policy 9 Scenic corridors should be established where designated. Each corridor should be specifically “tailored” to the needs of the area and the scenic values to be preserved. Specific studies including implementing ordinances should be prepared for each scenic corridor.	Consistent. As discussed in Section 5.1, <i>Aesthetics</i> , the Proposed Project would not have an adverse impact on any established scenic corridors.
Noise Element	
Goal 1 A city where noise does not reduce the quality of urban life.	Consistent. As discussed in Section 5.10, <i>Noise</i> , a Noise Impact Analysis was prepared by LSA (included as Appendix I) and noise levels from Proposed Project construction and operation were determined to be within allowable levels as set by the Municipal Code. The Proposed Project would be consistent with the goals, objectives, and policies of the City’s Noise Element.
Objective 1 Reduce airport and harbor related noise impacts.	
Objective 2 Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive users.	
Policy 2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	
Objective 3 Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	

Table 5.9-3: Framework Element of the General Plan Consistency

Framework Goal, Objective, or Policy	Project Consistency
Land Use	
Goal 3J Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.	Consistent. The Proposed Project would develop a truck and chassis parking lot near the POLA to serve existing Port activities. In addition, the Proposed Project would provide job opportunities and benefit growing POLA operations.
Objective 3.14 Provide land and supporting services for the retention of existing and attraction of new industries.	Consistent. The Proposed Project would develop a truck and chassis parking lot near the Port of Los Angeles to serve existing Port activities.

Framework Goal, Objective, or Policy	Project Consistency
<p>Policy 3.14.1 Accommodate the development of industrial uses in areas designated as "Industrial-Light," "Industrial-Heavy," and "Industrial-Transit" in accordance with Tables 3-1 and 3-9. The range and intensities of uses permitted in any area shall be determined by the community plans.</p>	<p>Consistent. As discussed above, Section 12.17.5(B)(5)(C) of the City of Los Angeles zoning code states that the Restricted Industrial zone (MR1) allows for trucking terminal uses within a completely enclosed area where no equipment is stored to a height greater than that of the enclosing wall or fence. Both the M2 and M3 zoning designation's allowed uses include the uses allowed in the MR1 zone (Section 12.19(A)(1) and 12.20(A)(1) of the Municipal Code). The Proposed Project would be consistent with the M2 and M3 zoning designation for the site. The Proposed Project site is in an area surrounded by industrial and Port activities and the Proposed Project would have similar intensities as surrounding parcels.</p>
<p>Policy 3.14.2 Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).</p>	
<p>Policy 3.14.8 Encourage the development in areas designated as "Industrial-Heavy" of critical public facilities that are necessary to support the needs of residents and businesses but normally are incompatible with residential neighborhoods and commercial districts, such as corporate yards.</p>	
<p>Open Space and Conservation</p>	
<p>Objective 6.1 Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.</p>	<p>Consistent. The Proposed Project would develop a truck and chassis parking lot on a currently vacant and underutilized lot. The Proposed Project site does not hold any significant natural resources.</p>
<p>Policy 6.1.5 Provide for an on-site evaluation of sites located outside of targeted growth areas, as specified in amendments to the community plans, for the identification of sensitive habitats, sensitive species, and an analysis of wildlife movement, with specific emphasis on the evaluation of areas identified on the Biological Resource Maps contained in the Framework Element's Technical Background Report and Environmental Impact Report.</p>	<p>Consistent. As discussed in Section 5.3, <i>Biological Resources</i>, a General Biological Assessment (Appendix C) was conducted at the site and found that there were no sensitive species or habitats present on the site. Potential impacts were found for wildlife movement; however, impacts would be mitigated to a less-than-significant level with the implementation of MM BIO-1.</p>
<p>Economic Development</p>	
<p>Goal 7B A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.</p>	<p>Consistent. The Proposed Project would develop a truck and chassis lot on parcels zoned for industrial uses surrounded by Port activities which would be able to utilize the lot in order to improve the movement of goods.</p>
<p>Objective 7.2 Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.</p>	
<p>Policy 7.2.8 Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.</p>	
<p>Policy 7.2.9 Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: <i>Land Use</i>.</p>	
<p>Policy 7.2.13 Facilitate environmentally sound operations and expansion of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy.</p>	

Framework Goal, Objective, or Policy	Project Consistency
<p>Policy 7.3.4 Recognize the crucial role that the Port of Los Angeles and the Los Angeles International Airport play in future employment growth by supporting planned Port and Airport expansion and modernization that mitigates its negative impacts.</p>	
<p>7.3.5 Improve the movement of goods and workers in industrial areas.</p>	
Infrastructure and Public Services	
<p>Goal 9A Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.</p>	<p>Consistent. As discussed in Section 4.19, <i>Utilities and Service Systems</i>, in the Initial Study (included as Appendix A), the Proposed Project would include installation of onsite sewer lines which would connect to the existing 36-inch sewer line in John S. Gibson Boulevard. Based on the City of Los Angeles Bureau of Engineering's wastewater generation rates for parking lots, the Proposed Project would result in approximately 16,235 gallons of wastewater per day (LABoE, 2012). Due to the existing average additional capacity of 15 million gallons per day, the existing facilities at the Terminal Island Water Reclamation Plant would be able to accommodate the additional 16,235 gallons of wastewater per day from operation of the Proposed Project.</p>
<p>Policy 9.3.1 Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.</p>	<p>Consistent. As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i>, construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. In addition, rainwater onsite would be captured and reused for landscaping irrigation.</p>
<p>Policy 9.3.2 Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.</p>	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, in the Initial Study (included as Appendix A), existing drainages would be utilized, and new rain cisterns and storm drains would be constructed to capture and direct runoff off site. Irrigation for the landscape area would use captured and reclaimed rainwater.</p>
<p>Goal 9B A stormwater management program that minimizes flood hazards and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p>	
<p>Objective 9.5 Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained.</p>	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, in the Initial Study (included as Appendix A), off-site flooding would not occur, as stormwater not reused for irrigation would be transported using existing drainage facilities, mimicking existing conditions, into an existing storm drain network which eventually discharges to the Harbor.</p>
<p>Objective 9.6 Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.</p>	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the National Pollution Discharge Elimination System (NPDES) municipal stormwater permit, which includes implementing BMPs during construction activities as well as a Project specific Water Quality Management Plan including BMPs to be used in Proposed Project design and operation.</p>
<p>Policy 9.6.2 Establish standards and/or incentives for the use of structural and non-structural techniques which mitigate flood-hazards and manage stormwater pollution.</p>	

Framework Goal, Objective, or Policy	Project Consistency
<p>Policy 9.6.3 The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a. Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge; b. Protect and enhance the environmental quality of natural drainage features; c. Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or habitat; d. On-site detention/retention and reuse of runoff; e. Mitigate existing flood hazards through structural modifications (floodproofing) or property buy-out; f. Incorporate site design features which enhance the quality of offsite runoff; and g. Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding. 	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, of the Initial Study (included as Appendix A to the Draft EIR), the Proposed Project site is located within a Federal Emergency Management Agency (FEMA) Area of Minimal Flood Hazard (Zone X) and is not located within a FEMA Special Flood Hazard Area. The Proposed Project would also comply with the City of Los Angeles LID ordinance to limit contaminants entering stormwater runoff.</p>
<p>Policy 9.7.1 Continue the City's active involvement in the regional NPDES municipal stormwater permit.</p>	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the NPDES municipal stormwater permit.</p>
<p>Policy 9.7.3 Investigate management practices which reduce stormwater pollution to identify technically feasible and cost effective approaches, through:</p> <ul style="list-style-type: none"> a. Investigation of sources of pollution using monitoring, modeling and special studies; b. Prioritization of pollutants and sources; c. Conducting research and pilot projects to study specific management practices for the development of standards; and d. Developing requirements which establish implementation standards for effective management practices. 	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the NPDES municipal stormwater permit, which includes implementing BMPs during construction activities as well as a Project specific Water Quality Management Plan including BMPs to be used in Project design and operation.</p>
<p>Goal 9C Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.</p>	<p>Consistent. As discussed in Section 4.19, <i>Utilities and Service Systems</i>, in the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in water demand. The restroom buildings onsite are expected to require approximately 16,235 gallons of water per day, which would be provided by the Los Angeles Department of Water and Power (LADWP). In addition, the proposed landscaping would use native or drought-tolerant plants, and the irrigation system would primarily rely on reclaimed rainwater when available. Thus, the Proposed Project would not result in a substantial increase in water use.</p>

Framework Goal, Objective, or Policy	Project Consistency
Policy 9.9.5 Maintain existing rights to groundwater and ensure continued groundwater pumping availability.	Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i> , in the Initial Study (included as Appendix A), groundwater in the Proposed Project vicinity is located south of the Dominguez Gap Barrier designed to mitigate saltwater intrusion and experiences seawater intrusion in the San Pedro Bay, making it non-potable. Groundwater beneath the site is not a source of drinking water and the quality is poor. The Proposed Project site is also not used or designated for groundwater recharge.
Policy 9.9.7 Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.	Consistent. As discussed in Section 4.19, <i>Utilities and Service Systems</i> , in the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in water demand. The restroom buildings onsite are expected to require approximately 16,235 gallons of water per day, which would be provided by LADWP. In addition, the proposed landscaping would use native or drought-tolerant plants, and the irrigation system would primarily rely on reclaimed rainwater when available. Thus, the Proposed Project would not result in a substantial increase in water use.
Objective 9.10 Ensure that water supply, storage, and delivery systems are adequate to support planned development	
Objective 9.13 Monitor and forecast demand for existing and projected police service and facilities.	Consistent. As discussed in Section 4.15, <i>Public Services</i> , of the Initial Study (included as Appendix A), the Proposed Project is not expected to require the expansion or construction of new police facilities.
Objective 9.14 Protect the public and provide adequate police services, facilities, equipment and personnel to meet existing and future needs.	
Policies 9.14.1 Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.	
Goal 9J Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.	Consistent. As discussed in Section 4.15, <i>Public Services</i> , in the Initial Study (included as Appendix A), the Proposed Project would not develop any flammable habitable structures, and a maximum of two employees would be required to operate the proposed truck and chassis parking lot at a given time. Therefore, the Proposed Project is not anticipated to generate a substantial increase in fire service demands.
Objective 9.16 Monitor and forecast demand for existing and projected fire facilities and service.	
Policy 9.16.1 Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.	
Objective 9.19 Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.	
Policy 9.19.2 Maintain special fire-fighting units at the Port of Los Angeles, Los Angeles International Airport, and Van Nuys Municipal Airport capable of responding to special emergencies unique to the operations of those facilities.	
Policy 9.20.1 Develop library standards dealing with the facilities' net floor area, the appropriate number of permanent collection books per resident, and their service radius.	Consistent. As discussed in Section 4.14, <i>Population and Housing</i> , in the Initial Study (included as Appendix A), the Proposed Project is not expected to directly or indirectly result in population growth. Therefore, there is not an expected increase in usage of libraries due to the Proposed Project.

Framework Goal, Objective, or Policy	Project Consistency
<p>Objective 9.21 Ensure library services for current and future residents and businesses.</p>	<p>Consistent. As discussed in Section 4.14, <i>Population and Housing</i>, in the Initial Study (included as Appendix A), the Proposed Project is not expected to directly or indirectly result in population growth. Therefore, there is not an expected increase in usage of libraries due to the Proposed Project.</p>
<p>Goal 9M A supply of electricity that is adequate to meet the needs of Los Angeles Department of Water and Power electric customers located within Los Angeles.</p>	<p>Consistent. As discussed in Section 4.19, <i>Utilities and Service Systems</i>, in the Initial Study (included as Appendix A), the Proposed Project would connect to existing electric infrastructure and would not require the construction of new electrical facilities.</p>
<p>Objective 9.26 Monitor and forecast the electricity power needs of Los Angeles' residents, industries, and businesses.</p>	
<p>Objective 9.28 Provide adequate power supply transmission and distribution facilities to accommodate existing uses and projected growth.</p>	
<p>Objective 9.31 Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth.</p>	<p>Consistent. As discussed in Section 4.15, <i>Public Services</i>, in the Initial Study (included as Appendix A), the Proposed Project would not induce direct population growth which would increase demand on school services. The Proposed Project would be required to comply with the school impact fee assessment. Pursuant to SB 50, payment of school impact fees constitutes complete mitigation under CEQA for Proposed Project-related impacts to school services.</p>
<p>Goal 9P Appropriate lighting required to (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and informational lighting such as building facade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and otherwise minimize or prevent light pollution, light trespass, and glare.</p>	<p>Consistent. As discussed in Section 5.1, <i>Aesthetics</i>, the Proposed Project would install pole mounted LED fixtures in the parking lot and driveway that are designed to face downward directly on the parking lot in order to minimize spillover and glare in the Proposed Project vicinity.</p>
<p>Objective 9.40 Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.</p>	
<p>Policy 9.40.1 Require lighting on private streets, pedestrian oriented areas, and pedestrian walks to meet minimum City standards for street and sidewalk lighting.</p>	
<p>Policy 9.40.2 Require parking lot lighting and related pedestrian lighting to meet recognized national standards.</p>	
<p>Policy 9.40.4 Establish regulations and standards which eliminate the adverse impacts due to light pollution, light trespass, and glare for the area lighting of rail yards, transit yards, trucking facilities, and similar facilities.</p>	

San Pedro Community Plan

The Proposed Project site is located adjacent to the San Pedro Community Plan area. The San Pedro Community Plan is a collaborative effort between City staff and residents, businesses, developers, design professionals, and property owners, the Community Plan sets forth actions to achieve the community’s vision. The Community Plan’s importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives. As shown in Table 5.9-4, the Proposed Project would be consistent with the applicable goals and policies in the San Pedro Community Plan.

Table 5.9-4: San Pedro Community Plan Consistency

Community Plan Goal or Policy	Project Consistency
Land Use (LU) Element	
<p>Goal LU13 A safer, greener port neighbor for San Pedro that provides jobs, commerce, and coastal recreational access for residents, and together with Downtown San Pedro, provides a regional destination.</p>	<p>Consistent. The Proposed Project would develop a truck and chassis parking lot that would provide parking for trucks and support existing trade and commerce within the port as well as require two employees onsite at any given time during operation.</p>
<p>Policy 13.3 Support efforts to “Green the Ports,” including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources.</p>	<p>Consistent. As discussed in Section 5.2, <i>Air Quality</i>, the Proposed Project would not exceed any thresholds set by SCAQMD regarding air quality and criteria air pollutants. Further, the Proposed Project would comply with existing truck regulations, which would reduce future emissions from the POLA. Additionally, as discussed in Section 4.10, <i>Hydrology and Water Quality</i>, of the Initial Study (included as Appendix A), the Proposed Project would implement BMPs which would limit any impacts to water quality.</p>
<p>Goal LU14 Industrial uses that provide job opportunities, particularly for residents, and minimize environmental and visual impacts to the community.</p>	<p>Consistent. The Proposed Project is expected to generate two additional jobs in the area. In addition, as discussed in Section 4.1, <i>Aesthetics</i>, to the Initial Study (included as Appendix A), the construction of a truck and chassis parking lot would not impact views from the San Pedro community looking towards the Pacific Ocean.</p>
<p>Policy 14.1 Retain Industrial land use designations to maintain the industrial employment base for existing and new businesses that provide higher-skilled and high wage manufacturing and research/ development jobs, particularly those in port-related and maritime industries.</p>	<p>Consistent. The Proposed Project would be consistent with the Project site’s M2 and M3 land use designation. The Proposed Project would assist in Port-related activities and bring two additional jobs to the area.</p>
<p>Policy 14.2 Large Industrial designated parcels located in predominantly industrial areas shall not be developed with other uses that do not support the industrial base of the City and community.</p>	
<p>Goal LU15 Land use compatibility between industrial, residential and commercial uses, improving the aesthetic quality and design of industrial areas.</p>	

Community Plan Goal or Policy	Project Consistency
<p>Policy LU15.3 Encourage streetscape improvements such as street trees, sidewalks, landscaping, lighting, and undergrounding of utilities.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover approximately 39 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation. The Proposed Project would install pole mounted LED fixtures in the parking lot and driveway to provide illumination during evening and overnight operations.</p>
<p>Mobility (M) Element</p>	
<p>Goal M1 A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.</p>	<p>Consistent. As discussed in Section 5.11, <i>Transportation</i>, the bike lanes on John S. Gibson Boulevard would continue to exist after Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.</p>
<p>Goal M3 A pleasant street environment throughout San Pedro that is universally accessible, safe, and convenient for pedestrians.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, Proposed Project improvements include street trees, lighting, and ornamental landscaping along the Proposed Project boundary bordering John S. Gibson Boulevard. The Proposed Project would not result in any impacts to the existing sidewalk on the eastern side of John S. Gibson Boulevard.</p>
<p>Policy M3.3 Maintain sidewalks, streets and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night.</p>	
<p>Goal M10 A community where goods and services can be delivered to its residents and businesses safely and efficiently, while maintaining the community’s character and quality of life.</p>	<p>Consistent. As discussed in Section 5.11, <i>Transportation</i>, the Proposed Project site is located adjacent to the I-110 Freeway and provides easy access between the POLA and the I-110 Freeway. Trucks accessing the site would utilize John S. Gibson Boulevard from I-110 and would not pass through any residential areas.</p>
<p>Policy M10.1 Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods.</p>	
<p>Policy M10.3 Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles.</p>	<p>Consistent. As discussed in Section 5.11, <i>Transportation</i>, the Proposed Project would construct a 40-foot-wide driveway and a queuing length of 850-feet would be provided to ensure that trucks do not queue onto John S. Gibson Boulevard.</p>

Community Plan Goal or Policy	Project Consistency
<p>Policy M13.2 Encourage development adjacent to a Scenic Highway to integrate public view protection of scenic vistas to the maximum extent feasible; to be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility.</p>	<p>Consistent. As discussed in Section 5.1, <i>Aesthetics</i>, there are no State Designated Scenic Highways in the vicinity of the site. However, the Proposed Project would be developed on the northeast side of John S. Gibson Boulevard, which is a City of Los Angeles designated Scenic Highway. The Proposed Project would be developed at a higher elevation, facing away from the scenic views of the port provided by John S. Gibson Boulevard. Therefore, there would be no impacts related to Scenic Highways.</p>
<p>Community Facilities and Infrastructure (CF) Element</p>	
<p>Goal CF1 Sufficient police facilities and personnel to protect the community from criminal activity and reduce the incidence of crime.</p>	<p>Consistent. As discussed in Section 4.15, <i>Public Services</i>, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with this policy with the implementation of security watches from onsite employees and use of security lighting.</p>
<p>Policy CF1.1 Maintain police facilities and services at a level that is adequate to protect the San Pedro community.</p>	<p>Consistent. As discussed in Section 4.15, <i>Public Services</i>, in the Initial Study (included as Appendix A), the Los Angeles Fire Department has a current average response time of 7 minutes for EMS services, below their 9-minute threshold. Implementation of the Proposed Project would not result in an increase of fire service demands that would increase response times. There are no impacts related to police or fire response times as the Proposed Project would not create any flammable structures and would install additional security lighting for the area.</p>
<p>Goal CF2 Sufficient facilities to provide fire protection and emergency medical services to residents, visitors and businesses.</p>	<p>Consistent. As discussed in Section 4.15, <i>Public Services</i>, in the Initial Study (included as Appendix A), the Proposed Project would not induce direct population growth and would therefore not create an increase in demand for library services.</p>
<p>Goal CF3 Adequate library facilities and services that meet the needs of residents and business employees for self-learning, and cultural and academic enrichment.</p>	<p>Consistent. As discussed in Section 4.15, <i>Public Services</i>, in the Initial Study (included as Appendix A), the Proposed Project would not induce direct population growth. The Proposed Project would be required to comply with the school impact fee assessment. Pursuant to SB 50, payment of school impact fees constitutes complete mitigation under CEQA for Proposed Project-related impacts to school services.</p>
<p>Goal CF4 Provision of appropriate locations and adequate facilities for public schools to serve the needs of current and future residents in the community.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project would implement landscaping including street trees along John S. Gibson Boulevard.</p>
<p>Goal CF7 The preservation of a healthy and safe street tree population to maximize the benefits gained from the urban forest, such as air quality improvement and aesthetic enhancement.</p>	

Community Plan Goal or Policy	Project Consistency
<p>Policy CF7.2 Include on-site trees in new development projects whenever possible.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover 38.97 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation.</p>
<p>Policy CF7.4 Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City.</p>	
<p>Policy CF8.2 Require water conservation measures/ devices that limit water usage for all new municipal and private projects and major alterations to existing municipal and private facilities.</p>	<p>Consistent. As discussed in Section 4.19, <i>Utilities and Service Systems</i>, in the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in water demand. The restroom buildings onsite are expected to require approximately 16,235 gallons of water per day based on the City of wastewater generation factor from the City of Los Angeles Bureau of Engineering. Water service would be provided for the site by the LADWP. In addition, the proposed landscaping would use native or drought-tolerant plants, and the irrigation system would primarily rely on reclaimed rainwater when available. The Proposed Project would not result in a substantial increase in water use on.</p>
<p>Policy CF9.1 Require that wastewater flows be minimized in existing and future developments through stricter water conservation measures (e.g. xeriscaping landscaping and installation of low-flow toilet requirements), recycling efforts and other features that reduce on-site wastewater output.</p>	<p>Consistent. As discussed in Section 4.19, <i>Utilities and Service Systems</i>, in the Initial Study (included as Appendix A), water use from the proposed truck and chassis lot is anticipated to result in a negligible increase in water demand. The restroom buildings onsite are expected to require approximately 16,235 gallons of water per day based on the City of wastewater generation factor from the City of Los Angeles Bureau of Engineering. Water service would be provided for the site by the LADWP. In addition, the proposed landscaping would use native or drought-tolerant plants, and the irrigation system would primarily rely on reclaimed rainwater when available. The Proposed Project would not result in a substantial increase in water use and would have a less-than-significant impact on water supplies and water delivery systems.</p>
<p>Policy CF9.2 Promote the use of recycled water in new industrial developments.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Proposed Project would use recycled water for landscaping irrigation.</p>
<p>Policy CF9.3 Promote advanced waste reduction and diversion methods for all wastewater and solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation.</p>	<p>Consistent. As discussed in Section 4.19, <i>Utilities and Service Systems</i>, of the Initial Study (included as Appendix A), a minimum of 65 percent of nonhazardous construction and demolition waste would be either reused or recycled. Operation of the proposed truck and chassis parking lot is anticipated to generate approximately 503.6 tons of solid waste per year. Pursuant to AB 341, 75 percent of solid waste produced through Proposed Project operation would be recycled.</p>
<p>Policy CF10.2 Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping.</p>	

Community Plan Goal or Policy	Project Consistency
<p>Goal CF11 Provision of a storm drainage system that reduces the flow of stormwater to the storm drain system and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.</p>	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the NPDES municipal stormwater permit, which includes implementing BMPs during construction activities as well as a Project specific Water Quality Management Plan including BMPs to be used for drainage in Proposed Project design and operation.</p>
<p>Policy CF11.1 Maximize the capture and reuse of stormwater.</p>	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, in the Initial Study (included as Appendix A), existing drainages would be utilized, and new rain cisterns and storm drains would be constructed to capture and direct runoff off site. Irrigation for the landscape area would use captured and reclaimed rainwater.</p>
<p>Policy CF11.2 Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible.</p>	
<p>Policy CF11.3 Increase opportunities for stormwater infiltration and groundwater recharge.</p>	<p>Consistent. As discussed in Section 4.10, <i>Hydrology and Water Quality</i>, in the Initial Study (included as Appendix A), groundwater in the Proposed Project vicinity is located south of the Dominguez Gap Barrier designed to mitigate saltwater intrusion and experiences seawater intrusion in the San Pedro Bay, making it non-potable. Groundwater beneath the site is not a source of drinking water and the quality is poor. The Proposed Project site is also not used or designated for groundwater recharge.</p>
<p>Policy CF13.1 Ensure efficient and effective energy management while providing appropriate levels of lighting to meet safety needs.</p>	<p>Consistent. As discussed in Section 5.5, <i>Energy</i>, the Proposed Project would be required to be consistent with the CalGreen Building Code to ensure efficient use of energy for the use of on-site lighting.</p>

Wilmington- Harbor City Community Plan

A portion of the site is within the Wilmington-Harbor City Community Plan Area. The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognize unique neighborhoods within the Plan Area. As shown in Table 5.9-5, the Proposed Project would be consistent with the applicable goals and policies in the Wilmington-Harbor City Community Plan.

Table 5.9-5: Wilmington-Harbor City Community Plan Consistency

Community Plan Goal or Policy	Project Consistency
Land Use Element	
<p>Objective 3-1 To provide locations for future industrial development and employment which are convenient to transportation facilities and compatible with surrounding land use.</p>	<p>Consistent. The Proposed Project would develop a and chassis parking lot that would provide parking for trucks serving the adjacent port as well as require two employees onsite at any given time during operation.</p>
<p>Policy 3-1.4 Land use compatibility should be achieved by including environmental protection standards and health and safety requirements in the design and operation of industrial facilities, including the following measures:</p> <ul style="list-style-type: none"> ● Mitigation measures for the handling, storage or transfer of dry bulk commodities for the purposes of reducing the potential of explosion or fire and reducing the emission of dust or other particulate matter to insignificant levels. ● Strict compliance with all applicable air quality standards. These standards include that all parking areas, driveways and storage areas be paved to relieve dust. ● Measures to abate noise, odors and chemical discharges in the site design of industrial facilities. ● Small-scale, on-site treatment and disposal of industrial hazardous wastes and mobile hazardous waste treatment services as effective alternatives to centralized treatment and disposal facilities and the inherent transportation risks associated with the latter. ● When a facility is proposed which will involve on site treatment and disposal of industrial hazardous wastes and mobile hazardous waste treatment services, and the handling, transfer of storage of commodities categorized by law as hazardous, it is the policy to require an analysis of risk problems which may arise within the facility itself and which may affect adjacent facilities or areas be made and the results used in locating, designing, constructing and regulating the operation of the proposed facility. ● Energy conservation in site and architectural designs, and internal energy management programs to minimize overall energy consumption. 	<p>Consistent. As discussed in Section 5.2, <i>Air Quality</i>, the Proposed Project would not exceed any thresholds set by SCAQMD regarding air quality and criteria air pollutants. The Proposed Project would comply with existing truck regulations, which would reduce future emissions from the POLA. In addition, as discussed in Section 5.8, <i>Hazards and Hazardous Materials</i>, construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures.</p>
<p>Objective 3-2 To retain industrial lands for industrial use to maintain and expand the industrial employment base for the community residents.</p>	<p>Consistent. The Proposed Project would develop a truck and chassis parking lot near the POLA to serve existing Port activities. In addition, the Proposed Project would provide two job opportunities and benefit growing POLA operations.</p>
<p>Objective 3-3 To improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact on residential area, and establish a stable environment for quality industrial development.</p>	<p>Consistent. As discussed in Section 4.1, <i>Aesthetics</i>, to the Initial Study (included as Appendix A), the construction of a truck and chassis parking lot would not impact views from the Wilmington community looking towards the Pacific Ocean.</p>

Community Plan Goal or Policy	Project Consistency
<p>Policy 3-3.1 Require urban design techniques, such as appropriate building orientation and scale, landscaping, buffering and increased setbacks in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, Proposed Project improvements include street trees, lighting, and ornamental landscaping along the Proposed Project boundary bordering John S. Gibson Boulevard. The Proposed Project would not result in any impacts to the existing sidewalk on the eastern side of John S. Gibson Boulevard.</p>
<p>Objective 8-1 To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.</p>	<p>Consistent. As discussed in Section 4.15, <i>Public Services</i>, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with this policy with the implementation of security watches from onsite employees and use of security lighting.</p>
<p>Policy 8-1.1 Consult with Police department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.</p>	<p>Consistent. As discussed in Section 4.15, <i>Public Services</i>, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with this policy with the implementation of security watches from onsite employees and use of security lighting.</p>
<p>Objective 9-1 Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.</p>	<p>Consistent. As discussed in Section 4.15, <i>Public Services</i>, in the Initial Study (included as Appendix A), the Los Angeles Fire Department has a current average response time of 7 minutes for EMS services, below their 9-minute threshold. Implementation of the Proposed Project would not result in an increase of fire service demands that would increase response times. There are no impacts related to fire response times as the Proposed Project would not create any flammable structures and would install additional security lighting for the area.</p>
<p>Policy 9.1-1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.</p>	
<p>Objective 13-1 To promote an adequate system of safe bikeways for commuter, school and recreational use.</p>	<p>Consistent. As discussed in Section 5.11, <i>Transportation</i>, the bike lanes on John S. Gibson Boulevard would continue to exist after Project implementation.</p>
<p>Objective 13-2 To promote pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school, recreational use, economic activity, and access to transit facilities.</p>	<p>Consistent. As discussed in Section 5.11, <i>Transportation</i>, the bike lanes on John S. Gibson Boulevard would continue to exist after Project implementation. There are currently no sidewalks along the Project frontage and there are none proposed, however the sidewalk on the eastern side of John S. Gibson Boulevard would continue to exist.</p>
<p>Objective 15-1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.</p>	<p>Consistent. As discussed in the Traffic Impact Analysis (included as Appendix J) the Proposed Project would not result in a deficiency in LOS.</p>
<p>Policy 15-1.3 New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.</p>	<p>Consistent. As discussed in Section 5.11, <i>Transportation</i>, the Proposed Project would include the construction of a new 40-foot-wide access road and driveway off John S. Gibson Boulevard with an adequate queuing length of 850 feet.</p>
<p>Policy 16-2.2 Driveway access points onto arterial, and collector streets should be limited in number and be</p>	

Community Plan Goal or Policy	Project Consistency
located to insure the smooth and safe flow of vehicles and bicycles.	
Objective 17-1.1 To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.	Consistent. As discussed in Section 5.4, <i>Cultural Resources</i> , Phase I and Phase II Cultural Resources Assessments (included as Appendix D) were prepared for the Proposed Project and included mitigation measures to ensure that archaeological resources within the Project site are protected. In addition, a Paleontological Resources Assessment (included as Appendix E) was prepared, and mitigation was included to ensure impacts would remain less-than-significant.
Objective 18-2 To continue to develop and operate the Port of Los Angeles to provide economic, employment, and recreational benefits to neighboring communities.	Consistent. The Proposed Project would develop a truck and chassis parking lot near the POLA to serve existing Port activities. In addition, the Proposed Project would provide job opportunities and benefit growing POLA operations.
Policy 18-3.2 Upgrade the circulation system both internal and external to the Port to promote efficient transportation routes to employment, waterborne commerce, and commercial and recreational areas, and to divert Port-related traffic away from adjacent residential and commerce areas.	Consistent. The Proposed Project would result in a truck and chassis parking lot which would service port activities. The Project would not result in additional trips to the area but would be utilized to facilitate existing movement of goods throughout the Port. While a portion of the Proposed Project site has a POLA PMP designation of Open Space, an Open Space use on the site would be incompatible with the surrounding industrial uses. With approval of the PMP amendment to Maritime Support, the site would support the surrounding industrial and cargo-handling uses.
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 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.	Consistent. As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i> , the Project site would be developed as a truck and chassis parking lot, operations of which would generally involve limited quantities of hazardous materials such as diesel, automobile gas, automobile oil, and pesticides. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Proposed Project. Should any future business that occupies the Project site handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a permit from the Los Angeles Fire Department Certified Unified Program Agency.
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.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the Proposed Project would include approximately 316,373 SF of drought tolerant ornamental landscaping that would cover 38.97 percent of the site. Proposed landscaping would include 24-inch box trees, 15-gallon trees, various shrubs, and ground covers. Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation.

Port of Los Angeles Master Plan

A portion of the Proposed Project site has a POLA PMP designation of Open Space and is located in Planning Area 2, with the exception of APN 7440-016-001 which is located outside of the POLA PMP, as shown on Figure 3-6, *Existing Port Master Plan Designation*. Implementation of the Proposed Project would require a LAHD PMP Amendment for the APNs within the master plan to change the land use from Open Space to Maritime Support. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities. The truck and chassis parking lot would be consistent with this use as it would help facilitate the movement of trucks for Port activities. Furthermore, as shown in Table 5.9-5, the Proposed Project would be consistent with applicable PMP Goals and Policies.

Table 5.9-6 Port of Los Angeles Master Plan Consistency

Master Plan Goal or Policy	Project Consistency
<p>Goal 1 Development and the land uses designated on Port land should be compatible with surrounding land uses in order to maximize efficient utilization of land and minimize conflicts. Individual terminals within the Port should be compatible with neighboring Port tenants. When incompatible, port areas should be deliberately redeveloped or relocated to eliminate the conflict. Cargo handling facilities should be primarily focused on Terminal Island and other properties that are buffered from the neighboring residential communities of San Pedro and Wilmington. Non-water dependent use facilities should be eliminated from Port cargo-designated waterfront properties. Land use decisions should also take into consideration opportunities for Port tenants to grow and expand their businesses.</p>	<p>Consistent. The Proposed Project would result in a truck and chassis parking lot which would service port activities. The nearest residences to the site are located southwest of the Project site and are buffered by the I-110 freeway. The Proposed Project would not result in additional cargo trips to the area but would be utilized to facilitate existing movement of goods throughout the Port. While a portion of the Proposed Project site has a POLA PMP designation of Open Space, an Open Space use on the site would be incompatible with the surrounding uses as there are industrial and port uses adjacent to the Project site. With approval of the PMP amendment to Maritime Support, the site would support the surrounding industrial and cargo-handling uses.</p>
<p>Policy 1.1 Develop new commercial or industrial projects within, contiguous with, or in close proximity to existing developed areas able to accommodate it with adequate public services.</p>	<p>Consistent. The Proposed Project would develop a truck and chassis parking lot adjacent to port activities. The new parking lot would provide closer access for trucks to Port activities.</p>
<p>Policy 1.2 Protect coastal areas for port-related developments and water dependent developments.</p>	<p>Consistent. The Proposed Project would result in a truck and chassis parking lot which would service port activities. The Project would not result in additional cargo trips to the area but would be utilized to facilitate existing movement of goods throughout the Port. With approval of the PMP amendment, the site would better support the surrounding industrial and cargo-handling uses consistent with the Maritime Support designation.</p>
<p>Policy 1.4 Coastal areas and waters in the Port suitable for water-oriented recreational activities shall be protected for such uses where they do not interfere with commercial or hazardous operations or activities of the Port and its tenants.</p>	<p>Consistent. A water-oriented recreational use on the site would be incompatible with the surrounding uses as there are industrial and port uses adjacent to the Project site. The nearest residences to the site are located southwest of the Project site and are buffered by the I-110 freeway. With approval of the PMP amendment to Maritime Support, the site would support the surrounding industrial and cargo-handling uses.</p>

Master Plan Goal or Policy	Project Consistency
<p>Policy 2.1 Locate, design, and construct port-related projects to (1) minimize substantial adverse impacts, (2) minimize potential traffic conflicts between vessels, (3) prioritize the use of existing land space for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities, (4) provide for other beneficial uses including, but not limited to, recreation and wildlife habitat uses, to the extent feasible, and (5) encourage rail service to port areas and multicompany use of facilities.</p>	<p>Consistent. The Proposed Project would result in a truck and chassis parking lot which would service port activities. The Project would not result in additional cargo trips to the area but would be utilized to facilitate existing movement of goods throughout the Port. With approval of the PMP amendment, the site would better support the surrounding industrial and cargo-handling uses consistent with the Maritime Support designation.</p>
<p>Goal 3 The Port should continue its commitment to accommodating a variety of water-dependent cargo handling facilities, including container, breakbulk, dry bulk, and liquid bulk uses. While revenues generated from each land use vary, overall plans for the Port should allow for some capacity for different modes of cargo to serve the larger economic and public interest of the State. Ancillary uses, such as ship and boat repair, harbor craft, and barge and tug operations, are vital support industries and are also important customers that should be prioritized, based on need. Additionally, existing commercial fishing and recreational boating facilities will be protected consistent with the policies of the Coastal Act.</p>	

Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The Proposed Project would comply with the following plans which would further reduce potential impacts.

Air Quality Management Plan

The current AQMP is the 2022 AQMP, adopted in December 2022. A project is considered consistent with the AQMP if it would not result in or cause California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) violations. In addition, the SCAQMD considers a project consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. As discussed in Section 5.3, *Air Quality*, development of the Proposed Project would not exceed emissions thresholds and therefore would not conflict with the AQMP.

Los Angeles Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Los Angeles is within the jurisdiction of the LARWQCB. The LARWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Los Angeles Basin Plan has been in place since 1971, (with updates in 1994, 2010, and 2014) with the goal of protecting public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water. As discussed in Section 4.10, *Hydrology and Water Quality*, in the Initial Study (included as Appendix A), the Proposed Project would be consistent with the NPDES municipal stormwater permit, which includes implementing SWPPP BMPs to address potential stormwater pollutants during construction activities as well as a LID plan including BMPs to be used for drainage in Proposed Project design and operation. Thus, the Project would be consistent with the LARWQCB.

5.9.7 CUMULATIVE IMPACTS

Cumulative projects in the POLA and City of Los Angeles would have the potential to result in a cumulative impact if they would, in combination with the Proposed Project, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Cumulative projects in the City of Los Angeles would utilize regional planning documents such as SCAG's RTP/SCS during planning, and the City's General Plan would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in this jurisdiction would be required to comply with the applicable land use plan or they would not be approved without a general plan amendment. Additionally, pursuant to COLA CEQA transportation guidelines (City of Los Angeles Transportation Assessment Guidelines, August 2022) and as discussed in Sections 5.11 and 5.9.6, this project would not have cumulative transportation impact.

As the Proposed Project requires a POLA PMP amendment to change the PMP designation of the site, the Proposed Project would be consistent with the POLA PMP land use designation after the amendment and would be compatible with surrounding industrial uses. Determining whether any future projects might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications which are not currently filed might request. Future projects that would require an amendment would have to demonstrate zoning consistency with the surrounding area before being permitted by local jurisdictions. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, impacts from the Proposed Project would not be cumulatively considerable.

5.9.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impact LU-2 would be less-than-significant.

5.9.9 MITIGATION MEASURES

None required.

5.9.10 LEVELS OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory requirements ensures impacts related to land use and planning would be less-than-significant. No significant and unavoidable land use and planning impacts would occur.

5.9.11 REFERENCES

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