

Appendix A

# Land Use Policy Analysis Tables

**Table A-1.** Project Consistency Analysis with the San Pedro Community Plan

Policy	Consistency
<p><b>Goal 6:</b> To preserve the scenic and visual quality of coastal areas. The California Coastal Act of 1976 declared the California Coastal Zone a distinct and valuable resource of vital and enduring interest to all people that exists as a delicately balanced ecosystem.</p>	<p>The project would not substantially impact any scenic views of the ocean environment or any significant coastal landscapes. The project site does not consist of any scenic vistas. Additionally, the project would be constructed consistent with the existing fabric of the adjacent maritime communities.</p>
<p><b>Objective 6-2:</b> To protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and artificial resources.</p>	<p>The proposed project would upgrade the existing character of the site with a modern marina facility. The project would consist of replacing the existing boat slips with new slips and constructing new restaurants, a boat dealership, marine retail, boat storage, and a marina club/activity center. All structures would be constructed and maintained in a manner that would integrate with the existing environment in accordance with Coastal Zone policies.</p>
<p><b>Policy 6-2.1:</b> That the scenic and visual qualities of San Pedro be protected as a resource of community as well as of regional importance, with permitted development sited and designed to: protect the views to and along the ocean, harbor and scenic coastal areas; minimize the alteration of natural landform; be visually compatible with the character of the surrounding area; and prevent the blockage of existing views for designated public scenic view areas and Scenic Highways.</p>	<p>The proposed project design would be visually compatible with existing port and harbor uses of the area and the project would not impede views to or along the ocean, or any other scenic coastal areas. Implementation of the project would not require significant alterations to the natural landscape. Additionally, the pedestrian promenade would provide the public additional opportunities for ocean views. The site would be visible from Lookout Point. The view from Lookout Point to the completed project would be improved compared to the existing conditions on site.</p>
<p><b>Objective 6-3:</b> To assure the orderly and balanced utilization and conservation of Coastal Zone resources, taking into account the social and economic needs of the people of the region.</p>	<p>The project would replace the existing industrial feel of the area with that of a modern visually-pleasing marina, and result in a more appropriate use of the coastal resources of the area. Additionally, the proposed project would result in the creation of 419 full-time positions and an additional 191 seasonal jobs, for a full-time equivalent employment of approximately 514 full-time jobs. The project would contribute to the social and economic needs of the people of the region and would create additional port-dependent recreational uses.</p>

Policy	Consistency
<p><b>Policy 6-3.1:</b> That existing coastal-oriented recreational facilities be maintained, developed, and expanded (where needed) to provide local as well as regional access to, and enjoyment of, San Pedro's unique coastal resources.</p>	<p>The proposed project would increase access for area residents to the coastal environment. The project would expand recreational opportunities for the residents of San Pedro as well as surrounding areas by providing an additional 145 boat slips, 1,000 spaces for dry docked boats, and a marina area that would include restaurants, a marina club, and a wharf side pedestrian walkway. These uses would provide for both active and passive recreational pursuits.</p>
<p><b>Objective 6-4:</b> To maximize public access and recreational opportunities to and within the Coastal Zone consistent with sound resource conservation principles and the rights of private property owners.</p>	<p>Although the State of California Tidelands Grant prohibits private ownership of state tidelands, the project would provide the public additional access and recreational opportunities to and within the Coastal Zone. Existing resources within the project area would not only be conserved but also would be enhanced upon implementation of the proposed project.</p>
<p><b>Policy 6-4.1:</b> That adequate public parking areas serving recreational facilities along the coast be freely available to the public to avoid spillover parking into residential areas.</p>	<p>Adequate parking for the project would be provided by two parking lots located at areas throughout the project. The project would consist of an adequate amount of parking stalls, which would be conveniently located and substantial in number to prevent users from parking in nearby residential areas.</p>
<p><b>Objective 6.5:</b> To assure priority for coastal development over other development of the coast.</p>	<p>The proposed project would result in a development consistent with the existing coastal environment.</p>
<p><b>Policy 6-5.1:</b> That existing coastal-oriented recreational facilities be maintained, developed, and expanded where needed to provide local as well as regional access to, and enjoyment of, San Pedro's unique coastal resources.</p>	<p>The proposed project would increase access for area residents to the coastal environment. The project would expand recreational opportunities to the residents of San Pedro as well as surrounding areas by providing an additional 145 boat slips, 1,000 spaces for dry docked boats, and a marina area that would include restaurants, a marina club, and a wharf side pedestrian walkway. These uses would provide for both active and passive recreational pursuits.</p>

Policy	Consistency
<p><b>Policy 6-5.2:</b> Existing lower-cost visitor and recreational facilities shall be protected where feasible, and new ones encouraged, by allowing them as permitted uses in the appropriate land use categories. Developments providing public recreational opportunities are preferred uses.</p> <p>Oceanfront land suitable for coastal recreational uses shall be protected for coastal-related recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated in the property is already adequately provided for in the near vicinity.</p> <p>The use of private lands suitable for commercial/recreational facilities designed to serve visitors and enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, and general commercial development, but not over coastal-dependent industry.</p> <p>Upland areas necessary to support coastal recreational uses shall be reserved for such uses where feasible.</p>	<p>The existing marina and industrial area would be replaced with a modern marina facility and an additional 145 boat slips and opportunities for recreation. All proposed land uses would be consistent with surrounding uses. Additionally, the project would be considered an appropriate use of the area.</p> <p>A large portion of the proposed project would be used for recreational purposes and would protect existing recreational use of the area.</p>
<p><b>Objective 6-6:</b> To preserve existing scenic views of the ocean and harbor as seen from designated Scenic Highways, scenic view sites, and existing residential structures.</p>	<p>The proposed project would not be located adjacent to any scenic highways or scenic vistas. Additionally, views of open ocean areas from residential areas located on the bluffs near to the project would be substantially preserved. The proposed development would be visually compatible with the existing character of the marina.</p>
<p><b>Relationship to the Port of Los Angeles</b></p>	
<p><b>Goal 19:</b> To coordinate the development of the Port with surrounding communities, thereby improving the efficiency and operational capabilities of the Port and better serving the economic needs of Los Angeles and the region, while minimizing adverse environmental impacts to neighboring communities from Port-related activities.</p>	<p>Development of the proposed project would be consistent with the economic needs of the surrounding communities and the region. The project would incorporate applicable policies set forth in the Wilmington and San Pedro Community Plans. These plans set forth goals to increase regional employment opportunities while minimizing environmental impacts. Accordingly, the proposed project would result in the creation of 419 full-time positions and an additional 191 seasonal jobs, for a full-time equivalent employment of approximately 514 full-time jobs. Additionally, while the proposed project would improve the economic base of the surrounding communities, significant unavoidable adverse environmental impacts would be minimized through the incorporation of mitigation measures when appropriate.</p>

Policy	Consistency
<p><b>Objective 19-1:</b> To recognize the Port as a regional resource and the predominant influence on the economic well-being of the community, and to promote its continued development so as to meet the needs of the fishing industry, recreational users, and the handling of passengers and cargo, with special emphasis on the accommodation of increasingly larger ships.</p>	<p>The proposed project recognizes that the Port is a regional resource for employment opportunities and contributes to the economic well being of the surrounding communities. The project would contribute to the Port's ability to provide employment, while meeting the needs of recreationalists and those who derive their living via the fishing industry. The area in which the project is located is not presently used for or planned for passenger ships and would not adversely affect this use.</p>
<p><b>Policy 19-1.1:</b> That the Cabrillo Beach and West Channel areas of the Port be devoted to public recreation, commercial sportfishing, and recreational boating facilities.</p>	<p>The majority of uses of the proposed project involve public recreational opportunities, which include commercial sportfishing, and boating.</p>
<p><b>Policy 19-1.2:</b> That the West Bank of the main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port to be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industries, and such general cargo and container handling facilities as would not create or add to significant traffic congestion problems on Harbor Boulevard, which may result from the generation of additional railroad or industrial traffic.</p>	<p>The proposed project would consist of commercial, restaurant, recreational, and tourist-related activities and uses. Other uses (such as passenger terminals) would not be included within the project boundaries; they would not be considered consistent with adjacent uses and are therefore excluded. Traffic associated with the project would be managed by new and improved roadways, access, and parking facilities. No significant increases in traffic congestion would result.</p>
<p><b>Objective 19-2:</b> To coordinate the future development of the Port with the San Pedro Community Plan, the Beacon Street Redevelopment Project, and the development of the Central Business District of San Pedro.</p>	<p>The proposed project would be designed and constructed to maintain consistency with the San Pedro Community Plan. The project would be consistent with all applicable objectives and policies set forth in that plan. Development of the project would result in a contribution to the existing coastal environment and the San Pedro community. The railroad lines through the project area adjacent to Harbor Boulevard (formerly Miner Street) would be abandoned and removed. The Red Car system, however, would be extended adjacent to the project area and would provide tourist and area residents with convenient access to the site.</p>
<p><b>Policy 19-2.1:</b> The underutilized railroad lines in the West Channel/Cabrillo Beach and West Bank areas of the Port should be phased out upon relocation of the dry and liquid bulk transfer and storage facilities. Any rapid transit terminal serving the adjacent San Pedro community should be located convenient to the Beacon Street Redevelopment areas and Ports O' Call Village, utilizing the railroad right-of-way adjacent to Harbor Boulevard.</p>	<p>The proposed project is intended to serve the local communities surrounding the Port, through the provision of additional visitor-serving land uses, and additional recreational opportunities.</p>
<p><b>Policy 19-2.2:</b> Strengthen governmental interagency coordination in the planning implementation of Port projects for the purpose of facilitating greater efficiency in Port operations and better serving the interests of adjacent communities.</p>	<p>The proposed project is intended to serve the local communities surrounding the Port, through the provision of additional visitor-serving land uses, and additional recreational opportunities.</p>

Policy	Consistency
<p><b>Policy 19-2.3:</b> The Port should commit resources toward providing public amenities (commercial, recreational, and service-oriented) that will benefit the San Pedro community, consistent with the State Tidelands Grant, the California Coastal Act of 1976, and the City Charter.</p>	<p>The proposed project includes commercial, recreational, and service-oriented uses that will benefit the San Pedro community. All proposed uses associated with the proposed project are consistent with the State Tidelands Grant, the California Coastal Act, and the City Charter.</p>
<p><b>Objective 19-3:</b> To seek the relocation of potentially-hazardous or incompatible land uses away from the adjacent commercial and residential areas of San Pedro.</p>	<p>The uses associated with the proposed project are consistent with the residential uses of the San Pedro community. The project would include handling and/or storage of hazardous materials associated with the aboveground fuel tanks and boat storage lockers. All hazardous materials would be appropriately stored in accordance with applicable local, state, and federal safety regulations. Disposal of potentially hazardous materials would occur at approved offsite disposal locations. Therefore, no such impacts would adversely affect any portion of the surrounding communities.</p>
<p><b>Policy 19.3.1:</b> Facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, located in the Cabrillo Beach, East and West Channels, or West Bank portions of the main Channel should be phased out and relocated to Terminal Island or at its proposed southerly extension, with no further expansion of existing facilities or the development of new facilities permitted.</p>	<p>The proposed project would not incorporate the use, storage, processing, or distribution of substantial quantities of potentially hazardous petroleum or chemical compounds. Although relatively small quantities of hazardous materials will be used and stored, facilities with such uses are not considered hazardous materials facilities per the Risk Management Plan. Additionally, any previous land use that incorporated the use, storage, processing, or distribution of hazardous materials has been relocated and is no longer present on the project site.</p>

**Table A-2.** Project Consistency Analysis with the Wilmington Community Plan

Policy	Consistency
<p><b>Goal 18:</b> To coordinate the development of the Port with surrounding communities, both to improve the efficiency and operational capabilities of the Port and to better serve the economic needs of Los Angeles and the region, while minimizing adverse environmental impacts to neighboring communities from Port-related activities.</p>	<p>Although the proposed project would be located a considerable distance from Wilmington, the project would be consistent with policies set forth in the Wilmington Community Plan. Additionally, the project would provide business and employment opportunities for members of that community and would not generate significant impacts to the environment.</p>
<p><b>Objective 18-1:</b> To coordinate the future development of the Port with all adopted City Plans, the Wilmington Industrial Park Redevelopment Project, and the Enterprise Zone.</p>	<p>The proposed project would be consistent with all applicable community plans, such as the Wilmington Community Plan, the San Pedro Community Plan, and the Port Plan. The project, however, is not located in the area of Wilmington Industrial Park Redevelopment Project or the Enterprise Zone; therefore, those plans do not apply.</p>
<p><b>Policy 18-1.1:</b> Strengthen governmental interagency coordination in the planning and implementation of Port projects to facilitate greater efficiency in Port operations and to better serve the interest of adjacent communities.</p>	<p>The proposed project is intended to serve the local communities surrounding the Port, through the provision of additional visitor-serving land uses and additional recreational opportunities.</p>
<p><b>Objective 18-2:</b> To continue to develop and operate the Port to provide economic, employment, and recreational benefits to neighboring communities.</p>	<p>Development of the proposed project would be consistent with the economic needs of the surrounding communities and the region. The proposed project would result in the creation of 419 full-time positions and an additional 191 seasonal jobs, for an equivalent employment of approximately 514 full-time jobs. Additionally, the majority of uses of the proposed project involve public recreational opportunities, including commercial sportfishing and boating opportunities. These opportunities would provide a recreational benefit to the surrounding communities.</p>
<p><b>Policy 18-2.1:</b> The Port should continue to provide employment opportunities for workers residing in the Wilmington-Harbor City communities.</p>	<p>The proposed project would result in the creation of 419 full-time positions and an additional 191 seasonal jobs, for a full-time equivalent employment of approximately 514 full-time jobs. The project would contribute to the social and economic needs of the people of the region and could conceivably employ workers residing in the Wilmington community.</p>
<p><b>Policy 18-2.2:</b> The Port should commit resources toward providing public amenities (commercial, recreational, and service-oriented) that will benefit the Wilmington community, consistent with the State Tidelands Grant, the California Coastal Act of 1976, and the City Charter.</p>	<p>The proposed project would be consistent with all applicable policies set forth in the California Coastal Act as they apply to the Wilmington community. Additionally, the proposed project would be consistent with all applicable policies set forth in the Wilmington Community Plan, the State Tidelands Grant, and the City Charter.</p>

Policy	Consistency
<b>Policy 19-1.5:</b> Provide public access and viewing areas for the public enjoyment and education of the Coastal Zone environment, including access to, and viewing of, recreational and industrial activities in the Port consistent with public safety, efficient Port operation and the California Coastal Act.	A large portion of the proposed project would cater to, and provide access to, ocean and marine-oriented recreational activities. The new marina environment would effectively increase coastal-oriented recreational opportunities, which would provide area residents a greater opportunity to experience San Pedro's unique coastal resources.

**Table A-3. Project Consistency Analysis with the Port of Los Angeles Plan**

Regulations and Guidelines	Cabrillo Marina Project Consistency
<b>POLICIES</b>	
<p>1. Facilities for the commercial fishing industry shall be protected and (where feasible) upgraded, and shall not be reduced or eliminated unless the demand for them no longer exists or adequate alternative space can be provided.</p>	<p>Commercial fishing activities would not be impacted by implementation of the proposed project. The project would incorporate boat slips up to 125 feet in length that could accommodate fishing vessels. Additionally, the proposed project would provide opportunities for sportfishing from other boat slips.</p>
<p>2. Marina-related facilities and recreational boating facility projects, to the extent feasible, shall be designed and located so as not to interfere with the harbor-related needs of the commercial fishing industry or of vessels engaged in waterborne commerce, transportation, or services.</p>	<p>The proposed project would not interfere with any commercial vessels, waterborne commerce, transportation, or services within the harbor area. The project would provide slip space for sportfishing vessels. Additionally, the project would be used both for transportation purposes and for boat services such as repair, dry docking, and sales. The proposed project, which would be used for recreational boating, would be separated from areas already used for commercial fishing and shipping.</p>
<p>3. The West Channel/Cabrillo Beach areas of the Port shall be oriented to public recreation, commercial sportfishing, and recreational boating facilities.</p>	<p>The majority of the project would consist of public recreational opportunities, commercial sportfishing, and recreational boating facilities. The project would provide slip space for commercial and sportfishing vessels; 675 boat slips and 1,000 dry dock storage spaces would be used for recreational boat storage.</p>
<p>4. The West Bank of the Main Channel (southerly of the VTB) and the East Channel areas of the Port shall be devoted to commercial, restaurant, and tourist-oriented facilities; passenger terminals; facilities serving the sportfishing and commercial fishing industries; and non-hazardous general cargo and container facilities.</p>	<p>The proposed project has specific elements of commercial, restaurant, and tourist-oriented facilities, as well as facilities serving the sportfishing industry. All these uses would be represented and incorporated into the proposed project. General cargo space and passenger terminals are provided throughout other areas of the Port, and are not included within the project area.</p>
<p>6. The highest priority for any water or land area use within the jurisdiction of the Port shall be for developments which are completely dependant on such harbor water areas and/or harbor land areas for their operation.</p>	<p>The proposed project would be completely dependent on the Port waters and land, and could not be located in any other location. The project would not be feasible without utilizing the adjacent Port waters and land.</p>
<p>7. To minimize adverse environmental impacts, decisions to undertake individual and specific development projects within the harbor shall be based on considerations of alternative locations and designs.</p>	<p>Alternatives to the present proposed project location within the Port jurisdiction were evaluated and analyzed. Alternative designs also were discussed and evaluated; however, it was determined that these other locations and designs would not achieve the project objectives and would not reduce any environmental impacts.</p>

Regulations and Guidelines	Cabrillo Marina Project Consistency
8. Adequate public access shall be provided when designing and constructing facilities in upland and waterfront areas for public recreation, including boating facilities and marinas.	The proposed project includes improvements to Minder Street; access roads specific to the project would be constructed. Additional parking facilities would be constructed within the project area that would provide direct access to the onsite facilities.
9. Dredging or diking-and-fill projects may be accomplished solely for the purpose of expanding or creating new waterfront land for Port-related facilities. Dredging projects may only be undertaken for deepening, widening, or lengthening; for the maintenance of ship channel approaches, ship channels, turning basins and berthing areas for navigation; for new or expanded facilities, including commercial fishing and marinas; for recreational boating facilities; or for waterfront land for Port-related facilities.	The proposed project would consist of 75,000 cubic yards of excavated material and 120,000 yards of fill. The dredged and filled areas would result in the provision of land and water areas needed to serve the proposed project. The project would consist of land and water designated for a marina, recreational boating facilities, and other waterfront Port-related facilities. The project would be consistent with this objective.
12. Adequate fire and hazard protection facilities and equipment, which meet with the approval of the City of Los Angeles Fire Department, shall be provided in accordance with the RMP.	The proposed project would be constructed in accordance with all applicable fire codes and the RMP. The proposed project would be located within the jurisdiction of the Los Angeles Fire Department, which maintains an existing fire station adjacent to the project site. The project does not include hazardous facilities that are subject to the RMP.
14. Programs designed to improve or modify roadway circulation in the Port shall be developed, in part to eliminate hazardous situations caused by inadequately protected rail and highway crossings; dual use of streets (by rails in the pavement); service and other roads crisscrossing the tracks; and random use of land areas by both highway and rail movement.	The proposed project would remove the existing rail lines that occur within the project boundaries. Additionally, the project has been designed to minimize potential conflicts between rail cars and automobile traffic. Therefore, construction of the project and associated roadway improvement would not result in any roadway or rail crossings.
16. Location, design, construction, and operation of all new or expanded development projects under the Port's jurisdiction shall be based on the latest safety standards appropriate to the intended facility.	The proposed project would be designed and constructed in accordance with the most recent and applicable safety standards set forth by the seismic and uniform building codes. Additionally, the project would not incorporate the storage or handling of any hazardous materials.

Regulations and Guidelines	Cabrillo Marina Project Consistency
<p>18. Port development projects shall be consistent with the specific provisions of this Plan, the certified PMP, the California Coastal Act of 1976, and other applicable federal, state, county and municipal laws, and regulatory requirements.</p>	<p>The proposed project is consistent with the applicable policies set forth in the Port Plan as well as the PMP and the Coastal Act of 1976. An evaluation of consistency with the PMP is provided in Table 3.1-4, and consistency with the Coastal Act is provided within this chapter. Additionally, as stated in this chapter, the project would be consistent with all other applicable federal, state, county and municipal laws, and regulatory requirements.</p>
<p>19. The following long-range preferred water and land uses shall guide future Port development, as indicated by Planning Area and referenced on the accompanying map:</p> <p><u>Area 1 West Channel/Cabrillo Beach.</u> Public recreation and recreational boating facilities, and Port-related commercial uses.</p> <p><u>Area 2 West Bank.</u> Commercial, recreational, commercial fishing, and non-hazardous cargo operations and support activities.</p>	<p>As stated and discussed in this chapter of the EIR, the proposed project would be consistent with the applicable policies regarding PA 1, West Channel/Cabrillo Beach, and PA 2, West Bank. The project would provide land uses consistent with public recreation and recreational boating facilities, Port-related commercial uses, and commercial, recreational, and commercial fishing. Non-hazardous cargo operations and support activities would not be provided within the proposed project.</p>
<p><b>PROGRAMS</b></p>	
<p><b>II. Risk Management</b></p>	
<p>Implementation of the RMP, an element of the PMP.</p>	<p>As discussed in Chapter 3.14 in the EIR, the proposed project would be consistent with, and implement all applicable policies contained in, the RMP.</p>
<p><b>V. Recreational Facilities</b></p>	
<p>Development of a public recreational complex, including the improvement of existing facilities, a new marina, youth facilities, a public park, and camping facilities in the West Channel/Cabrillo Beach area.</p>	<p>The project would contribute to the planned recreational complex in the West Channel/Cabrillo Beach area by improving marina facilities and by providing commercial and recreational opportunities to serve visitors.</p>

**Table A-4. Project Consistency Analysis with the Port Master Plan**

Regulations and Guidelines for Development Projects	Cabrillo Marina Project Consistency
<b>A. General</b>	
<p>3. The highest priority for any water or land area use within the jurisdiction of the Port shall be for developments which are completely dependent on such harbor water areas or harbor land areas for their operations.</p>	<p>The majority of the land uses associated with the proposed project are completely reliant on the harbor waters within the Port. The proposed project would consist of enhanced and revitalized boat slips, boat storage, and commercial and sportfishing uses, as well as a large structure designated for dry docking. All of these uses would not be possible without utilizing Port waters.</p>
<p>5. Decisions to undertake individual and specific development projects shall be based on considerations of alternative locations and designs, where feasible and practical, in order to minimize any adverse environmental impacts.</p>	<p>The site of the proposed project is the only location in which the project could be appropriately located. No other suitable locations were found within the jurisdiction of the Port. Additionally, the present project design affords the project the most efficient use of the available land resources and is the most feasible and practical.</p>
<p>8. When a facility project involving a change in either land or water use is proposed for those areas in the Port which are adjacent or contiguous to either residential, commercial, or industrial areas in the surrounding communities, analysis of their location, design effect, and operation shall be made to insure the feasible compatibility of such a Port facility with either the existing uses of such community areas or the uses which may be proposed for such community areas in the General Plan or the Local Coastal Program of the City of Los Angeles.</p>	<p>The proposed project would be located adjacent to an existing portion of the Cabrillo Marina, as well as to a portion of the East Channel that serves cargo vessels. The project would be consistent with the uses found in the Cabrillo Marina but would conflict with the adjacent cargo handling area. However, the proposed project would be sufficiently distanced from the cargo vessel area and would not affect those operations.</p>
<b>C. Dredging, Diking, and Filling</b>	
<p>1. Dredging or diking and fill projects consistent with this PMP may be accomplished solely for the purpose of expanding or creating new waterfront land for Port-related facilities, and the proposed uses for land and water areas shall be stated in the PMP and amendments to it when such uses are specifically known.</p>	<p>The proposed project would consist of 75,000 cubic yards of excavated material and 120,000 yards of fill, which would require an amendment to the PMP. The dredged and filled areas would result in the provision of land and water areas needed to serve the proposed project. The project would consist of slip space that could be used by commercial fishing vessels, land designated for a marina, recreational boating facilities, and other waterfront Port-related facilities. The project would be consistent with this objective.</p>

Regulations and Guidelines for Development Projects	Cabrillo Marina Project Consistency
<b>E. Commercial Fishing and Recreational Facilities</b>	
<p>2. Marina, marina-related facilities, and recreational boating facility projects, to the extent feasible, shall be designed and located so as not to interfere with the harbor land and water needs of commercial fishing, or the needs of vessels engaged in waterborne commerce, transportation, or services in harbor waters or on harbor lands.</p>	<p>The proposed project would not interfere with any commercial vessels, waterborne commerce, transportation, or services within the harbor area. The project would provide slip space for sportfishing vessels. Additionally, the project would be used for both transportation purposes and for boat services such as repair, dry docking, and sales. The project, which would be used for recreational boating, would be separated from areas already utilized for commercial fishing and shipping.</p>
<p>3. In designing and constructing facilities in upland and waterfront areas for public recreation, including boating facilities and marinas, adequate public access shall be provided.</p>	<p>The proposed project includes improvements to Miner Street; access roads specific to the project would be constructed. Additional parking facilities would be constructed within the project area that would provide direct access to the onsite facilities.</p>
<p>4. Facilities for public recreation, including boating facilities and marinas, when feasible and practicable, shall be distributed and located in available areas of the Harbor District to avoid overcrowding or overuse of individual areas.</p>	<p>The proposed project would be located adjacent to the existing Cabrillo Marina and would enhance the existing marina facility. While the proposed project would increase the recreational capacity of the area by adding approximately 100 boat slips, a dry dock storage facility, and wharfside amenities such as restaurants and pedestrian access, the project would not result in overuse of the area. The project has been designed to maximize the usable space within the area while maintaining its integrity as a desirable recreational opportunity.</p>
<p>5. Coastal areas and waters in the Harbor District suitable for water-oriented recreational activities shall be protected for such uses where they do not interfere with commercial hazardous operations of activities.</p>	<p>The proposed project would be located in a coastal area of the Harbor District. Additionally, the project would incorporate uses that would increase the water-oriented recreational opportunities in the area.</p>

**Table A-5.** Project Consistency Analysis with the SCAG Regional Comprehensive Plan and Guide

Policy	Cabrillo Marina Project Consistency
3.01 The population, housing, and job forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	The proposed project is expected to generate approximately 419 full-time positions and an additional 191 seasonal jobs, which would result in an equivalent employment of approximately 514 full-time jobs. Therefore, the analysis contained in the EIR is consistent with this SCAG policy.
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	The EIR contains information regarding the development phasing of the project. The development of the project is divided into three basic phases. Phase I would consist of infrastructure, such as the removal of railroad tracks; intersection improvements to the south side of Miner and 22nd Streets; improvements to the south side of 22nd Street; West Channel slope protection; and construction of a cut/fill and bulkhead wall at the dry stack area. Phase II would consist of additional infrastructure improvements, such as the marine retail buildings and parking, dry stack building, boat dealers' parking and facilities (south), and sportfishing fleet and excursion slips. Construction would be completed in Phase III, which would include improvements to the north side of 22nd Street; intersection improvements to the north side of Miner and 22nd Streets; site preparation for the north boat mall and market deli; dredging and filling the south area of the Watchorn Basin; and improvements to the Main Basin perimeter bulkhead wall.
3.04 Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.	The proposed project would not generate population migration into the area or create a demand for new housing units. Additionally, the proposed project would result in an employment demand by creating full-time and part-time positions. The filling of these jobs could be accommodated by the existing labor pool within the greater Los Angeles area.
3.05 Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.	The proposed project would be constructed in an area that is presently served by existing water, sewer, storm drainage, electrical, natural gas, and transportation services. Upon project construction and as needed throughout the process, the utilities would be expanded to serve the needs of the proposed project. This would reduce the costs of expanding infrastructure and would maximize the use of existing facilities.

Policy	Cabrillo Marina Project Consistency
3.08 Encourage subregions to define economic strategy to maintain economic viability of the subregions, including the development and use of marketing programs, and other economic incentives, which support the attainment of subregional goals and policies.	Upon completion, the project would generate approximately 419 full-time positions and an additional 191 seasonal jobs, for a full-time equivalent employment of approximately 514 full-time jobs. This would result in the proposed project contributing to the economic base of the Harbor area as well as increasing the economic viability of the subregion.
3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	The proposed project identifies existing onsite and offsite infrastructure that would serve the proposed project. Existing infrastructure includes water, sewer, storm drainage, electrical, natural gas, and transportation services. The presence of this infrastructure would reduce the cost to public agencies that would provide services to the project.
3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	The proposed project utilizes flexible growth management policies, and has been analyzed pursuant to applicable guidelines, regulations and policies such as those contained in the San Pedro Community Plan, the Wilmington Community Plan, the Port Master Plan, the Port Plan, and the California Coastal Act.
3.11 Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing subregions.	The proposed project would be located in a housing-rich subregion of the City of Los Angeles. The project would generate approximately 419 full-time positions and an additional 191 seasonal jobs, for a full-time equivalent employment of approximately 514 full-time jobs; this would help offset the imbalance.
3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to through infill and redevelopment.	The proposed project would be considered an infill development redevelopment and an extension of the existing marina; it would reuse existing facilities that have good access to existing and proposed transit facilities. These transit facilities would provide easy access to the proposed project for both patrons and workers during all phases of construction and throughout its operation.
3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	The proposed project would redevelop and upgrade existing and deteriorated facilities to help achieve greater recreational activities.

Policy	Cabrillo Marina Project Consistency
3.18 Encourage planned development in locations least likely to cause adverse environmental impact.	The proposed project has been designed to minimize environmental impacts through reuse of existing facilities, and, when needed, the EIR proposes mitigation measures that would reduce impacts to less than significant levels. Additionally, the project would minimize the requirement for dredge and fill operations by utilizing a large portion of the existing land. Upon consideration of the proposed project, the Port may impose additional mitigation that would further reduce any environmental impacts.
3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	The EIR concluded that the proposed project would not be located in an area that contains any significant archaeological resources or any significant historic resources. If, however, significant archaeological or historical resources are found during any phase of construction, mitigation to reduce any impacts to less than significant levels would be implemented.
3.23 Encourage mitigation measures that reduce noise in certain locations; preserve biological and ecological resources; reduce exposure to seismic hazards and minimize earthquake damage; and develop emergency response and recovery plans.	The proposed project proposes mitigation measures that would reduce impacts associated with noise, aesthetics/visual resources, water quality and oceanography, biota and habitats, and cultural resources. Additionally, the proposed project would be served by the LAFD, LAPD, Port Police, and the USCG in times of emergency.
3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and to provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	The proposed project would provide public recreational facilities, such as restaurants, wharfside pedestrian walkways, boat slips, dry dock boat storage, and a marina club/activity center. Additionally, the project would be served by the LAPD and the LAFD. Notably, the LAFD maintains a fire station within 200 yards of the proposed project boundaries.
4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.	The proposed project does not involve the development of major transportation facilities. However, the project involves the improvement of area roadways and the creation of onsite parking facilities. These improvements will improve vehicular and pedestrian access to the site while providing for safety. All roadway improvements would be consistent with applicable codes and regulations. The design of the roadways and parking lots also would enhance environmental and aesthetic resources by blending into the natural surroundings through the planting of, and landscaping with, decorative plants and materials.

Policy	Cabrillo Marina Project Consistency
4.04 Transportation Control Measures shall be a priority.	The proposed project site design includes provisions for transit connections that would provide access to area buses, and enhanced pedestrian linkages that would encourage foot travel between adjacent area land uses.
5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provisions of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	The proposed project recognizes the need to reduce passenger vehicle use by utilizing existing bus transit and encouraging pedestrian travel. Also, the project is consistent with the City of Los Angeles Air Quality Element of the General Plan by integrating land use densities that support transit corridors. Additionally, the EIR compared and analyzed the potential air quality impacts that would result because of the increase in motorized boat traffic.
5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basing, county, subregional and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	The proposed project is consistent with the 1997 AQMP by comparing future emissions associated with the project with future emissions forecasted in the 1997 AQMP. The EIR concluded that the increase in pleasure craft usage as a result of the project would be approximately 4%. This increase would not exceed the anticipated emissions, and the project would be consistent with the 1997 AQMP.

**Table A-6.** Project Consistency Analysis with the California Coastal Act of 1976

Regulations and Guidelines	Cabrillo Marina Project
<b>Section 30220.</b>	
<p>Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</p>	<p>The proposed project would be situated in an area that is suitable for providing access to ocean-oriented recreational activities. No inland areas could satisfy the land uses associated with the proposed project.</p>
<b>Section 30224.</b>	
<p>Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas; increasing public launching facilities; providing additional berthing space in existing harbors; limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities; providing harbors of refuge; and providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.</p>	<p>The proposed project would encourage increased recreational boating use of coastal waters. The project would: provide a dry storage area for boats; increase public launching facilities; provide additional berthing space in existing harbors; limit non-water-dependent land uses that congest access corridors and preclude boating support facilities; provide harbors of refuge; and provide new boating facilities in natural harbors.</p>
<b>Section 30234.</b>	
<p>Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.</p>	<p>The proposed project would result in an upgraded recreational boating facility and associated marina complex. Boat slips for recreational and sportfishing uses would be provided. Slip sizes would range from 30–125 feet. Additionally, temporary moves would be made to reduce disruptions to the fishing and recreational boating fleets during construction.</p>
<b>Section 30255.</b>	
<p>Coastal-dependent development shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited on a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.</p>	<p>The proposed project is located along the shoreline within the Port and would be considered a coastal-dependant development. The project would be located on a previously disturbed site that does not contain any wetland resources. Additionally, the project would be located within a reasonable proximity to the coastal-dependent use it would support.</p>

## Regulations and Guidelines

## Cabrillo Marina Project

**Section 30701**

- (a) The ports of the State of California, including the Humboldt Bay Harbor, Recreation, and Conservation District, constitute one of the state's primary economic and coastal resources and are an essential element of the national maritime industry.
- (b) The location of the commercial port districts within the State of California, including the Humboldt Bay Harbor, Recreation, and Conservation District, are well established, and for many years such areas have been devoted to transportation and commercial, industrial, and manufacturing uses consistent with federal, state, and local regulations. Coastal Planning requires no change in the number or location of the established commercial port districts. Existing ports, including the Humboldt Bay Harbor, Recreation, and Conservation District, shall be encouraged to modernize and construct necessary facilities within their boundaries in order to minimize or eliminate the necessity for future dredging and filling to create new ports in the new areas of the state.

The proposed project consists of a plan to modernize the existing recreational and commercial component of the project site. The proposed project would expand upon the existing onsite uses and provide additional recreational and commercial uses within existing Port waters. The provision of these onsite uses would reduce the need for additional dredging and filling that would be required for new facilities to be constructed in previously undisturbed coastal areas.

**Section 30703.**

The California commercial fishing industry is important to the State of California; therefore, ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate alternative space has been provided. Proposed recreational boating facilities within port areas shall, to the extent it is feasible to do so, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

The proposed project would not interfere with the existing Port commercial fishing industry and would include slip space ranging in size from 30–125 feet. All recreational boating slips and services would be located in areas that would not hinder or preclude any commercial fishing vessel. Additionally, temporary moves would be made to reduce disruptions to the fishing and recreational boating fleets during construction.

**Section 30705.**

- (a) Water areas may be diked, filled, or dredged when consistent with a certified port master plan only for the following:
  - (2) New or expanded facilities on waterfront land for port-related facilities.
  - (3) New or expanded commercial fishing facilities or recreational boating facilities.

The proposed project would include the dredging of approximately 75,000 cubic yards and the fill of 120,000 cubic yards of fill. The project, however, would be considered consistent with this policy because the earthwork would provide expanded waterfront Port-related facilities and expanded opportunities for recreational boating.

---

Regulations and Guidelines	Cabrillo Marina Project
<b>Section 30708.</b>	
<p>All port-related developments shall be located, designed and constructed so as to:</p> <ul style="list-style-type: none"><li>(a) Minimize substantial adverse environmental impacts.</li><li>(b) Minimize potential traffic conflicts between vessels.</li><li>(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat use, to the extent feasible.</li></ul>	<p>The project would be constructed so that it would minimize impacts to the environment. The project would provide for specific water-related circulation improvements. Additionally, the proposed project would increase access to recreational facilities by providing 675 boat slips, and other areas such as pedestrian walkways, which would afford views of the harbor area and provide for passive recreational uses.</p>

---