Section 3.9
Land Use

3.9.1 Introduction

This land use analysis evaluates the consistency of the proposed Project with City of Los Angeles General Plan designations, Municipal Code zoning designations, and other applicable plans or policies adopted by agencies with jurisdiction over landside and waterside areas. Inconsistencies with land use policies are only considered significant impacts if the inconsistencies result in significant adverse environmental impacts. In addition, impacts from off-port truck and rail activities are discussed in other resource area sections such as Section 3.2, Air Quality, Section 3.6, Traffic, and Section 3.11, Noise. This analysis also addresses whether implementation of the proposed Project and alternatives would divide or isolate surrounding communities.

3.9.2 Environmental Setting

The Project site, consisting of the China Shipping Terminal at Berths 97-109 and the Catalina Express Terminal to the south, is located along the western edge of the Port, adjacent to the community of San Pedro and south of the community of Wilmington. Channel waters surrounding the Project site include the Southwest Slip and West Basin to the north and the West Turning Basin to the east. John S. Gibson Boulevard and Pacific Avenue are located to the west of the Project site; Knoll Hill, Front Street, and the Vincent Thomas Bridge are located to the south.

Terminals in the West Basin area are used primarily for general cargo and containerized terminal operations (Berths 100-131, 131-139, and 142-147). Other uses in the West Basin include liquid bulk operations at Berths 118-120 and an intermodal container transfer facility at Berths 121-131 (Yang Ming Terminal).

The Project site includes Berths 97-109 of the China Shipping Terminal, and the Catalina Express Terminal to the immediate south. The China Shipping Terminal was used historically as a marine oil tank farm and a terminal for shipping and receiving liquid petroleum products, with two wharves for ships, shipbuilding, and ship maintenance. When the oil tanks and shipbuilding facilities were removed, the terminal was partially developed with backlands, which were used as overflow container storage for the Yang Ming Terminal, located immediately to the north across the Southwest Slip. The site also was used for construction staging for adjacent projects such as the Pier 400 and Badger Avenue Bridge projects. Currently, Phase I of the China Shipping Terminal has opened, and the site is used as an active container terminal. The Catalina Express Terminal also

is located on the Project site. The terminal supports passenger shuttle service to and from Catalina Island.

3.9.2.1 Existing Land Uses

Port of Los Angeles

The LAHD administers the Port of Los Angeles, which includes 30 miles of waterfront and 7,500 acres of land and water area. LAHD administers automobile, container, omni, lumber, cruise ship, liquid and dry bulk terminals, and commercial fishing facilities. Port facilities include slips for 6,000 pleasure craft, sport fishing boats, and charter vessels, as well as community facilities, which include a waterfront youth center, Cabrillo Aquarium, and the Maritime Museum.

Major Port activities include commercial shipping and transfer of containerized cargo, liquid bulk cargo, break-bulk and dry bulk cargo, commercial fishing, recreation, and tourism.

Onsite Land Uses

The Project site includes Phase I of the China Shipping Container Terminal and the Catalina Express Terminal site, which will be vacant after the terminal is relocated to Berth 95 and the Princess Pavilion building.

The proposed Project comprises three phases of development designed to optimize container terminal operations within the Berth 97-109 area in the West Basin of the Port. As discussed in Chapter 2, some components of the first phase of the proposed Project have already been developed and are operational (that is, four gantry cranes, wharf improvements, one bridge, new backlands, and accessory buildings). However, the analysis that follows addresses all three phases of the proposed Project.

The existing 1,200-foot wharf at Berth 100 involved the placement of 88,000 yd^3 of rock and 14,000 yd^3 of clean backfill material, and installation of 652 of the 24-inch-diameter octagonal concrete wharf piles. This section of wharf was constructed in 2003 and started operation in June 2004 in accordance with the terms of the Amended Stipulated Judgment (ASJ).

Surrounding Land Uses

Berths 121-131

Berths 121-131 are known collectively as the Yang Ming Terminal, a consolidated container terminal. The Yang Ming Terminal occupies a 186-acre area bounded on the north by the Northwest Slip, on the south by Berths 118-120, and on the west by John S. Gibson Boulevard. Development on this terminal includes eight shoreside gantry cranes, maintenance and repair facilities, and an on-dock rail yard along the eastern edge of the terminal, parallel to John S. Gibson Boulevard. Terminal backlands are used for storage of cargo containers.

Berths 118-120

Berths 118-120 are located along the north side of the Southwest Slip near its junction with the West Basin proper. The three berths are developed as liquid bulk facilities handling petroleum products and are jointly operated as a single terminal;

however, two facilities comprise these berths. Berths 118-119, the Kinder Morgan/ GATX liquid bulk facility, are developed with several small buildings and 14 aboveground storage tanks in walled enclosures. Pipelines connect the tanks to the wharf and a tank facility in the City of Carson. The liquid bulk facility at Berth 120, Amerigas, has pipelines that connect with Berth 119, as well as a tank farm on nearby Gaffey Street. This facility can handle liquid or gas petroleum products such as liquid propane gas (LPG). Facilities at Berths 118-119 and Berth 120 include 821-foot and 418-foot docks.

Berths 136-147

Berths 136-147, TraPac Terminal, are operated as a consolidated container terminal and encompass 176 acres, occupying the entire northwestern corner of the West Basin of the Port. Facilities include 12 shoreside post-Panamax cranes[1] along the south- and west-facing waterfronts, a 28,000-square-foot maintenance shop, several small buildings, and surface parking. Backlands are used for storage of containerized cargo.

Berths 148-151

Berths 148-151, the ConocoPhillips Liquid Bulk Facility, are developed as a liquid bulk transfer facility. Facilities include 28 aboveground storage tanks in several walled enclosures, and several small buildings housing offices and maintenance operations. The berths are served by docks totaling 1,350 feet in length.

Other Land Uses in the Project Area

As illustrated in Figure 3.9-1, the Berth 97-109 terminal is bordered immediately to the north by the Southwest Slip and Berth 121-131 terminal. To the southwest, the Berth 97-109 terminal is bordered by John S. Gibson Boulevard becoming Pacific Avenue, Front Street, Knoll Hill, and the Terminal Island Freeway (SR-47). The Port Cruise Ship Terminal at Berths 87-95, south along the Main Channel, handles passenger cruise ships.

Although the Project area is adjacent to the community of San Pedro, both man-made and topographic features are barriers to the broader San Pedro community. To the southwest, Knoll Hill and the elevated Vincent Thomas Bridge (SR-47) separate the Project area from the commercial and mixed-use residential communities of San Pedro. Separations due west include John S. Gibson Boulevard and Pacific Avenue. Closely paralleling John S. Gibson Boulevard are Interstate 110 (I-110) and Gaffey Street. Topographically, two hills behind Pacific Avenue and Front Street separate the Project area from the larger San Pedro community: Knoll Hill (bounded by Front Street) and the West Knoll (referred to as the MacArthur Avenue Knoll) are surrounded by public facilities and industrial and commercial uses along Pacific Avenue and Front Street, with residential use at the top. These hills are located between the Port of Los Angeles and the I-110/ SR-47 interchange.

Three residences are located on Knoll Hill, two of which are abandoned. A community dog park with two existing fenced areas for dog runs was also located on the top of the hill. In late 2007, the dog park was relocated to the bottom of the hill. Two new temporary baseball fields, a T-ball field, and a parking area have been constructed at the

[1]Post-Panamax cranes are container cranes that are designed to handle the larger generation of container ships that exceed the maximum ship dimensions that can fit through the Panama Canal.

top of Knoll Hill at the site of the original dog runs. The temporary baseball and T-ball fields will be used for up to 3 years after completion (February 2008).

The Harbor Belt Line Railroad parallels John S. Gibson Boulevard to Pacific Avenue, continuing behind the west side of Knoll Hill with trackage entering marine terminals at several locations. Adjacent to the railroad tracks and behind Knoll Hill is a public vocational school facility. On the top of the MacArthur Avenue Knoll is a residential neighborhood.

South of Knoll Hill and the Terminal Island Freeway (SR-47) is a mixed residential area, a commercial center, and Port of Los Angeles passenger-oriented Berths 87-95. The industrial land uses in the community of San Pedro are concentrated between John S. Gibson Boulevard and Gaffey Street, east of the Harbor Freeway (I-110) (San Pedro Community Plan, 1999b). A large area dedicated to aboveground oil storage tanks divides San Pedro from Wilmington located farther north of the Project area. Beyond the industrial land use area, east of I-110 and Gaffey Street, in the community of San Pedro, land uses also include mixed residential, park lands, and small-scale neighborhood supportive commercial.

3.9.2.2 Redevelopment Areas in the Proposed Project Vicinity

Concerns have been expressed by members of the public regarding a possible link between Port activities and community "blight." The term blight has been used in a general sense to describe industrial conditions; however, the term "blight" has a very specific legal definition under redevelopment law and mainly refers to deterioration of an area caused by physical and economic forces. California's Community Redevelopment Law is codified in the Health and Safety Code Section 33000 *et seq*. This section defines blighted areas as having both adverse physical conditions and adverse economic conditions. Adverse physical conditions include structures with serious code violations, buildings that are dilapidated and deteriorated, inadequate lot sizes or configurations for existing market conditions, or incompatible adjacent land uses that prevent the economic development of those or other parcels. Adverse economic conditions include depreciated or stagnant property values, abnormally high business vacancies or excessive vacant lots, a lack of necessary commercial facilities that are normally found in neighborhoods (for example, grocery stores or banks), residential overcrowding, an excess of businesses that cater to adults, and crime rates that constitute a serious threat to public safety and welfare. In the City of Los Angeles, the Community Redevelopment Agency Board and City Council are jointly responsible for making the determination that an area has a blighted condition. Once a determination of blight is made, and a redevelopment plan is approved by the City Council, redevelopment under the Community Redevelopment Law can occur. Redevelopment is the responsibility of the Community Redevelopment Agency. The redevelopment project areas described below are located near the proposed Project site and outside Port jurisdiction. They are subject to the land use controls outlined in the City of Los Angeles General Plan and the applicable Redevelopment Plans. Although the Port does not have jurisdiction over these areas, some waterfront areas adjacent to the communities are being redeveloped for local and regional public access, economic development, and recreational activity.

Figure 3.9-1
Land Use Designations
Berth 97-109 Container Terminal Project EIS/EIR

Source: City of Los Angeles General Plan, Port of Los Angeles and San Pedro Community Plan, 1999

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Two redevelopment areas are located in the community of San Pedro and near the proposed Project site: the Pacific Corridor Redevelopment Project area and the Beacon Street Redevelopment Project area.

The 693-acre Pacific Corridor Redevelopment Project Area, established in 2002, extends from the south side of Knoll Hill and is bordered by Capital Drive on the north, Gaffey Drive on the west, 22nd Street on the south, and Harbor Boulevard on the east. That project includes development/rehabilitation of commercial/retail uses, a "welcome park," a transit center, additional parking, residential uses, and formation of an Arts District, and provides business incentives and other strategies. Historically, Pacific Avenue served as the main commercial street for the San Pedro community in the downtown area. More recently, however, it became an economically stagnant area with many empty storefronts and a high incidence of crime and graffiti. Construction of the Gaffey Street off-ramp from I-110 further exacerbated the decline by redirecting potential customers (CRA/LA, 2002).

The Beacon Street Redevelopment Project Area, established in 1969, comprises 60 acres and is bordered by 3rd Street on the north, Mesa Street on the west, 7th Street on the south, and Harbor Street on the north. The Beacon Street Redevelopment Project has transformed a blighted waterfront area into a modern downtown community, with new commercial, residential, cultural, and institutional uses. Major recent undertakings are acquisition and rehabilitation of the historic Warner Grand Theatre and development of a 14-screen movie theater complex (CRA/LA, 2005b).

3.9.3 Applicable Regulations

Land use and development within the Port and its vicinity are governed by several state and local plans and policies, as described in this section.

3.9.3.1 State Lands Commission

The State Lands Commission (SLC) has oversight responsibility for tidal and submerged lands and administers the Tidelands Trust Act, the state law that governs how Port properties can be used. Legislative authority is granted in trust to local jurisdictions. In 1911, the City of Los Angeles was granted the tidal and submerged lands within its boundaries to hold them in the public trust to be used for the public benefit, including the promotion of commerce, navigation, and fisheries.

In 1970, the City of Los Angeles Tidelands Trust was amended to allow for a broader use of "commerce." These uses include commercial and industrial buildings, public buildings, public parks, convention centers, playgrounds, small harbors, restaurants, motels, hotels, and the protection of wildlife habitats and open space. However, the LAHD was exempted from this expanded definition of "commerce." On January 1, 2003, Assembly Bill (AB) 2769 became effective and amended the City of Los Angeles Tidelands Trust to provide the City with greater flexibility for both development and the protection of wildlife and open space at and near the Port.

3.9.3.2 California Coastal Commission

The California Coastal Act (Coastal Act) of 1976 (PRC Section 30000 *et seq*.) was enacted to establish policies and guidelines that provide direction for the conservation

and development of the California coastline. The Coastal Act established the California Coastal Commission and created a state and local government partnership to ensure that public concerns regarding coastal development are addressed. The following are the policies of the Coastal Act that guide specific regulations pertaining to coastal zone conservation and development decisions.

+ Provide for maximum public access to and recreational use of the coast, consistent with private rights and environmental protection
+ Protect marine and land resources—including wetlands, rare and endangered habitat areas, environmentally sensitive areas, tide pools, and stream channels
+ Maintain productive coastal agricultural lands
+ Direct new housing and other development to urbanized areas with adequate services rather than allowing a scattered, sprawling, wasteful pattern of subdivision
+ Protect the scenic beauty of the coastal landscape
+ Locate any needed coastal energy and industrial facilities where such facilities will have the least adverse impact

The Coastal Act also influences Port operations. The Act established the California Coastal Commission as the coastal management and regulatory agency over the Coastal Zone (PRC 30103), within which the Port of Los Angeles is included. The California Coastal Commission is responsible for assisting in the preparation, review, and certification of Local Coastal Programs/Local Coastal Plans (LCPs). The LCPs are developed by municipalities for that portion of their jurisdiction that falls within the coastal zone. Following certification of the LCP, regulatory responsibility is then delegated to the local jurisdiction, although the Coastal Commission retains jurisdiction over the immediate shoreline. The Port Master Plan acts as the LCP for the Port of Los Angeles, as described in Section 3.9.3.5.

Chapter 8 of the Coastal Act establishes specific planning and regulatory procedures for California "commercial ports" (defined as the ports of San Diego, Los Angeles, Long Beach, and Hueneme). The Coastal Act requires that a coastal development permit be obtained from the Coastal Commission for certain development within these ports. However, a commercial port is granted the authority to issue its own coastal development permits once it completes a master plan certified by the Coastal Commission.

The standards for master plans, contained in Chapter 8 of the Coastal Act, require environmental protection while expressing a preference for port-dependent projects. Additionally, Section 30701 establishes the number and locations of California ports. This section of the Coastal Act encourages existing ports to modernize and construct necessary facilities within their boundaries to minimize the need to build new ports in the state. It is environmentally and economically preferable to locate major shipping terminals and other existing maritime facilities in the major ports rather than creating new ports in new areas of the state. Each commercial port in California has a certified port master plan that identifies acceptable development uses. If a port desires to conduct or permit developments that are not included in the approved port master plan, the port must apply to the Coastal Commission for either a coastal permit or an amendment to its master plan.

3.9.3.3 Port Master Plan

The proposed Project is located mostly in the Coastal Zone, which was established pursuant to the federal Coastal Zone Management Act of 1972 and the Coastal Act. These acts require that planning and development within the Coastal Zone be compatible with coastal resources. The Coastal Act established the California Coastal Commission as the coastal management and regulatory agency responsible for governing coastal resources.

Chapter 8 of the Coastal Act contains policies applicable to the portions of California ports within the coastal zone. Chapter 8, Article 3, of the Coastal Act stipulates that ports shall prepare and adopt master plans containing provisions within that chapter (California PRC Sections 30710-30721). Port master plans are then certified by the Coastal Commission, and development projects authorized or approved pursuant to an adopted and certified master plan are deemed to be in conformity with the Coastal Zone Management Program.

The Port of Los Angeles Master Plan (LAHD, 1980) provides for the short- and long-term development, expansion, and alteration of the Port. The Port Master Plan has been certified by the California Coastal Commission and is consistent with the Port of Los Angeles Plan, an Element of the City's General Plan. The Port Master Plan divides the Port into a series of master planning areas, for which it identifies short-term plans and preferred long-range uses. Master Plan Areas 3, 4, and 5 are located in the vicinity of the proposed Project site.

Master Plan Area 3, the West Turning Basin that includes the Project site, is oriented toward cargo handling, heavy industry, and commercial land uses (Figure 3.9-1). Long-range preferred uses for this area include commercial shipping.

Master Plan Area 4, the West Basin, is dedicated to container and liquid bulk operations (Figure 3.9-1). Short-term plans for the area identify container operations as the primary use, accompanied by liquid bulk facilities. Preferred long-range plans include relocation of existing liquefied petroleum gas facilities and replacement with a major cargo container complex.

3.9.3.4 City of Los Angeles General Plan

The City of Los Angeles General Plan is a comprehensive, long-term plan for the physical development of the City. The Los Angeles General Plan includes the following citywide elements: Framework, Transportation, Infrastructure Systems, Housing, Noise, Air Quality, Conservation, Open Space, Historic Preservation and Cultural Resources, Safety, Public Facilities and Services, and Land Use.

The City of Los Angeles General Plan Land Use Element includes 35 local area plans, known as Community Plans, as well as plans for the Port of Los Angeles and Los Angeles International Airport. The Port of Los Angeles Plan (1982 plus subsequent amendments), part of the City of Los Angeles General Plan Land Use Element, is intended to serve as the official 20-year guide to the continued development and operation of the Port, and is consistent with the Port Master Plan. The primary purposes of the Port of Los Angeles Plan are:

+ To promote an arrangement of land and water uses, circulation, and services that contribute to the economic, social, and physical health, safety, welfare, and convenience of the Port, within the larger context of the City

+ To guide development, betterment, and change within the Port to meet existing and anticipated needs
+ To contribute to a safe and healthful environment
+ To balance growth and stability
+ To reflect economic potentialities or limitations, water developments, and other trends
+ To protect investment to the extent reasonable and feasible

The Port of Los Angeles Plan designates the northern and western portions of the Port, including the West Basin, as Commercial/Industrial land uses, which are further classified as General/Bulk Cargo and Commercial/Industrial Uses/Nonhazardous uses. General Cargo includes container, break-bulk, neo-bulk, and passenger facilities. Commercial uses include restaurants and tourist attractions, offices, retail facilities, and related uses. Industrial uses include light manufacturing/maritime-related industrial activities, ocean-resource industries, and related uses.

The remainder of the Port to the southeast is similarly designated and classified, differentiated only by a Hazardous Uses classification (City of Los Angeles, 1982). Figure 3.9-1 illustrates General Plan land use designations for the proposed Project area.

The Port of Los Angeles Plan contains the following objectives and policies applicable to the West Basin.

3.9.3.4.1 Port of Los Angeles Plan Objectives

Objective 1. To maintain the Port of Los Angeles as an important local, regional, and national resource and to promote and accommodate the orderly and continued development of the Port to meet the needs of foreign and domestic waterborne commerce, navigation, the commercial fishing industry, and public recreational needs

Objective 2. To establish criteria and standards for the long-range orderly expansion and development of the Port by the eventual aggregation of major functional and compatible land and water uses under a system of preferences that will result in the segregation of related Port facilities and operations into functional areas

Objective 3. To coordinate the development of the Port of Los Angeles and the development of adjacent communities as set forth in the community plans for San Pedro and Wilmington-Harbor City

Objective 4. To assure priority for water and coastal dependent development within the Port, while maintaining and, where feasible, enhancing the coastal zone environmental and public views of and access to coastal resources

Objective 5. To permit the Port to have the flexibility in its development processes to adequately respond to the pressures and demands placed upon it by:

a. Changing technologies in the ocean and land movement of waterborne commerce
b. Changing patterns in the commodity mix and form of waterborne commerce
c. Changing developments in the Port of Long Beach and the surrounding residential and industrial areas adjacent to and affected by the Port

d. Changing laws and regulations affecting the environmental and economic uses of the Port

e. Changes in other U.S. ports affecting the competitive position of the Port

Objective 6. To relocate hazardous and incompatible land uses away from adjacent residential, public recreational, and tourist areas when appropriate land areas for relocation become available

Objective 7. To promote efficient transportation routes within the Port consistent with external systems to connect employment, waterborne commerce, commercial, and recreational areas

Objective 8. To upgrade the existing rail transportation system to keep pace with Port development and to abolish redundant trackage so that valuable land can be better used and operations improved

Objective 9. To minimize conflicts between vehicular, pedestrian, railroad, and Harbor-oriented industrial traffic, tourist and recreational traffic, and commuter traffic patterns within the Port

3.9.3.4.2 Port of Los Angeles Plan Policies

Policy 6. The highest priority for any water or land area use within the jurisdiction of the Port shall be for developments that are completely dependent on harbor water areas and/or harbor land areas for operations.

Policy 7. Decisions to undertake individual and specific development projects shall be based on considerations of alternative locations and designs to minimize environmental impacts.

Policy 10. Necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water-dependent facilities shall be maintained and developed to preclude the necessity for new ports elsewhere in the state.

Policy 13. Road, rail, and access systems within the Port and connecting links with road, rail, and access systems outside the Port shall be located and designed to provide necessary, convenient, and safe access to and from land and water areas consistent with the long-term preferred uses for the Port and consistent with the applicable elements of the Los Angeles General Plan and the Local Coastal Program.

Policy 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/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.

Policy 15. When an existing facility in the Port requires alteration or modifications to maintain its level of service or improve the safety of the facility or its operations, such changes shall be made regardless of the fact that the particular facility is not necessarily designated to remain in its existing location on a long-term basis.

Policy 18. Port development projects shall be consistent with the specific provisions of this Plan, the certified Port Master Plan, the California Coastal Act of 1976, and other applicable federal, state, county, and municipal laws and regulatory requirements.

Policy 19. The following long-range preferred water and land uses shall guide future Port development in the Project vicinity:

+ *Area 3 – West Turning Basin:* Nonhazardous general cargo operations, commercial shipping, and other heavy commercial and industrial uses.

+ *Area 4 – West Basin:* Nonhazardous general cargo operations and Port-related industrial uses.

3.9.3.5 Zoning Designations

The Los Angeles General Plan has adopted generalized land use maps for each Community Plan (City of Los Angeles, 2003).[2] These land use categories (reflected in Figure 3.9-1) are associated with a set of land use zones that could be considered in rezoning applications. Existing zoning designations for the West Turning Basin and Project vicinity are shown in Figure 3.9-2. The zoning designation for Berths 97-109 is zoned M3 and [Q]M3-1 (Heavy Industrial Zone, Height District 1) in the City of Los Angeles Planning and Zoning Code (City of Los Angeles, 2000a). The heavy industrial designation includes a qualified classification, as indicated by the bracketed [Q] symbol in the zoning designation. The qualified classification indicates that a property might not be available for all uses ordinarily permitted in a particular zone classification, and/or that development is required to conform to certain standards. Accordingly, the [Q] in this zone restricts uses to General Cargo, limited Port-related commercial, industrial, and support uses (Ordinance 165406, effective February 1990). The zone limits the storage of hazardous materials, liquid, or solid bulk that is flammable, explosive, or produces a flammable, toxic, or suffocating gas (City of Los Angeles, 1999a). Proposed development authorized by reason of the qualified zone classification is required to demonstrate compliance with all applicable terms of the zoning ordinance otherwise implied by the zoning designation (City of Los Angeles, 2003).

The industrial zoning designation allows a building floor-area ratio (FAR) of 1.5 times the buildable area of the lot. Also, in industrial zones, building and structure heights on industrially zoned property in Height District 1 are dependent upon the zoning classification of adjacent properties, project site distance from those properties, and surrounding topography. Accordingly, building and structure FAR and height limitations vary throughout the Project area (City of Los Angeles, 2000b).

Exceptions to the height limitation are permitted for equipment necessary to operate a structure in the height zone, provided such structures are not constructed solely for the purpose of creating additional floor area (City of Los Angeles, 2000c).

The remainder of the West Basin is zoned for heavy industrial uses.

Residentially zoned properties exist on Knoll Hill (west of the Project site) and south of SR-47 in San Pedro. Of the three residences on Knoll Hill, two are vacant, and one is occupied.

[2]The Community Plans include a map that shows generalized land use types in the Plan area. Categories include low-density residential, neighborhood commercial, heavy industrial, and open space. The general land uses in the Community Plans are implemented through specific zoning designations and serve as a guide for rezoning purposes.

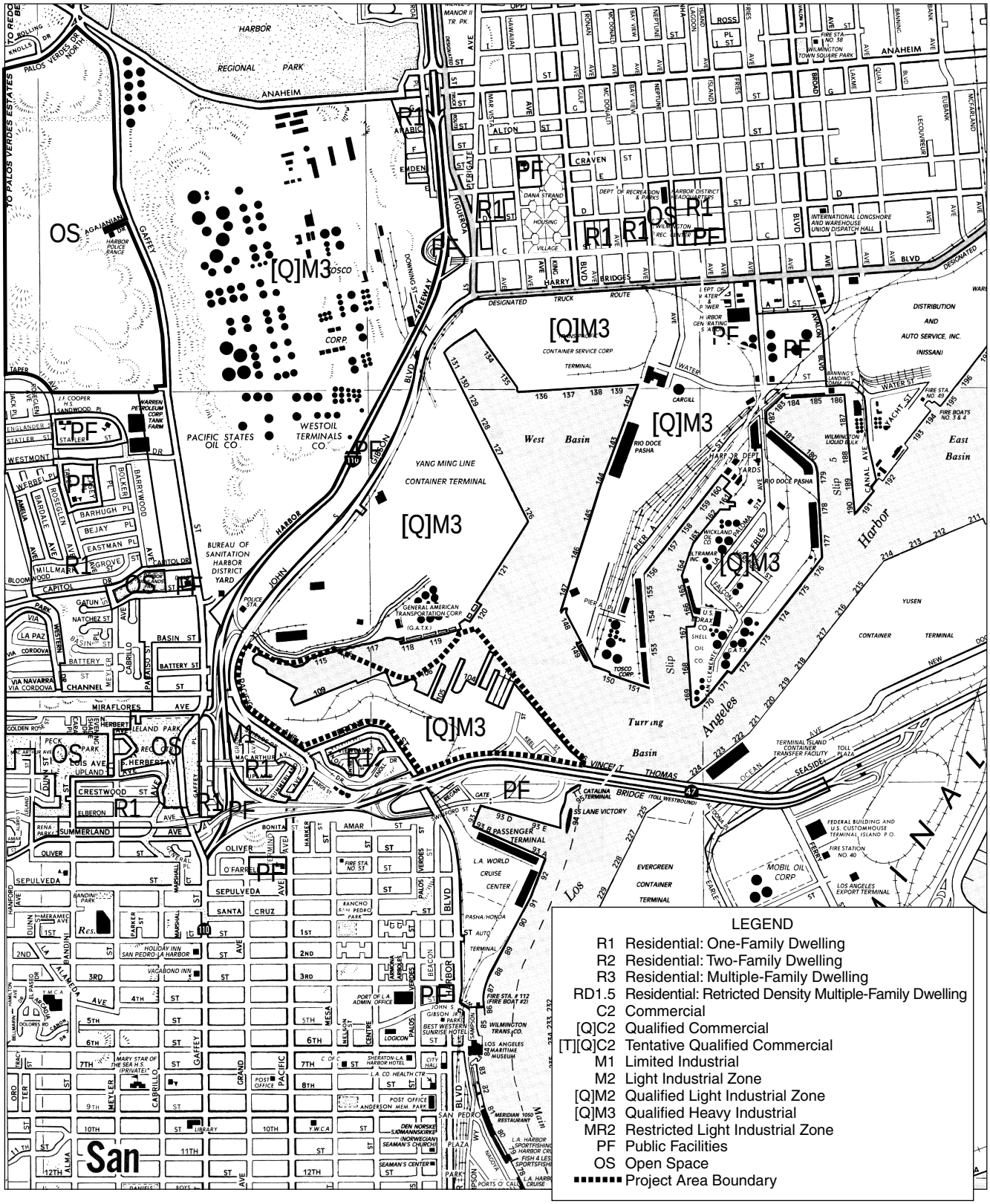

Figure 3.9-2
Zoning Designations for the Project Area and Project Vicinity
Berth 97-109 Container Terminal Project EIS/EIR

Source: Los Angeles Municipal Code, General Provisions and Zoning, 1990

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3.9.3.6 San Pedro Community Plan

Although the West Basin is entirely located within the Port of Los Angeles Plan area, it abuts the San Pedro Community Plan area along its western edge. (John S. Gibson Boulevard divides the two plan areas). Accordingly, goals, objectives, policies, and associated implementing programs of the Community Plan addressing Port land uses and operations are considered in the Port of Los Angeles Plan.

Relevant policies and objectives in the San Pedro Community Plan are as follows.

+ The development of the Port of Los Angeles should be coordinated with surrounding communities to improve the efficiency and operational capabilities of the Port to better serve the economic needs of Los Angeles and the region, while minimizing adverse environmental impacts to neighboring communities from Port-related activities.

+ Future development of the Port should be coordinated with the San Pedro Community Plan, the Beacon Street Redevelopment Project, and development of the Central Business District of San Pedro.

+ 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 in a convenient location near the Beacon Street Redevelopment area and Ports O' Call Village, using the railroad right-of-way adjacent to Harbor Boulevard.

+ Relocation of potentially hazardous and/or incompatible land uses should be sought away from the adjacent commercial and residential areas of San Pedro.

+ Facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, located in the Cabrillo Beach, East and West Channels, or West Bank portions of the Main Channel should be phased out and relocated at Terminal Island or its proposed southerly extension, with no further expansion of existing facilities or the development of new facilities permitted.

3.9.3.7 Southern California Association of Governments Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) integrates the SCAG planning policy for Land Use and Housing, Solid Waste, Energy, Air Quality, Open Space and Habitat, Economy and Education, Water, Transportation, Security and Emergency Preparedness, and Finance. The RCP is built around the "Compass Growth Vision and 2% Strategy" adopted by the Regional Council in April 2004, which is based on four key principles. These principles include mobility, getting where we want to go; livability, creating positive communities; prosperity, long-term health for the region; and sustainability, preserving natural surroundings.

The RCP transportation policies are based on the adopted 2004 Regional Transportation Plan (RTP). The RTP includes an action plan for implementation of strategies in support of the policies adopted by the SCAG Regional Council. The 2004 RTP establishes a transportation vision for an area that includes Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. The RTP is a multimodal plan representing a

vision for a better transportation system, integrated with the best possible growth pattern for the region over the plan horizon of 2030. The 2004 RTP goals and policies include the following:

+ Maximize mobility and accessibility for all people and goods in the region
+ Ensure travel safety and reliability for all people and goods in the region
+ Preserve and ensure a sustainable regional transportation system
+ Maximize the productivity of our transportation system
+ Protect the environment, improve air quality, and promote energy efficiency
+ Encourage land use and growth patterns that complement our transportation investments

3.9.3.8 San Pedro Bay Ports Clean Air Action Plan

The Port, in conjunction with the Port of Long Beach and with guidance from SCAQMD, CARB, and USEPA, has developed the San Pedro Bay Ports Clean Air Action Plan (CAAP), which was approved by the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006. The CAAP is addressed in detail in Section 3.2, Air Quality. The CAAP focuses on reducing diesel particulate matter (DPM), NO_X, and SO_X, with two main goals: (1) to reduce Port-related air emissions in the interest of public health, and (2) to disconnect cargo growth from emissions increases. The CAAP includes near-term measures for Project-specific impacts implemented largely through the CEQA/NEPA process and new leases at both ports and Port-wide measures implemented by Port-supported programs, lease requirements, tariffs, and MOUs.

The CAAP consists of the following standards:

1. San Pedro Bay Standards
    + Reduce public health risk from toxic air contaminants associated with Port-related mobile sources to acceptable levels.
    + Prevent Port-related violations of the state and federal ambient air quality standards at air quality monitoring stations at both ports.
    + Reduce criteria pollutant emissions to the levels that will assure that Port-related sources contribute their “fair share” to enable the South Coast Air Basin to attain state and federal ambient air quality standards.
2. Project-Specific Standards
    + Projects must achieve the excess residential cancer risk threshold of 10 in 1,000,000, as determined by health risk assessments conducted during CEQA review and implemented through required NEPA/CEQA mitigations associated with lease negotiations. Projects that exceed the SCAQMD CEQA significance thresholds for criteria pollutants must implement the maximum available controls and feasible mitigations for any emissions increases.

3. Source-Specific Performance Standards

   + These standards include a series of measures that will be implemented through Port lease requirements, tariffs, incentives, and the NEPA/CEQA environmental review process.

   + Compliance with the Project-Specific Standards might require that an individual terminal go beyond the Source-Specific Performance Standards or advance the date of compliance with those performance standards.

   + The Source-Specific Performance Standards are targeted at the following five source categories of mobile equipment and vessels that are part of Port-related goods movement: (1) heavy-duty vehicles/trucks; (2) oceangoing vessels; (3) cargo-handling equipment; (4) Harbor craft; and (5) railroad locomotives.

The proposed Project includes air quality control measures outlined in the CAAP, both as mitigation that will be imposed via permits and lease provisions and as standard measures that will be implemented through lease agreements with other agencies and business entities and with Port contracting policies.

3.9.3.9 Port of Los Angeles Sustainable Construction Guidelines

The Port adopted the Port of Los Angeles Sustainable Construction Guidelines in February 2008. The guidelines will be used to establish air emission criteria for inclusion in construction bid specifications. The guidelines will reinforce and require sustainability measures during performance of the contracts, balance the need to protect the environment, be socially responsible, and provide for the economic development of the Port. Future resolutions are anticipated to expand the guidelines to cover other aspects of construction, as well as planning and design. These guidelines will be made a part of all construction specifications advertised for bids.

Significant features of these Guidelines include, but are not limited to:

+ All ships and barges used primarily to deliver construction related materials for LAHD construction contracts shall comply with the Vessel Speed Reduction Program and use low-sulfur fuel within 40 nautical miles of Point Fermin.

+ Harbor craft shall meet USEPA Tier 2 engine emission standards, and the requirement will be raised to USEPA Tier3 engine emission standards by January 1, 2011.

+ All dredging equipment shall be electric.

+ On-road heavy-duty trucks shall comply with USEPA 2004 on-road emission standards for PM_{10} and NO_X and shall be equipped with a California Air Resources Board (CARB)-verified Level 3 device. Emission standards will be raised to EPA 2007 on-road emission standards for PM_{10} and NO_X by January 1, 2012.

+ Construction equipment (excluding on-road trucks, derrick barges, and harbor craft) shall meet Tier 2 emission off-road standards. The requirement will be raised to Tier 3 by January 1, 2012, and to Tier 4 by January 1, 2015. In addition, construction equipment shall be retrofitted with a CARB-certified Level 3 diesel emissions control device.

+ Comply with SCAQMD Rule 403 regarding Fugitive Dust in addition to other fugitive dust control measures.

+ Additional Best Management Practices (BMPs), based largely on Best Available Control Technology (BACT), will be required on construction equipment (including on-road trucks) to further reduce air emissions.

3.9.4 Impacts and Mitigation Measures

3.9.4.1 Methodology

This analysis evaluates consistency or compliance of the proposed container terminal improvements, with adopted plans and policies governing land use and development at the Port. All plans with policies applicable to Port development were evaluated, including the City of Los Angeles General Plan and its Elements, the City of Los Angeles Planning and Zoning Code, Port of Los Angeles Master Plan, and plans prepared by other agencies with jurisdiction over potentially affected resources. Inconsistency with a land use policy or objective is only one of numerous factors that determine whether the inconsistency results in a significant adverse environmental impact. Thus, such an inconsistency does not necessarily result in a significant impact under CEQA. Further, any physical impact on the environment that might result from an inconsistency with land use policies or objectives is addressed in the appropriate resource section, not in an analysis of land use.

The land use analysis addresses the potential for the creation of physical incompatibilities between the proposed Project and adjacent land uses or activities that would result in a significant adverse environmental impact. This is accomplished through the evaluation of the extent to which offsite land uses could be affected by physical division or isolation caused by the proposed Project.

3.9.4.1.1 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a project that exist at the time of the Notice of Preparation (NOP). These environmental conditions would normally constitute the baseline physical conditions by which the CEQA lead agency determines if an impact is significant. For purposes of this Recirculated Draft EIS/EIR, the CEQA baseline for determining the significance of potential impacts under CEQA is the environmental setting prior to March 2001, pursuant to the ASJ described in Chapter 1, Section 1.4.3. CEQA baseline conditions are described in Section 2.6.1. The CEQA baseline for this proposed Project includes 45,135 TEUs per year that occurred on the Project site in the year prior to March 2001.

The CEQA baseline represents the setting at a fixed point in time, with no project growth over time, and differs from the No Project Alternative (discussed in Section 2.6.2) in that the No Project Alternative addresses what is likely to happen at the site over time, starting from the baseline conditions. The No Project Alternative allows for growth at the proposed Project site that would occur without any required additional approvals.

3.9.4.1.2 NEPA Baseline

For purposes of this Recirculated Draft EIS/EIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the NEPA baseline. To ensure a full analysis of the impacts associated with Phases I through III, the

NEPA baseline does not include the dredging required for the Berth 100 wharf, the existing bridge across the Southwest Slip, or the 1.3 acres of fill constructed as part of Phase I (i.e., the Project site conditions are considered without the in-water Phase I activities and structures). The NEPA baseline condition for determining significance of impacts includes the full range of construction and operational activities the applicant could implement and is likely to implement absent a permit from the USACE. The NEPA baseline for this project is not fixed. The NEPA baseline includes construction and operation of backlands container operations on as much as 117 acres but does not include wharves, dredging, and improvements that would require federal permits. The NEPA baseline assumes 117 acres of backlands, which is greater than the 2001 baseline conditions. In addition, the NEPA baseline would store or manage up to 632,500 TEUs onsite, but no annual ship calls are included in the NEPA baseline (see Section 2.6.2 for further information).

Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA baseline is not bound by statute to a "flat" or "no-growth" scenario. Therefore, the USACE could project increases in operations over the life of a project to properly describe the NEPA baseline condition. Normally, any ultimate permit decision would focus on direct impacts of the proposed Project to the aquatic environment, as well as indirect and cumulative impacts in the uplands determined to be within the scope of federal control and responsibility. Significance of the proposed Project or alternative is defined by comparing the proposed Project or alternative to the NEPA baseline (i.e., the increment). The NEPA baseline conditions are described in Section 2.6.2.

The NEPA baseline also differs from the No Project Alternative, under which the Port would take no further action to construct and develop additional backlands (other than the 72 acres that currently are developed). Under the No Project Alternative, no construction would occur other than the Phase I construction. However, the abandonment of the existing bridge and 1.3 acres of fill, as well as removal of the four A-frame cranes built as part of Phase 1 would occur. Forecasted increases in cargo throughput would still occur as greater operational efficiencies are realized.

3.9.4.2 Thresholds of Significance

The following criteria are based on the *City of Los Angeles CEQA Thresholds Guide* (City of Los Angeles, 2006) and are the basis for determining the significance of impacts associated with land use consistency and compatibility resulting from proposed Project development. The proposed Project or alternative would have a significant land use impact if the Project is inconsistent with one of the standards listed and the inconsistency results in a significant adverse environmental effect:

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

LU-2: The proposed Project would be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact.

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

LU-4: The proposed Project would divide or isolate neighborhoods, communities, or land uses.

LU-5: The proposed Project would cause a secondary impact to the surrounding land uses.

3.9.4.3 Impacts and Mitigation

3.9.4.3.1 Proposed Project

3.9.4.3.1.1 Land Use Consistency

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

Proposed terminal buildings would conform with height requirements associated with the site zoning as outlined in the Los Angeles General Plan and discussed earlier in Section 3.9.3.4, Zoning Designations. The proposed Project would convert the 45 acres of fill in the Southwest Slip created by the Channel Deepening Project to backlands. Thirty-five of the 45 acres are designated for general cargo uses in the Port Master Plan, and 8 acres (of the remaining 10 acres) are designated for other uses. Therefore, an amendment to the Port Master Plan to use the 8 acres for backlands would be required. However, container terminal operations on this remaining 8 acres would be consistent with the overall general cargo uses identified in the Port Master Plan for Area 3.

The proposed Project would remain consistent with the Port of Los Angeles Community Plan [Q] M3-1 zone designation for the West Basin as Commercial/Industrial operation (that is, General/Bulk Cargo and Commercial/Industrial Uses/Nonhazardous Uses). The proposed Project would not introduce inconsistent land uses at this location. Catalina Express Terminal operations would be relocated from Berth 96 to the south of the Vincent Thomas Bridge at Berth 95.

Implementation of the Project would require the transportation, by barge, of rock material from a quarry located on Catalina Island. The quarry is an existing designated and permitted facility, and use of the quarry as a source of rock would comply with the permitted use of the facility and other regulatory land use and zoning conditions associated with its operation.

CEQA Impact Determination

As discussed above, the proposed Project would be consistent with the site zoning and generalized land use designations in the Port of Los Angeles Plan. Although the proposed Project would require amendments to the Port Master Plan to redesignate land for general cargo, the inconsistencies with the Port Master Plan are considered minor, because the activities allowed under the general cargo designation are similar to the activities allowed under the container terminal designation. Consequently, this minor inconsistency with the Port Master Plan would be addressed through the issuance of amendments to the Plan and would not result in significant environmental impacts. In addition, the proposed Project would be consistent with the Port Master Plan by accommodating the high priority for water-dependent uses. Thus, the proposed Project would be consistent with the overall intent of the Port Master Plan despite the need for an amendment to allow container terminal uses on 8 acres designated as general cargo. The relocation of the Catalina Express Terminal to allocation south of the Vincent Thomas Bridge is consistent with the general land use

areas designated in the community plans. The proposed Project, therefore, would not result in significant impacts because it would be consistent with land use designations (after amendments) of applicable plans.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

The proposed Project would result in the construction of wharf improvements at Berths 100 and 102 along with construction and development of 142 acres of backlands; whereas, the No Federal Action Alternative would not include wharf development but would include construction and development of 117 acres of backland. The wharf improvements would allow ships to berth at the Project site and full use of the Project site as a container terminal, which is water dependent. The improvements under the proposed Project would not result in features that are inconsistent with adopted land use designations and plans. Therefore, the proposed Project would have a less than significant impact under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Impact LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

The proposed Project would be consistent with the identified uses in the Port Master Plan. Because the Port Master Plan serves as the LCP for the California Coastal Commission, the proposed Project, therefore, is consistent with the Coastal Act. In addition, the proposed Project would be consistent with the Port Master Plan by accommodating the high priority for water-dependent uses. Thus, the proposed Project would be consistent with the overall intent of the Port Master Plan despite the need for an amendment to allow container terminal uses on 8 acres designated as general cargo. The proposed Project also would be consistent with the industrial short-term and long-range preferred uses identified in the Port Master Plan for Port Development Area 3, which encompasses the Project site.

The proposed Project would be consistent with the Port of Los Angeles Plan, which gives priority to water-dependent developments. Objective 1 of the Port of Los Angeles Plan is to maintain the Port as an important local, regional, and national resource and to accommodate the orderly development of the Port to meet the needs of foreign and domestic waterborne commerce. Objective 4 of the Plan gives priority to water- and coastal-dependent development within the Port to preclude the necessity for new ports elsewhere in the state. Development of the Project site as a container terminal would be consistent with Objectives 1 and 4.

The proposed Project would be consistent with the adopted objectives, policies, and applicable plans contained in the City of Los Angeles General Plan by way of consistency with the Port of Los Angeles Plan (see discussion under Impact LU-1) and San Pedro Community Plan. The proposed Project would be consistent with Policy 19.1-2 of the San Pedro Community Plan. This calls for the West Bank of the Main Channel south of the Vincent Thomas Bridge to be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, and general cargo facilities that would not result in traffic congestion problems along Harbor Boulevard. The Catalina Express Terminal is a recreational and tourist-oriented operation, and the proposed Project would relocate this terminal to Berth 95 along the Main Channel, immediately south of the Vincent Thomas Bridge. In addition, the proposed Project, by virtue of being located north of the Vincent Thomas Bridge, would not contribute to traffic congestion along Harbor Boulevard south of the Bridge. Consequently, the proposed Project is consistent with this policy.

The proposed Project is not expected to induce population migration into the area or create a demand for new housing units because new employment opportunities associated with the proposed Project are expected to be largely filled by local labor (see the discussion under Impact LU-5). As a result, the proposed Project would be consistent with the RCP and the RTP developed by SCAG. The proposed Project would be consistent with all applicable SCAG policies.

As stated in Section 3.2.4.7 (Table 3.2-67), the proposed Project includes air quality mitigation measures outlined in the CAAP that would be implemented through the NEPA/CEQA review process for the proposed Project. Implementation of mitigation measures **MM AQ-1 through MM AQ-24** would ensure consistency with San Pedro Bay CAAP policies requiring implementation of Project-Specific and Source-Specific Performance Standards to minimize air pollution from Port operations.

CEQA Impact Determination

As discussed above, the proposed Project would be consistent with the short-term and long-term uses identified in the Port Master Plan, the Coastal Act, the Port of Los Angeles Plan, SCAG policies including the RCP and RTP, and the San Pedro Bay Ports CAAP. Because the proposed Project would be consistent with the General Plan and adopted environmental goals or policies contained in other applicable plans, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

The proposed Project would result in dredging and filling, new wharf, and backlands construction, which would not be part of the No Federal Action Alternative. These in-water activities would occur within the Port of Los Angeles Plan area. The proposed Project includes provisions for an amendment to the Port Master Plan to construct additional backlands. Therefore, these improvements would be consistent with the City of Los Angeles General Plan and associated Port of Los Angeles Plan, as well as the Port Master Plan, and would result in a less than significant impact under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

3.9.4.3.1.2 Land Use Compatibility

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

Under the proposed Project, terminal improvements and operations would be confined to the Project site and would consist primarily of new and redeveloped land uses comparable to those that currently exist on and around Berths 97-109.

The construction of the two bridges across the Southwest Slip between the Project site and Berths 121-131 would assist in maximizing internal circulation on the Port property, while minimizing traffic impacts on the adjacent community network of streets that could otherwise lead to other land use and community impacts. (For more information on circulation impacts, see Section 3.6, Ground Transportation and Circulation.)

CEQA Impact Determination

As discussed above, the proposed Project would not significantly affect the types of land uses in the Project area. Expansion of the area devoted to backlands at the terminal site would be consistent with other Port operations in the West Basin. The additional backlands on the terminal site would be consistent with existing backlands and with existing backlands and Port operations on other properties in the West Basin and Turning Basin areas. Terminal improvements and operations would be confined to the Project site and would consist primarily of new and redeveloped land uses comparable to those that currently exist in and around the West Basin. Consequently, significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

The proposed Project would not affect offsite land uses because, like the No Federal Action Alternative, it would be confined to the Project site. Consequently, the proposed Project would not result in significant impacts to land uses or land use types.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Impact LU-4: The proposed Project would not divide or isolate existing neighborhoods, communities, or land uses.

The proposed Project would not displace existing land uses or introduce new, inconsistent land uses to the Project area. The proposed Project would expand, consolidate, and improve existing commercial shipping facilities located almost entirely within the Port of Los Angeles. Berths 97-109 are surrounded on two sides (north and southeast) by additional Port facilities. The berths are bordered to the west by I-110 and industrially zoned property and SR-47 (connecting to the Vincent Thomas Bridge). Three residences (two are vacant) are located southwest of the Project site on Knoll Hill. The existing residences on Knoll Hill are already somewhat isolated, and the proposed Project would not affect the current degree of isolation.

The majority of residences near the Project area are located on top of the hill to the west of Pacific Avenue, in the MacArthur Avenue area. This neighborhood is already bounded by Pacific Avenue to the east, the southbound I-110 to the west, and the I-110 interchange to the Vincent Thomas Bridge to the south. Access to this neighborhood and its relationship to surrounding roadways and the Port would not be altered by proposed Project implementation. No established neighborhoods would be directly or indirectly physically isolated or divided by the proposed Project.

Proposed Project operations would increase rail trips; however, the proposed Project would not result in the construction of new rail lines or yards outside Port boundaries. Rail transport of containers would occur on existing rail lines from existing on-dock and off-dock facilities. The proposed Project does not include, and would not result in, the construction of new offsite roadways. Truck trips from the proposed Project would use existing roadways. Therefore, the proposed Project would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities.

CEQA Impact Determination

The proposed Project does not include and would not result in the construction of new offsite roadways and rail lines. Truck trips from the proposed Project would use existing roadways, and rail trips would use existing rail lines. Therefore, the proposed Project would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities. The proposed Project would result in a less than significant impact.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

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

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Impact LU-5: The proposed Project would not cause secondary impacts to surrounding land uses.

Secondary impacts refer here to the possible nexus between blighted conditions in communities adjacent to the Port and activities at the Port. The term "blight" has been used in a general sense to describe industrial conditions; however, "blight" has a very specific legal definition under redevelopment law and mainly refers to substantial physical deterioration of an area caused by physical or economic forces.

Adverse physical conditions include structures with serious code violations, buildings that are dilapidated and deteriorated, inadequate lot sizes or configurations for existing market conditions, or incompatible adjacent land uses that prevent the economic development of those or other parcels. Adverse economic conditions include depreciated or stagnant property values, abnormally high business vacancies or excessive vacant lots, a lack of necessary commercial facilities that are normally found in neighborhoods (for example, grocery stores or banks), residential overcrowding, an excess of businesses that cater to adults, and crime rates that constitute a serious threat to public safety and welfare.

In the City of Los Angeles, the Community Redevelopment Agency Board and City Council are jointly responsible for making the determination that an area is in a blighted condition. Once a determination of blight is made and a redevelopment plan is approved by the City Council, redevelopment under the Community Redevelopment Law can occur. Redevelopment is the responsibility of the Community Redevelopment Agency. Redevelopment areas have been designated in areas close to the Port in San Pedro (the Pacific Corridor Redevelopment Project area and Beacon Street Redevelopment Project area) and are addressed in Section 3.9.2.2.

Additionally, the Port of Los Angeles has implemented a number of actions designed to enhance community quality of life and provide public access to visually stimulating and historically relevant developments within and adjacent to the Port.

One potential precursor of blight is depreciated or stagnant property values. Details regarding trends in property values in communities adjacent to the Project site are presented in Chapter 7, Socioeconomics and Environmental Quality. Residential

property values in communities adjacent to the Port have increased in recent years and do not exhibit depreciated or stagnant values (LAEDC, 2002). The proposed Project would not adversely influence residential property values in the areas immediately adjacent to the Port. In addition, changes in property value are dependent on numerous factors unrelated to the Port, including monetary interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices. The proposed Project would also increase the number of direct, indirect, and induced jobs and income in the region and would result in other economic benefits. As a consequence, the proposed Project would not result in blight impacts.

The proposed Project would also not induce substantial unanticipated growth because most new employees would come from local sources in the Los Angeles area, largely the existing International Longshore and Warehouse Union (ILWU) workforce. The potential for substantial secondary growth is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues.

CEQA Impact Determination

As discussed above, the proposed Project would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

The proposed Project would result in a higher employment level compared to the No Federal Action Alternative due to in-water and upland construction activities and increased throughput operations. However, as discussed above, the proposed Project is not expected to cause blight impacts. As also discussed above, Project-related employment would be drawn from local sources and so would not result in substantial unanticipated growth. Therefore, secondary land use impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

3.9.4.3.2 Alternatives

3.9.4.3.2.1 Alternative 1 – No Project Alternative

Under the No Project Alternative (Alternative 1) the terminal site, as constructed under Phase I of the proposed Project, would be utilized for container storage. Thus, impacts associated with construction of the 72 acres of backlands and in-water elements would be

assessed under Alternative 1 although the in-water elements would be abandoned in place. No additional Port action or federal action would occur, and the Port would not take further actions to construct or develop additional backlands. Furthermore, the four existing A-frame cranes would be removed, and the existing wharf at Berth 100 would cease to be used for ship berthing or container loading/unloading operations. The 1.3 acres of fill added to waters of the U.S. during Phase I, as allowed under the ASJ and under USACE permit, would remain and be abandoned in place under Alternative 1. The 72 acres of backlands area would be used for storage of containers by Berths 121-131. The Catalina Express Terminal would not be relocated under Alternative 1.

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

CEQA Impact Determination

The No Project Alternative would have 72 acres of backlands, which is greater than the CEQA baseline conditions. These additional backlands currently exist and were constructed as part of Phase I improvements. Terminal operations would be consistent with the Heavy Industrial zone designation (M3) of the terminal site. No significant impacts under CEQA would occur. As with the proposed Project, the backlands storage uses proposed in Alternative 1 would be consistent with zoning designations of the terminal site. Alternative 1 would not result in significant impacts because it would be consistent with land use and density designations of applicable plans.

The Port of Los Angeles Plan and Port Master Plan contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth. Implementation of Alternative 1 would not preclude water-dependent use and activity at the site over the long term or development of infrastructure elsewhere in the Port. Thus, implementation of Alternative 1 would be consistent with Port of Los Angeles Plan and Port Master Plan objectives and would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

The impacts of this No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 in this document).

Mitigation Measures

Because there would be no federal action, no mitigation measures would be required.

Residual Impacts

No residual impacts would occur.

Alt 1 – Impact LU-2: Alternative 1 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

CEQA Impact Determination

Under Alternative 1, no development, beyond that completed in Phase I, would occur within the terminal area. This alternative would use the developed backlands of the terminal site for container storage associated with Berths 121-131, but the wharves of Berth 100 would not be used for ship loading/unloading and would be abandoned in place. Container backlands use of the terminal site is consistent with the City of Los Angeles General Plan.

The Port of Los Angeles Plan and Port Master Plan contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth. Implementation of the No Project Alternative would not preclude water-dependent use and activity at the site over the long term or development of infrastructure elsewhere in the Port. Thus, implementation of Alternative 1 would be consistent with Port of Los Angeles Plan and Port Master Plan objectives and would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

The impacts of this No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 in this document).

Mitigation Measures

Because there would be no federal action, no mitigation measures would be required.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

Alternative 1 would not involve additional construction activities or development of backlands beyond the existing 72 acres. Continued use of these backlands would be

consistent with other Port operations in the West Basin. Although Alternative 1 would result in increased backlands on the terminal site compared to 2001 levels, the additional backlands would be consistent with the previous backlands operating in 2001; and with existing backlands and Port operations on other properties in the West Basin and Turning Basin areas. Because construction and operation of backlands under Alternative 1 are confined to the terminal site, this alternative would not significantly affect the types of land uses in the Project vicinity.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

The impacts of this No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 in this document).

Mitigation Measures

Because there would be no federal action, no mitigation measures would be required.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

The additional backlands (over the acreage that existed in 2001) under Alternative 1 would be confined to the terminal site, which is one contiguous Port property situated generally between the West Turning Basin and Front Street. Therefore, this alternative would not displace existing land uses or introduce inconsistent land uses. No existing neighborhoods or local communities would be divided or isolated by construction or operation of the 72-acre backland area. No significant impact under CEQA would result.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

The impacts of this No Project alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 in this document).

Mitigation Measures

Because there would be no federal action, no mitigation measures would be required.

Residual Impacts

No residual impacts would occur.

Alt 1 – Impact LU-5: Alternative 1 would not cause a secondary impact to surrounding land uses.

CEQA Impact Determination

Alternative 1 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices.

Alternative 1 construction activities (that concluded in 2003) increased the number of direct, indirect, and induced jobs and income in the region and resulted in other economic benefits. While the economic impacts are beneficial, the additional jobs were spread over the larger economic region, as discussed in Chapter 7, Socioeconomics. Therefore, the proposed Project did not significantly contribute to inflation in property values due to its direct or indirect economic impacts.

Alternative 1 would result in fewer employees than the proposed Project and would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 1 is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues. Consequently, Alternative 1 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

The impacts of this No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 in this document).

Mitigation Measures

Because there would be no federal action, no mitigation measures would be required.

Residual Impacts

No residual impacts would occur.

3.9.4.3.2.2 Alternative 2 – No Federal Action Alternative

Alternative 2 would utilize the terminal site constructed as part of Phase I for container storage and would increase the backland area to 117 acres. Because of this, the Phase I construction activities are included under Alternative 2 although the in-water Phase I elements would not be used. Phase I dike, fill, and the wharf would be abandoned.

The No Federal Action Alternative (Alternative 2) would include the operation of 117 acres of backlands area for storage and use of containers. Under this alternative, no further development would occur within the in-water terminal area (that is, no dredging or filling and no new wharf or bridge construction). The existing westerly bridge crossing the Southwest Slip (used mainly to transport containers between Berths 121-131 and Berths 97-109), the wharf, and fill constructed in Phase I would be abandoned, and the existing four A-frame cranes would be removed from the terminal site. The Catalina Express Terminal would not be relocated under Alternative 2.

The terminal site is not located within redevelopment or specific plan areas, and Alternative 2 would not include additional wharf improvements or construction of transportation improvements.

Alt 2 – Impact LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

CEQA Impact Determination

The No Federal Action Alternative (Alternative 2) would have 117 acres of backlands (greater than the CEQA baseline conditions), of which 72 acres currently exist and were constructed as part of Phase I improvements. Terminal operations would be consistent with the Heavy Industrial zone designation (M3) of the terminal site. No significant impacts under CEQA would occur. As with the proposed Project, the backlands storage uses proposed in Alternative 2 would be consistent with zoning designations of the terminal site. Alternative 2 would not result in significant impacts because it would be consistent with land use and density designations of applicable plans.

The Port of Los Angeles Plan and Port Master Plan contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth. Implementation of Alternative 2 would not preclude water-dependent use and activity at the site over the long term or development of infrastructure elsewhere in the Port. Thus, implementation of Alternative 2 would be consistent with Port of Los Angeles Plan and Port Master Plan objectives and would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Under this alternative, Phase I in-water work occurred, but no further development would occur in the in-water terminal area (i.e., no dredging, dike or fill placement, pile installation, or wharf construction). Potential impacts under NEPA would not occur because Alternative 2 would be consistent with Port of Los Angeles Plan and Port Master Plan objectives.

Mitigation Measures

No mitigation measures are necessary under NEPA.

Residual Impacts

No residual impacts would occur.

Alt 2 – Impact LU-2: Alternative 2 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

CEQA Impact Determination

Under Alternative 2, current storage operations would expand, but vessel loading and unloading activities would be discontinued at the terminal site. Anticipated uses would be consistent with the Port of Los Angeles Plan, the Coastal Act, SCAG policies, and the short-term and long-term uses identified in the Port Master Plan. Implementation of Alternative 2, therefore, would not result in significant impacts under CEQA related to plan consistency.

The Port of Los Angeles Plan and Port Master Plan contain objectives designed to accommodate the orderly and continued development of the Port to enable it to meet foreign and domestic waterborne commerce, navigation, commercial fishing industry, and public recreational needs. These objectives also provide the Port with the framework to accommodate forecasted growth. Implementation of Alternative 2 would not preclude water-dependent use and activity at the site over the long term or development of infrastructure elsewhere in the Port. Thus, implementation of Alternative 2 would be consistent with Port of Los Angeles Plan and Port Master Plan objectives and would not result in a significant impact under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Under this alternative, Phase I in-water work occurred, but no further development would occur in the in-water terminal area (i.e., no dredging, dike or fill placement, pile installation, or wharf construction). Potential impacts under NEPA would not occur because Alternative 2 would be consistent with Port of Los Angeles Plan and Port Master Plan objectives.

Mitigation Measures

No mitigation measures are necessary under NEPA.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

Implementation of Alternative 2 would ultimately result in the development of a total of 117 acres of backlands on the terminal site, which is greater than the 2001 conditions. The additional backlands would be consistent with the previous and existing backlands operations. Because construction and operation of backlands under Alternative 2 would be confined to the terminal site, this alternative would not significantly affect the types of land uses in the vicinity of the terminal area. Terminal operations would be consistent with the Heavy Industrial zone designation (M3) of the terminal site. No significant impacts under CEQA would occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Under this alternative, Phase I in-water work occurred, but no further development would occur in the in-water terminal area (i.e., no dredging, dike or fill placement, pile installation, or wharf construction). Potential impacts under NEPA would not occur because terminal operations under Alternative 2 would be consistent with the Heavy Industrial zone designation (M3) of the terminal site.

Mitigation Measures

No mitigation measures are necessary under NEPA.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

Because Alternative 2 is consistent with existing and projected future trends of increased goods movement and trade, and because the proposed expansion of backlands for container storage would occur on Port lands designated for container or general cargo handling, proposed backland expansion would not have the potential to divide or isolate neighborhoods, communities, or land uses. Additionally, Alternative 2 would not result

in the construction of new offsite rail lines that could divide or isolate existing communities. No significant impacts under CEQA would occur.

Mitigation Measures

No mitigation required

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Under this alternative, Phase I in-water work occurred, but no further development would occur in the in-water terminal area (i.e., no dredging, dike or fill placement, pile installation, or wharf construction). Potential impacts under NEPA would not occur since terminal operations under Alternative 2 would not divide or isolate existing neighborhoods, communities, or land uses.

Mitigation Measures

No mitigation measures are necessary under NEPA.

Residual Impacts

No residual impacts would occur.

Alt 2 – Impact LU-5: Alternative 2 would not cause a secondary impact to surrounding land uses.

CEQA Impact Determination

Alternative 2 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices.

Implementation of Alternative 2 would increase the number of direct, indirect, and induced jobs and income in the region and would result in other economic benefits. While the economic impacts are beneficial, the additional jobs would be spread over the larger economic region, as discussed in Chapter 7, Socioeconomics. Therefore, Alternative 2 would not significantly contribute to inflation in property values due to its direct or indirect economic impacts.

Alternative 2 would result in fewer employees than the proposed Project and would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 2 is minimal and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues. Consequently, Alternative 2 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Under this alternative, Phase I in-water work occurred, but no further development would occur in the in-water terminal area (i.e., no dredging, dike or fill placement, pile installation, or wharf construction). Potential impacts under NEPA would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant.

Mitigation Measures

No mitigation measures are necessary.

Residual Impacts

No residual impacts would occur under NEPA.

3.9.4.3.2.3 Alternative 3 – Reduced Fill: No New Wharf Construction at Berth 102

Alternative 3 does not include the wharf extension at Berth 102, but would include the southern extension of Berth 100. Alternative 3 would also require the relocation of the Catalina Express Terminal and utilization of 142 acres of backlands.

Alt 3 – Impact LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

CEQA Impact Determination

Terminal operations under Alternative 3 would be consistent with the Industrial zone designation (M3) of the terminal site. The relocation of the Catalina Express Terminal to a location south of the Vincent Thomas Bridge is consistent with the general land use areas designated in the community plans. As with the proposed Project, this alternative would be consistent with site zoning and the adopted land use and density designations in Community Plans. Significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 3 would include in-water construction activities (that is, dredging, wharves, and bridges) and backland development, which would not be part of the NEPA baseline. Operation of Alternative 3 would be consistent with the Industrial zone designation (M3) of the terminal site and would occur within the Port of Los

Angeles Plan Area. These improvements would not result in features that are inconsistent with adopted land use and/or density designations, and would result in a less than significant impact under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 3 – Impact LU-2: Alternative 3 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

CEQA Impact Determination

Impacts under Alternative 3 would be similar to those under the proposed Project. Although this alternative proposes less intensive development than the proposed Project, it would encourage and safely accommodate more foreign and domestic waterborne commerce and navigation. Alternative 3 would be consistent with the Port of Los Angeles Plan, the Coastal Act, SCAG policies including the RCP and RTP, and the short-term and long-term uses identified in the Port Master Plan, as well as the General Plan and adopted environmental goals or policies contained in other applicable plans. Implementation of mitigation measures **MM AQ-1** through **MM AQ-24** would ensure consistency with San Pedro Bay CAAP policies requiring adherence to Project-Specific and Source-Specific Performance Standards to minimize air pollution from Port operations. Therefore, Alternative 3 would result in less than significant impacts under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 3 would include in-water and upland construction activities that would not be part of the NEPA baseline. Although eliminating the wharf extension at Berth 102 would reduce in-water activities of this alternative, compared to the proposed Project, the remaining in-water construction activities would be consistent with the City of Los Angeles General Plan, as well as the associated Port of Los Angeles Plan and PMP policies, and would result in less than significant impacts under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

As with the proposed Project, Alternative 3 would not affect the types of land uses in the terminal area, because improvements and operations would be confined to the terminal site. Expansion of the area devoted to backlands at the terminal site would be consistent with other Port operations in the West Basin. The additional backlands on the terminal site would be consistent with existing backlands and with existing backlands and Port operations on other properties in the West Basin and Turning Basin areas. Consequently, Alternative 3 would not significantly affect the types and/or extent of land uses in the terminal area. Less than significant impacts under CEQA would result.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 3 would allow for the construction and operation of wharves and additional backlands that are not included in the NEPA baseline. In-water construction and operation activities would be consistent with the existing and zoned land uses in the area. Consequently, Alternative 3 would not significantly affect types and/or extent of existing land uses in the vicinity of the terminal area. Less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

Because this alternative would be located on land designated for public facility uses within the Port and would be situated adjacent to other commercial shipping terminal uses, Alternative 3 would not displace existing land uses or introduce new, inconsistent land uses to the terminal area. Implementation of Alternative 3 would expand and improve existing commercial shipping facilities within the Port.

Operations under Alternative 3 would increase rail trips; however, this would not result in the construction of new rail lines or yards outside Port boundaries. Rail transport of containers would occur from existing on-dock facilities and rail lines. Alternative 3 does not include, and would not result in the construction of new offsite roadways, and truck trips would use existing roadways. Therefore, Alternative 3

would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities.

Alternative 3 is consistent with existing and projected future trends of increased goods movement and trade. However, the proposed expansion of backlands for container storage would occur on Port lands designated for container or general cargo handling. This expansion would not contribute to the division or isolation to existing residential neighborhoods or communities. Additionally, Alternative 3 would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities. Less than significant impacts under CEQA would occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 3 would include in-water and upland construction activities, which would not be part of the NEPA baseline. In-water construction activities would not result in land use changes that would divide or isolate an established community. In-water construction and operation activities would be consistent with the existing and zoned land uses in the area, and less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 3 – Impact LU-5: Alternative 3 would not cause a secondary impact to surrounding land uses.

CEQA Impact Determination

Alternative 3 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historical and existing zoning practices.

Implementation of Alternative 3 would increase the number of direct, indirect, and induced jobs and income in the region and would result in other economic benefits. While the economic impacts are beneficial, the additional jobs attributable to Alternative 3 would be spread over the larger economic region, as discussed in Chapter 7, Socioeconomics. Therefore, the proposed Project would not significantly contribute to inflation in property values due to its direct or indirect economic impacts.

Alternative 3 would result in fewer employees than the proposed Project and would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 3 is minimal, and

any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues. Consequently, Alternative 3 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 3 would result in a slightly higher employment level compared to the NEPA baseline due to in-water and upland construction activities and increased throughput operations. However, as discussed in Section 3.9.4.3.1.2, Land Use Compatibility, Alternative 3 is not expected to cause blight impacts. Also, since employment opportunities would be filled from local sources, substantial unanticipated growth would not result. Therefore, secondary land use impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

3.9.4.3.2.4 Alternative 4 – Reduced Fill: No South Wharf Extension at Berth 100

Under this alternative, the southern extension of the wharf at Berth 100 would not be constructed. Alternative 4 would not require the relocation of the Catalina Express Terminal but would use 130 acres of backlands.

Alt 4 – Impact LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

CEQA Impact Determination

Terminal operations under Alternative 4 would be consistent with the Industrial zone designation (M3) of the terminal site. The relocation of the Catalina Express Terminal to a location south of the Vincent Thomas Bridge is consistent with the general land use areas designated in the community plans. As with the proposed Project, this alternative would be consistent with site zoning and the adopted land use and density designations in Community Plans. Significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 4 would allow for wharf improvements, unlike the NEPA baseline, and would result in 13 more acres of backlands than the NEPA baseline. Implementation of Alternative 4 would be consistent with the industrial zone designation (M3) of the terminal site. As with the proposed Project, this alternative would not result in features that are inconsistent with the site zoning or adopted land use and density designations in the Community Plans. Significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 4 – Impact LU-2: Alternative 4 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

CEQA Impact Determination

Although Alternative 4 proposes less intensive development and would result in a slightly less efficient container operation than the proposed Project, it would encourage and safely accommodate more foreign and domestic waterborne commerce and navigation than the baseline conditions. Therefore, as with the proposed Project, implementation of Alternative 4 would be consistent with the City of Los Angeles General Plan. It also would be consistent with adopted environmental goals and policies contained in other applicable plans. Implementation of mitigation measures **MM AQ-1** through **MM AQ-24** would ensure consistency with San Pedro Bay CAAP policies requiring adherence to Project-Specific and Source-Specific Performance Standards to minimize air pollution from Port operations. Alternative 4 would result in less than significant impacts under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 4 would allow for in-water wharf improvements and backland development that are not included in the NEPA baseline. These in-water and backland construction activities would be consistent with the City of Los Angeles General Plan, as well as associated Port of Los Angeles Plan and PMP policies, and significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 4 – Impact LU-3: Alternative 4 would not substantially affect the types and/or extent of existing land uses in the Project area.

CEQA Impact Determination

As with the proposed Project, features of Alternative 4 and associated land use effects would be confined to the terminal site and would otherwise not affect the types of land uses in the terminal area. Expansion of the area devoted to backlands at the terminal site would be consistent with other Port operations in the West Basin. The additional backlands on the terminal site would be consistent with existing backlands, as well as with existing backlands and Port operations on other properties in the West Basin and Turning Basin areas. Consequently, Alternative 4 would not significantly affect the types and/or extent of land uses in the terminal area, and significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 4 would require the construction and operation of backlands and wharves that are not included in the NEPA baseline. Otherwise, site improvements and operations largely would be confined to the terminal site. Consequently, Alternative 4 would not significantly affect types and/or extent of existing land uses in the Project vicinity. Impacts under NEPA would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

Because Alternative 4 would be located on land designated for public facility uses within the Port and would be situated adjacent to other commercial shipping terminal uses, its implementation would not displace existing land uses or introduce new, inconsistent land uses to the terminal area. Implementation of Alternative 4 would expand and improve existing commercial shipping facilities within the Port.

Operations under Alternative 4 would increase rail trips; however, this would not result in the construction of new rail lines or yards outside Port boundaries. Rail transport of containers would occur from existing on-dock facilities and rail lines. Alternative 4 does not include, and would not result in the construction of new offsite roadways, and truck trips would use existing roadways. Therefore, Alternative 4 would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities.

Because Alternative 4 is consistent with existing and projected future trends of increased goods movement and trade, and because the proposed expansion of backlands for container storage would occur on Port lands designated for container or general cargo handling, proposed backland expansion would not contribute to the division or isolation of existing residential neighborhoods or communities. Additionally, Alternative 4 would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities. Impacts under CEQA would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 4 would include in-water and backland construction activities, which would not be part of the NEPA baseline. In-water construction activities and backland development would not result in land use changes that would divide or isolate an established community. In-water and backland construction and operational activities would be consistent with the current and zoned land uses in the area and would not divide or isolate a neighborhood or community. Therefore, impacts under NEPA would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 4 – Impact LU-5: Alternative 4 would not cause a secondary impact to surrounding land uses.

CEQA Impact Determination

Alternative 4 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices.

Implementation of Alternative 4 would increase the number of direct, indirect, and induced jobs and income in the region and would result in other economic benefits. While the economic impacts are beneficial, the additional jobs attributable to the

proposed Project would be spread over the larger economic region, as discussed in Chapter 7, Socioeconomics. Therefore, Alternative 4 would not significantly contribute to inflation in property values due to its direct or indirect economic impacts.

Alternative 4 would result in fewer employees than the proposed Project and would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 4 is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues. Consequently, Alternative 4 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Although Alternative 4 would result in slightly more employees than the NEPA baseline, substantial unanticipated growth would not occur because the proposed Project jobs are likely to be filled locally. However, as discussed previously in Section 3.9.4.3.1.2, Land Use Compatibility, Alternative 4 is not expected to cause blight impacts. Also, since employment opportunities would be filled from local sources, substantial unanticipated growth would not result. Therefore, secondary land use impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

3.9.4.3.2.5 Alternative 5 – Reduced Construction and Operation: Phase I Construction and Operation Only

Under Alternative 5, the Phase I terminal improvements (completed in 2003 as allowed by the ASJ) would include 72 acres of backlands, four operational A-frame cranes, and a single road bridge spanning the Southwest Slip. The Catalina Express Terminal would not be relocated under Alternative 5.

Alt 5 – Impact LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

CEQA Impact Determination

Terminal operations under Alternative 5 would be consistent with the industrial zone designation (M3) of the terminal site. As with the proposed Project, this alternative would be consistent with site zoning and the adopted land use and density designations in the Community Plans, and significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 5 would result in fewer acres of backlands when compared to the NEPA baseline (72 acres versus 117 acres, respectively), and would also have wharf-related elements not included in the NEPA baseline. Backlands activities would be confined to existing lands of the terminal site. Because use of the terminal site for backlands and wharf operations is consistent with zoning designations for the site, Alternative 5 would not result in significant impacts under NEPA related to zoning inconsistencies.

As with the proposed Project, this alternative would not result in features that are inconsistent with the site zoning or adopted land use and density designations in the Community Plans, and significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 5 – Impact LU-2: Alternative 5 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

CEQA Impact Determination

Although Alternative 5 proposes less intensive development and would result in a less efficient container operation than the proposed Project, it would encourage and safely accommodate more foreign and domestic waterborne commerce and navigation than the baseline conditions. Therefore, as with the proposed Project, implementation of Alternative 5 would be consistent with the City of Los Angeles General Plan. Implementation of mitigation measures **MM AQ-1** through **MM AQ-24** (for Project operations) would ensure consistency with San Pedro Bay CAAP policies requiring adherence to Project-Specific and Source-Specific Performance Standards to minimize air pollution from Port operations. It would also

be consistent with adopted environmental goals and policies contained in other applicable plans. No significant impact under CEQA would result.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 5 would allow the continued use of existing wharf improvements, unlike the NEPA baseline. Because of this, Alternative 5 would be consistent with key goals of the Port Master Plan (support of foreign and domestic commerce and a high prioritization of water-dependent activities). Significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 5 – Impact LU-3: Alternative 5 would not substantially affect the types and/or extent of existing land uses in the Project area.

CEQA Impact Determination

As with the proposed Project, land use effects associated with Alternative 5 would be confined to the terminal site and would otherwise not affect the types of land uses in the terminal area. Consequently, Alternative 5 would not significantly affect the types of land uses in the terminal area, and significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Under Alternative 5, site improvements and operations largely would be confined to the terminal site. Consequently, Alternative 5 would not significantly affect land uses in the Project vicinity.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 5 – Impact LU-4: Alternative 5 would not divide or isolate existing neighborhoods, communities, or land uses.

CEQA Impact Determination

Under Alternative 5, the level of operations would remain essentially unchanged from current levels. Alternative 5 does not include, and would not result in, the construction of new offsite roadways, and truck trips would use existing roadways. Therefore, Alternative 5 would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities.

Alternative 5 is consistent with existing and projected future trends of increased goods movement and trade. Because the proposed expansion of backlands for container storage would occur on Port lands designated for container or general cargo handling, proposed backland expansion would not contribute to the division or isolation of existing residential neighborhoods or communities. Also, Alternative 5 would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities. Less than significant impacts under CEQA would occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Implementation of Alternative 5 would not result in land use changes that would divide or isolate an established community. In-water operational and backland activities would be consistent with the current and zoned land uses in the area and would not divide or isolate a neighborhood or community. Therefore, impacts under NEPA would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 5 – Impact LU-5: Alternative 5 would not cause a secondary impact to surrounding land uses.

CEQA Impact Determination

Alternative 5 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices.

Implementation of Alternative 5 would increase the number of direct, indirect, and induced jobs and income in the region and would result in other economic benefits. While the economic impacts are beneficial, the additional jobs attributable to the proposed Project would be spread over the larger economic region, as discussed in

Chapter 7, Socioeconomics. Therefore, Alternative 5 would not significantly contribute to inflation in property values due to its direct or indirect economic impacts.

Alternative 5 would result in fewer employees than the proposed Project and would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 5 is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues. Consequently, Alternative 5 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Although Alternative 5 would result in slightly more employees than the NEPA baseline, substantial unanticipated growth would not occur because the Alternative 5 jobs are likely to be filled locally. However, as discussed in Section 3.9.4.3.1.2, Land Use Compatibility, Alternative 5 is not expected to cause blight impacts. Also, since employment opportunities would be filled from local sources, substantial unanticipated growth would not result. Therefore, secondary land use impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

3.9.4.3.2.6 Alternative 6 – Omni Terminal

This alternative would entail physical land improvements and wharf construction similar to the proposed Project. However, under this alternative, backlands would be constructed to match the needs of an omni terminal rather than a container terminal. Like the proposed Project, construction of this alternative would involve construction of 2,500 linear feet of wharf improvements, 2.5 acres of fill into waters of the U.S., and the relocation of the Catalina Express Terminal.

Alt 6 – Impact LU-1: Alternative 6 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

CEQA Impact Determination

Impacts associated with Alternative 6 would be similar to those of the proposed Project, because the key terminal features of an omni terminal would be similar to key features of a container terminal (backlands, wharves, and cranes). This alternative would require buildings to house general cargo, but these buildings would be consistent with site zoning. Overall, an omni terminal use would be consistent with the land use designation and zoning for the terminal site. Terminal operations under Alternative 6 would be consistent with the industrial zone designation (M3) of the terminal site. The relocation of the Catalina Express Terminal to a location south of the Vincent Thomas Bridge is consistent with the general land use areas designated in the community plans. Therefore, development on the site would be consistent with site zoning and the adopted land use and density designations in the Community Plans. No significant impact under CEQA would result.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 6 would result in the construction of wharf improvements at Berths 100 and 102, as well as backlands that are not included in the NEPA baseline. The improvements under this alternative would be consistent with adopted land use designations and zoning (M3) of the terminal site. As with the proposed Project, this alternative would not result in features that are inconsistent with site zoning or the adopted land use and density designations in the Community Plans, and significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 6 – Impact LU-2: Alternative 6 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

CEQA Impact Determination

Alternative 6 would be a water-dependent use and, therefore, would encourage and safely accommodate more foreign and domestic waterborne commerce and navigation than the baseline conditions. Implementation of mitigation measures **MM AQ-1** through **MM AQ-24** would ensure consistency with San Pedro Bay

CAAP policies requiring adherence to Project-Specific and Source-Specific Performance Standards to minimize air pollution from Port operations. Because the use of the terminal site as an omni cargo terminal would be consistent with existing land uses and would not conflict with the General Plan or adopted environmental goals or policies contained in other applicable plans for this site, no significant impacts under CEQA are anticipated.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 6, unlike the NEPA baseline, would result in the construction of backlands and wharf improvements at Berths 100 and 102. Because of this, Alternative 6 would be consistent with key goals of the Port Master Plan (support of foreign and domestic commerce and a high prioritization of water-dependent activities), and significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 6 – Impact LU-3: Alternative 6 would not substantially affect the types and/or extent of existing land uses in the Project area.

CEQA Impact Determination

As with the proposed Project, land use effects associated with Alternative 6 would be confined to the terminal site and would otherwise not affect the types of land uses in the terminal area. Consequently, Alternative 6 would not significantly affect the types and/or extent of land uses in the terminal area, and significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Although Alternative 6 would allow for the construction and operation of wharves and backlands not included in the NEPA baseline, site improvements and operations would be confined to the terminal site. Consequently, Alternative 6 would not significantly affect the types and/or extent land uses in the Project vicinity.

Mitigation Measures

No mitigation required.

Residual Impacts

No impact.

Alt 6 – Impact LU-4: Alternative 6 would not divide or isolate existing neighborhoods, communities, or land uses.

CEQA Impact Determination

Because Alternative 6 would be located on land designated for public facility uses within the Port and would be situated adjacent to other commercial shipping terminal uses, its implementation would not displace existing land uses or introduce new, inconsistent land uses to the terminal area. Implementation of Alternative 6 would expand and improve existing commercial shipping facilities within the Port.

Operations under Alternative 6 would increase rail trips; however, this would not result in the construction of new rail lines or yards outside Port boundaries. Rail transport of containers would occur from existing on-dock facilities and rail lines. Alternative 6 does not include, and would not result in, the construction of new offsite roadways, and truck trips would use existing roadways. Therefore, Alternative 6 would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities.

Alternative 6 is consistent with existing and projected future trends of increased goods movement and trade. Because the proposed expansion of backlands would occur on Port lands designated for container or general cargo handling, proposed backland expansion would not contribute to the division or isolation of existing residential neighborhoods or communities. Also, Alternative 6 would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities. Less than significant impacts under CEQA would occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Implementation of Alternative 6 would not result in land use changes that would divide or isolate an established community. In-water and backland operational activities would be consistent with the existing and zoned land uses in the area and would not divide or isolate a neighborhood or community. Therefore, impacts under NEPA would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 6 – Impact LU-5: Alternative 6 would not cause a secondary impact to surrounding land uses.

CEQA Impact Determination

Alternative 6 would not adversely influence residential property trends in the areas immediately adjacent to the Port. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices.

Implementation of Alternative 6 would increase the number of direct, indirect, and induced jobs and income in the region and would result in other economic benefits. While the economic impacts are beneficial, the additional jobs attributable to the proposed Project would be spread over the larger economic region, as discussed in Chapter 7, Socioeconomics. Therefore, Alternative 6 would not significantly contribute to inflation in property values due to its direct or indirect economic impacts.

Alternative 6 would result in fewer employees than the proposed Project and would not induce substantial unanticipated growth since most new employees would come from local sources in the Los Angeles area, largely the existing ILWU workforce. The potential for substantial secondary growth under Alternative 6 is minimal, and any incidental potential for secondary growth in the surrounding communities would be more generally controlled by the Port and surrounding local and regional plans and policies that address land use issues. Consequently, Alternative 6 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Although Alternative 6 would result in greater employment than the NEPA baseline, substantial unanticipated growth would not occur because the proposed Project jobs are likely to be filled locally. However, as discussed earlier in Section 3.9.4.3.1.2, Land Use Compatibility, Alternative 6 is not expected to cause blight impacts. Also, since employment opportunities would be filled from local sources, substantial unanticipated growth would not result. Therefore, secondary land use impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

3.9.4.3.2.7 Alternative 7 – Nonshipping Use

Alternative 7 would use the site constructed as part of Phase I for development as a Regional Center on 117 acres. Because of this, the Phase I construction activities are included under Alternative 7 although the in-water Phase I elements would not be used. The Phase I dike, fill, and the wharf would be abandoned. This alternative would convert the site into a Regional Center comprising retail, office park, and light industrial uses. Construction of a public dock would take place to support small watercraft, but new wharves would not be constructed. The Catalina Express Terminal would not be relocated.

Alt 7 – Impact LU-1: Alternative 7 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

CEQA Impact Determination

The terminal site is designated as [Q] M3 in the City of Los Angeles Planning and Zoning code. The M3 zone permits uses allowed under M2, MR2, and M1 zones. C1 and C2 zones are allowed under the M1 zone. The C1 and C2 zones allow retail, office, and recreational. Light industrial operations could be carried out under the M2, MR2, and M1 zones. Therefore, Alternative 7 would be consistent with the City of Los Angeles zoning code regulations. The relocation of the Catalina Express Terminal to a location south of the Vincent Thomas Bridge is consistent with the general land use areas designated in the community plans.

Development on the site would be consistent with the adopted land use and density designations in the Community Plans. No significant impact under CEQA would result.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Under this alternative, construction of a public dock would take place. The improvements under this alternative would be consistent with adopted land use designations and zoning (M3) of the terminal site. This alternative would not result in features inconsistent with the adopted land use and density designations in the Community Plans, and significant impacts under NEPA would not occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 7 – Impact LU-2: Alternative 7 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

CEQA Impact Determination

Alternative 7 would be consistent with the Regional Center uses as described in the *City of Los Angeles General Plan Long Range Land Use Diagram, West/Coastal Los Angeles* (City of Los Angeles, 2003). Also, FARs and land use allocation percentages would be assumed based on their potential viability in the West Basin area and the locations and sizes of other similar uses in that part of the City. FARs for the proposed retail, office, and light industrial structures would be below the ranges established in the General Plan.

The community plan designates the terminal site for a public facility. Because the Port of Los Angeles serves as the landowner within the Port, and because the Port is a public agency, the entire Port of Los Angeles is designated for public facilities. Under Alternative 7, the Port would retain the jurisdiction of the land and either lease the land to a developer for subsequent development, or develop this alternative itself. In either case, the facilities would be consistent with the Community Plan designation of a public facility. However, this alternative would require an amendment to the Port Master Plan, which designates a large portion of the terminal site for container handling or general cargo handling.

Alternative 7 would not conflict with the General Plan or adopted environmental goals or policies contained in other applicable plans for this site, and no significant impacts under CEQA are anticipated.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Under this alternative, construction of a public dock would take place. The improvements under this alternative would be consistent with the City of Los Angeles General Plan and Community Plan, and no significant impacts under NEPA would occur.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 7 – Impact LU-3: Alternative 7 would not substantially affect the types and/or extent of existing land uses in the Project area.

CEQA Impact Determination

Although different from the proposed Project, Alternative 7 would not be inconsistent with land uses in the terminal area. The terminal site is located within a larger Port community supporting shipping-related activities. The terminal site has historically been used for industrial activities; however, the Catalina Express Terminal, currently located to the south, is a commercial operation that would be compatible with Alterative 7.

The terminal site is somewhat isolated with the Southwest Slip to the north, the Vincent Thomas Bridge to the south, the Main Channel to the east, and Front Street to the west. Because of the distinct boundaries of the terminal site, land use effects of Alternative 7 terminal development would be confined to the terminal site. Consequently, Alternative 7 would not affect the types and/or extent of land uses elsewhere in the terminal area, and significant impacts under CEQA are not anticipated.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Alternative 7 would not affect the types and/or extent of land uses elsewhere in the terminal area. Under this alternative, construction of a public dock would take place. Less than significant impacts under CEQA are anticipated.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impact.

Alt 7 – Impact LU-4: Alternative 7 would not divide or isolate neighborhoods, communities, or land uses.

CEQA Impact Determination

Alternative 7 would not introduce new inconsistent land uses because the improvements would be confined to the terminal site. Alternative 7 does not include, and would not result in, the construction of new offsite roadways, and truck trips would use existing roadways. Therefore, Alternative 7 would not result in the construction of new offsite rail lines or roadways that would divide or isolate existing communities. Less than significant impacts under CEQA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Implementation of Alternative 7 would not result in land use changes that would divide or isolate an established community. In-water and upland operational activities would be consistent with the current and zoned land uses in the area and would not divide or isolate a neighborhood or community. Therefore, impacts under NEPA would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Alt 7 – Impact LU-5: Alternative 7 would not cause a secondary impact to surrounding land uses.

CEQA Impact Determination

Implementation of Alternative 7 would increase employment opportunities on the terminal site and surrounding areas almost as much as would the proposed Project (SCAG, 2001). As with the proposed Project, this increase in local and regional employment is not expected to result in or induce substantial or significant population growth or land use development (SCAG, 2001). The majority of new jobs that would be created by this alternative are expected to be filled by persons already residing in the region. Such new employment would be considered a benefit to the local economy. To the extent that this alternative results in minor growth pressures, potential growth is expected to occur within the context of existing land use plans, zoning, and other land use conditions and controls.

Alternative 7 would not adversely influence residential property trends in the areas immediately adjacent to the Port through either accelerated decline or appreciation. Changes in property value are dependent on other unrelated factors including interest rates, ease of access to employment centers, availability of quality education, and historic and existing zoning practices. Consequently, Alternative 7 would not result in secondary land use impacts, including substantial unanticipated growth or blight. Therefore, secondary impacts on land use would be less than significant under CEQA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

NEPA Impact Determination

Implementation of Alternative 7 would result in virtually the same increase in employment as the proposed Project. Such new employment would be considered a benefit to the local economy. To the extent that this alternative results in minor growth pressures, potential growth is expected to occur within the context of existing land use plans, zoning, and other land use conditions and controls. However, as discussed in Section 3.9.4.3.1.2, Land Use Compatibility, Alternative 7 is not expected to cause blight impacts. Also, since employment opportunities would be filled from local sources, substantial unanticipated growth would not result. Therefore, secondary land use impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

3.9.4.3.3 Summary of Impact Determinations

Table 3.9-1 provides a summary of the CEQA and NEPA impact determinations of the proposed Project and its alternatives related to Land Use, as described in the detailed discussion in Sections 3.9.4.3.1 and 3.9.4.3.2. This table allows easy comparison of the potential impacts of the proposed Project and its alternatives with respect to this resource. Identified potential impacts can be based on federal, state, or City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

For each type of potential impact, the table provides a description of the impact, the CEQA and NEPA impact determinations, any applicable mitigation measures, and residual impacts (that is, the impact remaining after mitigation). All impacts, whether significant or not, are included in this table. Impact descriptions for each of the alternatives are the same as for the proposed Project, unless otherwise noted.

Table 3.9-1. Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.9 Land Use				
Proposed Project	**LU-1:** The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-3: The proposed Project would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-4: The proposed Project would not divide or isolate existing neighborhoods, communities, or land uses.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-5: The proposed Project would not cause a secondary impact to surrounding land uses.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 1 No Project Alternative	**LU-1**	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact
	LU-2	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact
	LU-3	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact
	LU-4	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact
	LU-5	CEQA: Less than significant impact NEPA: Not applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact

Table 3.9-1. Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.9 Land Use (continued)				
Alternative 2 No Federal Action	**LU-1**	CEQA: Less than significant impact NEPA: No Impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact
	LU-2	CEQA: Less than significant impact NEPA: No Impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact
	LU-3	CEQA: Less than significant impact NEPA: No Impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact
	LU-4	CEQA: Less than significant impact NEPA: No Impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact
	LU-5	CEQA: Less than significant impact NEPA: No Impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact CEQA: Less than significant impact
Alternative 3 Reduced Fill Alternative, No Berth 102 Wharf	**LU-1**	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-2	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-3	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-4	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-5	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact

Table 3.9-1. Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.9 Land Use (continued)				
Alternative 4 Reduced Fill Alternative, No Berth 100 South	**LU-1**	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-2	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-3	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-4	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-5	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 5 Reduced Construction and Operation: Phase I Construction Only	**LU-1**	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-2	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-3	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-4	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-5	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact

Table 3.9-1. Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.9 Land Use (continued)				
Alternative 6 Omni Cargo Terminal	**LU-1**	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-2	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-3	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-4	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-5	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 7 Non-Shipping Alternative: Retail, Office, Light Industrial Land Uses	**LU-1**	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-2	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-3	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-4	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-5	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact

*Unless otherwise noted, all impact descriptions for each of the Alternatives are the same as those described for the proposed Project.

3.9.4.4 Mitigation Monitoring

In the absence of significant impacts, mitigation measures are not required.

3.9.5 Significant Unavoidable Impacts

No significant unavoidable impacts to Land Use would occur as a result of construction or operation with implementation of the proposed Project or alternatives.