2.0

PROGRAM DESCRIPTION

2.1 Introduction

This chapter provides a description of the proposed Program. The alternatives, including those carried forward for analysis and those eliminated from further consideration, are described and analyzed in Chapter 5.0, Program Alternatives.

2.2 Background and Program Overview

2.2.1 Background

2.2.1.1 Historic Overview

The LAHD's current PMP provides policies and guidelines to direct the future development of the Port. The PMP was originally approved by the Board and certified by the CCC in April 1980, and has been subsequently amended several times. A comprehensive review and update of the PMP has not been completed since the plan's original certification. In addition, changes in the maritime industry have caused several portions of the PMP to become outdated.

On January 19, 2012, the Board authorized the LAHD to initiate a comprehensive update of the PMP. The PMPU combines the PMP and its subsequent amendments into a comprehensive document that reflects LAHD's recent land-use plans, including the *Terminal Island Land Use Plan* and the Wilmington Marinas Planning Study, and certified projects in an easily accessible manner. A copy of the Draft PMPU as it existed at the time of the Draft PEIR is included as Appendix A. The Draft PMPU is subject to modifications; however, no substantial revisions are anticipated at this time.

2.2.1.2 Terminal Island Land Use Plan

The *Terminal Island Land Use Plan* considered the long-term land use and facility improvements for Terminal Island (Cargo Velocity LLC 2012). The planning process stakeholders, including LAHD, the community, Port tenants, and potential tenants on Terminal Island, had opportunities (e.g., public workshops) for providing input to the plan. The LAHD defined the goals while potential and current tenants defined their immediate and long-term needs. The Terminal Island Land Use Plan includes the following goals:

- Ensure sufficient land/facilities to accommodate forecasted container demand;
- Protect commercial fishing and fish processing industries;
- Preserve waterfront property for water-dependent uses;
- Identify a potential location for additional boatyard capacity;
- Address the needs of truck drivers;
- Maximize on-dock rail throughput capacity;
- Minimize impact to tenants; and,
- Consider existing historic resources in the study area.

The specific site planning criteria developed from the goals and stakeholder input were then applied to develop seven land use options that ranged from extensive to modest infrastructure and land use changes. These seven options subsequently were reconfigured into three options that brought together preferred aspects of the various plans with the intent to improve container throughput capacity, increase land use area, and increase berth length. The three options contained several common elements: 1) a trucking support and chassis storage area; 2) a new liquid bulk storage and berth area; 3) redevelopment of the tank storage yard (ExxonMobil) for use as a container storage area; 4) each terminal would have its own rail yard and a new dedicated rail working track area would be added for Berths 226-236; 5) the eastern part of Fish Harbor would be filled to provide increased backland; and, 6) Pier 500 would be created by adding fill to the south of Pier 400. The Terminal Island Land Use Plan concluded that all three options would allow for needed land and berth area expansions and improve existing conditions by increasing acreage and berth length (Cargo Velocity LLC 2012). Several elements of the Terminal Island Land Use Plan were incorporated into the PMPU.

2.2.1.3 PMPU Planning Process

The PMPU reflects input from Port stakeholders, including tenants, Port customers, government agencies, and the community. On July 19, 2012 and October 25, 2012, LAHD held public workshops at Banning's Landing Community Center to receive input on the initial concepts for the PMPU. During the workshops, the LAHD received comments on a variety of issues including land use designations, preservation of historic resources, implementation of environmental conservation efforts, increasing cargo diversity, and providing public access opportunities for the San Pedro and Wilmington communities.

2.2.2 San Pedro Bay Ports Cargo Growth and Port Capacity

This section presents background information on long-term cargo growth at the Port and Port of Long Beach both prior to and after the recent economic downturn. Facilities planning must take into account both the economy's demand for cargo and the capacity of the ports and associated transportation infrastructure to handle that cargo. Long-term cargo growth forecasts are used as planning tools to understand and predict cargo volumes and Port-related activities for the movement of cargo.

2.2.2.1 Cargo Demand Forecast

Between 1970 and 2006, containerized shipping through U.S. West Coast ports has increased twentyfold, driven by increasing U.S. trade with Asian economies. In 2000, the value of waterborne trade through West Coast ports reached $309 billion, a 400 percent increase since 1980. Major West Coast ports, particularly the Port, Port of Long Beach, and Port of Oakland, have continued to invest billions of dollars optimizing facilities to accommodate increases in containerized shipping. These ports have deepened their harbors to accommodate large, deep-draft container ships; demolished existing facilities and built new container terminals; and created new land to provide space for additional container terminal backlands. Some marine terminal operators have purchased high-speed cranes, modernized transportation equipment, and increased automation to move containers more rapidly between ships and trucks or trains. These and other improvements represent an on-going effort to accommodate the anticipated growth in cargo.

Anticipating the continued importance of containerized shipping, the Port and Port of Long Beach, along with the USACE conducted a series of studies to forecast cargo volumes through the year 2020 and to evaluate the capacity of the San Pedro Bay Ports to accommodate those cargo volumes. The cargo forecasts predicted significant increases in containerized cargo from Pacific Rim countries to the Pacific West Coast and the San Pedro Bay Ports. These forecasts were used as a basis for development of an Operations, Facilities and Infrastructure (OFI) Study (VZM 1988). That study concluded that the ports needed to provide substantial additional physical facilities and make operational improvements to provide the necessary capacity.

The resulting San Pedro Bay 2020 Plan included the construction of new land for new container terminals and the optimization of existing terminals at both ports. Since the early 1990s, actual volumes of containerized cargo passing through the two San Pedro Bay Ports have greatly exceeded forecasts and subsequent projections. Following the 2020 Plan, the ports commissioned two recent market-based forecasts, one in 2007 (Tioga 2007), and an update in 2009 (Tioga 2009).

The San Pedro Bay Ports experienced dramatic growth in cargo volumes through 2006. Even with the recession of 2001, the average growth rate between 1995 and 2006 was over 10 percent per year. Accordingly, Global Insight and Tioga Group prepared a new long-term cargo forecast, this time through 2030, for the San Pedro Bay Ports (Tioga 2007). That forecast was a demand-based (i.e., unconstrained) forecast, that assumed transportation and infrastructure capacity would be available to meet the demand. The forecast approach was a long-term average trend projection that did not attempt to capture the timing of booms and recessions, but instead plotted the average path around which those cycles would move. The 2007 forecast predicted that market demand for cargo through the Port and Port of Long Beach would be 65.1 million twenty-foot equivalent units (TEUs) in 2030.

Since the 2007 cargo forecast, the U.S. and world economies have entered a severe recession. This recession has dramatically impacted international trade, and volumes at the Port and Port of Long Beach are significantly below 2006 peak volumes. As a result, the Ports reexamined the forecasted cargo projections based on new economic conditions. The 2009 forecast update (Tioga 2009), which started from a lower base volume than the 2007 forecast, predicts continuing declines in cargo volume through

2009, with 2010 marking the end of the recession and a return to positive cargo growth rates. Essentially, the update predicts that it will take the ports 6 to 7 years to return to the peak volumes of 2006, and the ports will continue to grow at a slower pace than predicted in the 2007 forecast. The lower growth rates mean that the gap between the new and the old forecasts widens over time, eventually resulting in a 47 percent gap in 2030. The 2007 forecast predicted that market demand for cargo through the ports would be 65.1 million TEUs in 2030, whereas the updated 2009 forecast predicted a 2030 market demand of 34.6 million TEUs.

2.2.2.2 Containerized Cargo

Containerized cargo trade with China is projected to remain the largest and fastest growing segment over the forecast period. Growth in imports from China are expected to slow from the rates experienced in the early 2000's to 5.5 percent per year between 2020 and 2030. Containerized cargo from Southeast Asia is projected to become the second largest source of imports by 2030, averaging 4.6 percent per year between 2020 and 2030. Demand for ocean cargo tonnage from Latin American countries through the ports is projected to slowly increase, reflecting a loss of import market share to Asia (Tioga 2009).

2.2.2.3 Dry Bulk Cargo

Dry bulk exports are projected to increase at an average annual rate of 1.2 percent over the forecast period. There is a slight increase in demands for dry bulk agricultural products, due to growing developing country demand for U.S. agricultural products. Dry bulk imports are projected to increase at an average annual rate of 3.9 percent over the forecast period, with the annual rate of growth declining over time; China, Southeast Asia, and Latin America are forecast to continue to be the largest sources of dry bulk goods imported through the Port. Overall, the demand for dry bulk commodities through the Port will decline to less than 2 percent per year (Tioga 2009).

2.2.2.4 Liquid Bulk Cargo

Liquid bulk imports are expected to grow slowly through the Port. Domestic oil production in California and the Alaska North Slope will continue to decline in the future. However, this will be offset by the slow growth in crude oil and refined product demands associated with state mandated higher fuel efficiency requirements. Based on California Energy Commission forecasts, the Port and Port of Long Beach have sufficient marine oil terminal capacity to handle projected petroleum liquid bulk growth (Tioga 2009).

2.2.2.5 Break Bulk Cargo

Break bulk cargo exports are projected to grow at an average annual rate of 2.5 percent through 2030. The demand for break bulk cargo imports are projected to increase at an average annual rate of 4 percent through 2030. Imports of some manufactured products, such as automobiles, paper, iron and steel, and construction materials (non-metallic products) will continue to be transported as break bulk cargo over the forecast period (Tioga 2009).

2.2.3 Program Overview

The PMPU would serve as a long-range plan to establish policies and guidelines for future use of Port lands within the coastal zone, as required under the CCA. Port land outside the coastal zone is not subject to CDPs and therefore is not evaluated in the PEIR. The PMPU would also update existing PMP language related to the procedures to approve or deny CDPs, as well as, the process to review liquid bulk development proposals.

The PMPU would consolidate areas characterized by predominant land use patterns, thereby reducing the number of planning areas and would allocate a single allowable land use to most sites. The PMPU includes all required sections under CCA Chapter 8, Article 3 (Section 30711[a] and [b]), including permitted uses, design and location of land use areas, estimates of the effects of development on environmental resources, and anticipated projects listed as appealable. The PMPU would include appealable/fill projects and other projects that have been approved in a certified CEQA document and/or are currently undefined (i.e., in the conceptual design stage). The proposed appealable/fill projects included in the PMPU are in various planning stages and are expected to be initiated or completed within the next 5 years.

This PEIR focuses on land use changes that would result in changes and/or intensification of activities with the potential for impacting the physical environment, as well as the proposed appealable/fill projects, as defined under CCA Section 30715. The PEIR does not analyze the impacts of other projects included in the PMPU that have already been evaluated in a certified CEQA document. Furthermore, since some projects included in the PMPU are in the conceptual design stage, sufficient project details are not available to support a programmatic evaluation of potential impacts. These other projects are listed in the PEIR for purposes of public disclosure and addressed in Chapter 4.0, Cumulative Analysis.

2.3 Existing Environmental Setting

2.3.1 Regional Setting

The Port is located at the southernmost end of the City of Los Angeles and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is approximately 23 miles south of downtown Los Angeles and is surrounded by the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south (Figure 1.1-1).

The Port is an area of mixed uses that support various maritime-related activities. Port operations are predominantly centered on cargo shipping activities, including containerized, break bulk, dry bulk, liquid bulk, auto, and intermodal rail shipping; in 2011 the Port was the nation's largest seaport approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service craft, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants, primarily along the west side of the Main Channel. It also has recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the

Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park, by cargo volume. In addition to the large shipping industry at the Port, there is a cruise ship industry and a commercial fishing fleet. The Port also accommodates boat repair yards and provides slips for slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service craft, and 15 charter vessels that handle sport fishing and harbor cruises. The Port has retail shops and restaurants, primarily along the west side of the Main Channel. It also has recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.

2.3.2 Program Setting

The PMPU area includes the entire Port boundary that lies within the coastal zone (i.e., the Port's coastal zone boundary). In general, the PMPU area is bounded by the community of Wilmington to the north, lands surrounding the Consolidated Slip to the northeast, the City of Los Angeles boundary and lands surrounding the Cerritos Channel to the east, Los Angeles Harbor to the south, and the community of San Pedro to the west (Figure 1.1-2).

The existing PMP divides the Port into nine planning areas (Figure 2.3-1), as described in Sections 2.3.2.1 – 2.3.2.9, and allows a variety of land uses within each planning area (Tables 2.3-1 and 2.3-2).

Table 2.3-1. Existing PMP Planning Areas and Allowable Land Uses

Planning Area	*Land Uses Allowed*
1	Recreation, Industrial (light), Liquid Bulk, General Cargo, Other
2	General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Commercial, Recreation, Institutional, Industrial, Other
3	General Cargo, Liquid Bulk, Commercial, Institutional, Industrial, Other
4	General Cargo, Liquid Bulk, Industrial, Other
5	General Cargo, Liquid Bulk, Other Liquid Bulk, Dry Bulk, Commercial Fishing, Commercial*, Recreational*, Institutional, Industrial, Other
6	Recreation, Liquid Bulk, Other
7	General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Institutional, Industrial, Other
8	General Cargo*, Dry Bulk*, Commercial Fishing, Recreation, Industrial, Liquid Bulk, Other
9	General Cargo, Liquid Bulk*, Dry Bulk, Commercial Fishing*, Institutional, Industrial, Other
Note: *Indicates allowed land uses based on PMP Amendments.	

Table 2.3-2. Existing PMP Land Use Definitions

General Cargo	Generally including container, unit, break bulk, neo bulk, and passenger facilities.
Liquid Bulk	Comprising crude oil, petroleum products, petrochemical products, chemicals, and allied products.
Other Liquid Bulk	Comprising molasses, animal oils, and fats and vegetable oils.
Dry Bulk	Comprising metallic ores, some nonmetallic minerals, coal, chemicals, and allied products, primarily metal products, waste and scrap materials, and grains.
Commercial Fishing	Generally relating to the commercial fishing industry, including commercial fishing docks, fish canneries, fish waste treatment facilities, fish markets, and commercial fishing berthing areas.
Recreational	Uses include water-oriented parks, marinas, and related facilities, small craft launching ramps, museums, youth camping and water-oriented facilities, public beaches, public fishing piers, and sports fishing.
Industrial	Uses include shipbuilding/yard/repair facilities, light manufacturing/industrial activities, and ocean resource-oriented industries.
Institutional	Uses pertain to those lands that are either owned or leased by institutions of federal, state, or city governments.
Commercial	Uses include restaurants, tourist attractions, Ports O'Call office facilities, and retail activities.
Other	Uses include some vacant land, proposed acquisitions; rights of way for rail, utilities, and roads; and areas not designated for a specific short-term use.

Figure 2.3-1. Existing PMP Planning Areas

2.3.2.1 Planning Area 1 (West Channel/Cabrillo Beach)

Planning Area 1 (West Channel/Cabrillo Beach) is located in the southwestern portion of the Port and encompasses approximately 110 acres. This area is generally designated for marine-oriented recreation activities. Existing land uses within Planning Area 1 include recreation, open space, commercial, institutional, and vacant lands (Figure 2.3-2).

2.3.2.2 Planning Area 2 (West Bank)

Planning Area 2 (West Bank) is located west of the Los Angeles Harbor Main Channel and south of Fourth Street. This area encompasses approximately 218 acres and contains a variety of land uses including liquid bulk, break bulk, commercial fishing, commercial, recreational, institutional, and vacant lands (Figure 2.3-2).

2.3.2.3 Planning Area 3 (West Turning Basin)

Planning Area 3 (West Turning Basin) encompasses approximately 213 acres and extends from Berth 87 on the south to Berth 115 on the north. Existing land uses within this area include container cargo, liquid bulk, commercial, maritime support, institutional, open space, passenger, and vacant lands (Figure 2.3-2).

2.3.2.4 Planning Area 4 (West Basin)

Planning Area 4 (West Basin) encompasses 224 acres and is located between the Harbor Freeway and the West Basin area of the Inner Harbor. Existing land uses include container cargo, liquid bulk, break bulk, dry bulk, institutional, maritime support, and vacant lands (Figure 2.3-2).

2.3.2.5 Planning Area 6 (Cerritos Channel)

Planning Area 6 (Cerritos Channel) is located in the northeastern portion of the Port between the East Basin and Cerritos Channel. This area encompasses approximately 59 acres and includes nine separate marinas and supporting facilities (e.g., boat repair and maintenance, administrative offices, marine supplies, and recreational areas). Existing land uses include recreational and open space (Figure 2.3-2).

2.3.2.6 Planning Area 7 (Terminal Island/Main Channel)

Planning Area 7 (Terminal Island/Main Channel) encompasses approximately 743 acres extending from Berth 206 to Reservation Point and is adjacent to the East Basin Channel, Turning Basin, and Main Channel. Fish Harbor and southern Terminal Island are situated on the southeastern boundary of this area. Existing land uses include container cargo, liquid bulk, dry bulk, institutional, and vacant lands (Figure 2.3-2).

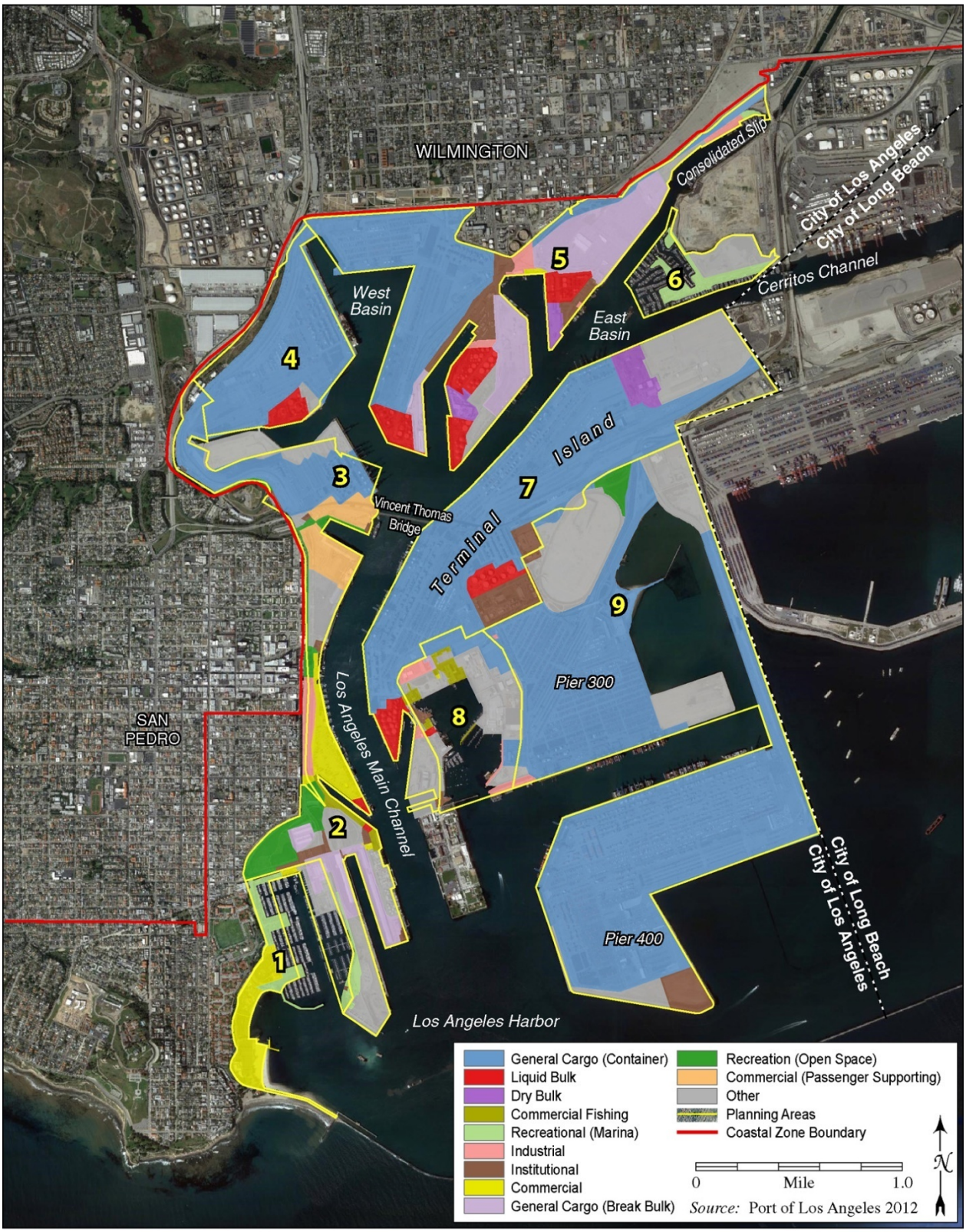

Figure 2.3-2. Existing Land Uses (2011)

2.3.2.7 Planning Area 8 (Fish Harbor)

Planning Area 8 (Fish Harbor) encompasses approximately 134 acres and is located in the southern portion of Terminal Island. Existing land uses include commercial fishing, container cargo, break bulk, commercial, liquid bulk, maritime support, institutional, and vacant lands (Figure 2.3-2).

2.3.2.8 Planning Area 9 (Terminal Island/Seaward Extension)

Planning Area 9 (Terminal Island/Seaward Extension) is generally located on the southern portion of Terminal Island and adjacent to the Outer Harbor. This area encompasses approximately 1,170 acres and supports container cargo, liquid bulk, institutional, open space, and vacant lands.

2.4 Program Purpose and Objectives

2.4.1 Program Purpose

The overall purpose of the PMPU is to create a consolidated planning document that clarifies LAHD's short- and long-term land-use plans in an easily accessible manner. The PMPU is needed to update historically outdated language in the 1980 PMP, as amended, with policies and guidelines that reflect current community and environmental conditions and account for trends in foreign and domestic waterborne commerce, navigation, and fisheries.

2.4.2 Program Objectives

The overall objectives of the PMPU are to:

- Develop the Port in a manner that is consistent with federal, state, county, and city laws, including the CCA and Charter of the City of Los Angeles;
- Integrate economic, engineering, environmental, and safety considerations into the Port development process for measuring the long-term impact of varying development options on the Port's natural and economic environment;
- Promote the orderly, long-term development and growth of the Port by establishing functional areas for Port facilities and operations; and,
- Allow the Port to adapt to changing technology, cargo trends, regulations, and competition from other U.S. and foreign ports.

2.5 Proposed Program

The PMPU addresses all elements required under CCA Chapter 8, Article 3 (Section 30711[a] and [b]), including permitted uses, design and location of land use areas, estimates of development effects on environmental resources, and anticipated projects listed as appealable.

The PEIR includes the following elements in the program description:

- Changes to the number and boundaries of existing planning areas;
- Changes to existing PMP land use categories;
- Revisions to allowable land uses within the planning areas;
- Descriptions of proposed appealable/fill projects; and,
- A list of the other projects that have been approved in a certified CEQA document and/or are undefined (i.e., in the conceptual design stage) that are identified for public disclosure purposes consistent with the PMPU.

2.5.1 Changes to Existing Planning Areas

The PMPU would result in three principal changes to the existing planning areas:

- Consolidate the number of land uses within the planning areas and specify a single land use for most sites;
- Reduce the number of planning areas from nine to five; and,
- Modify the boundaries of the individual planning areas.

The reduction in the number of planning areas is intended to consolidate general areas with predominant land use patterns within the Port. These changes are largely administrative and would cause no impacts to the physical environment. The locations, acreages, and allowable land uses for the proposed planning areas are described in Table 2.5-1, and the boundaries and land use designations for each planning area are shown in Figures 2.5-1 and 2.5-2.

Table 2.5-1. Proposed PMPU Planning Areas and Allowable Land Uses

Planning Area	*Location*	*Acreage*	*Allowable Land Uses**
1 (San Pedro)	From the Breakwater up to the Vincent Thomas Bridge	414	Recreational Boating, Commercial, Break Bulk, Open Space, Institutional, Cruise Operations, and Maritime Support
2 (West Basin and Wilmington)	From the Vincent Thomas Bridge to north of the Cerritos Channel	1,095	Container, Open Space, Liquid Bulk, Break Bulk, Dry Bulk, Maritime Support, Recreational Boating, and Commercial
3 (Terminal Island)	Terminal Island, excluding Fish Harbor	2,156	Container, Liquid Bulk, Dry Bulk, Maritime Support, Open Space
4 (Fish Harbor)	Fish Harbor, including former Southwest Marine site	92	Commercial Fishing, Maritime Support, Break Bulk, and Institutional
5 (Water)	All water excluding areas adjacent to marinas	3,211	Navigable Waterways, Maneuvering Areas, Anchorage Areas, and Shallow Water Habitat
Note: * Proposed land uses would be confined to the specific sites identified on the PMPU Land Use Designations Map (Figure 2.5-2).			

Figure 2.5-1. Proposed PMPU Planning Areas

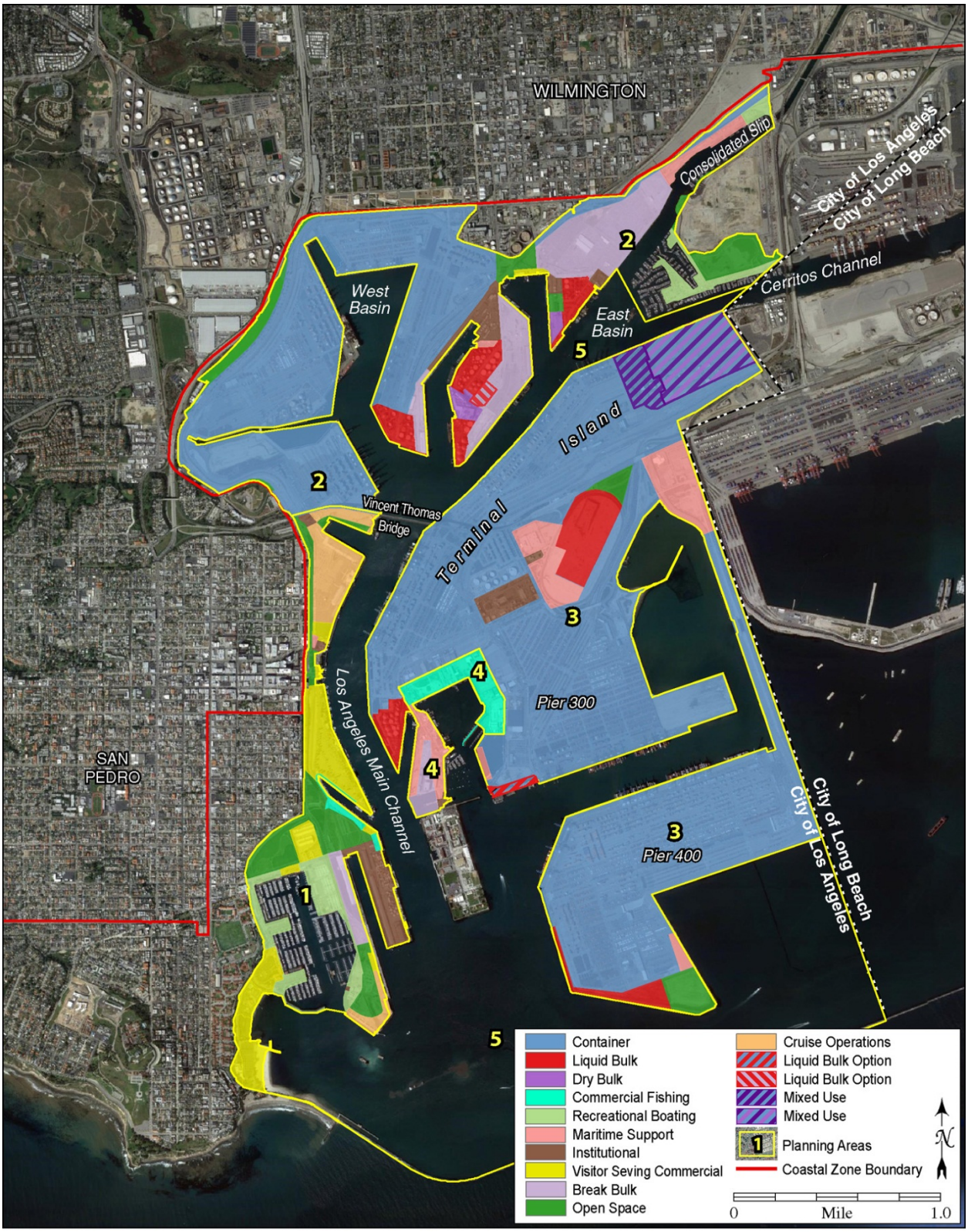

Figure 2.5-2. Proposed PMPU Land Use Designations

2.5.2 PMPU Land Use Categories

The PMPU land use plan would consolidate the number of land uses within the planning areas and would specify a single land use for most sites. For much of the PMPU area, the revised land use categories would be compatible with or less intensive than existing land uses, potentially resulting in fewer impacts to the physical environment than under existing condition conditions. The proposed changes to land use categories are listed in Table 2.5-2.

Table 2.5-2. Changes in Land Use Categories

Existing PMP Land Use Categories	*Proposed PMPU Land Use Categories*	*Comments*
General Cargo	Container	The General Cargo land use category is divided into three categories to provide more specificity.
	Break Bulk	
	Cruise Operations	
Liquid Bulk	Liquid Bulk	Liquid Bulk and Other Liquid Bulk (nonhazardous) are consolidated into one category.
Other Liquid Bulk		
Dry Bulk	Dry Bulk	No change.
Commercial Fishing	Commercial Fishing	No change.
Recreational	Recreational Boating	This category is divided to differentiate marinas from parks/beaches due to their different land use and water requirements.
	Open Space	
Industrial	Maritime Support	This category is renamed to provide more clarity to the land use description.
Institutional	Institutional	No change.
Commercial	Visitor Serving Commercial	This category is renamed to provide more clarity to the land use description.
Other	N/A	This land use category is no longer needed.

The proposed PMPU land and water use definitions are provided in Table 2.5-3; the examples of these uses are not comprehensive, but are only meant to be illustrative of the types of activities that may occur in the various land and water use categories.

Table 2.5-3. Proposed PMPU Land and Water Use Definitions

Land Use	*Description*	*Examples*
	Land Use	
Container	Water-dependent uses focused on container cargo handling and movement.	▪ Container Terminal ▪ Chassis Storage ▪ On-Dock Rail Yard ▪ Omni Terminal
Dry Bulk	Water-dependent uses focused on non-containerized, dry bulk cargoes shipped in large, unpackaged amounts.	▪ Cement ▪ Potash and similar ▪ Grain; ▪ Scrap Metal
Break Bulk	Water-dependent uses focused on non-containerized, bulk cargoes packaged as a unit.	▪ Roll-On Roll-Off Cargoes ▪ Steel Slabs ▪ Neo Bulk ▪ Fruit ▪ Automobiles
Cruise Operations	Water-dependent operations focused on cruise operations and passenger handling.	▪ Cruise Facilities ▪ Baggage Handling Facilities

Table 2.5-3. Proposed PMPU Land and Water Use Definitions

Land Use	*Description*	*Examples*
Liquid Bulk	Water-dependent uses focused on storage, receipt, and delivery of liquid bulk commodities.	▪ Crude Oil Terminal ▪ Petroleum Products Terminal ▪ Non-petroleum Products and Other Liquid Bulk Commodities
Maritime Support	Water-dependent and non water-dependent operations necessary to support cargo handling and other maritime activities.	▪ Barge/Tugboat ▪ Boatyard and Ship Repair ▪ Marine Fueling Station ▪ Marine Service Contractors, (e.g., diving, and emergency response services) ▪ Water Taxi ▪ Cargo Fumigation
Commercial Fishing	Facilities related to commercial fishing and processing.	▪ Fish Processing ▪ Cold Storage/Fish Unloading/Ice House ▪ Fishing Vessel Moorage
Recreational Boating	Recreational boating activities generally associated with marinas.	▪ Marinas ▪ Upland Boat Storage
Visitor-Serving Commercial	Visitor serving commercial uses for the public, including museums.	▪ Restaurant ▪ Maritime Related Office ▪ Visitor Serving Retail ▪ Harbor Tour Vessels ▪ Sport Fishing ▪ Museums ▪ Community Centers/Conference Centers
Open Space	Open spaces reserved for the general public such as parks and beaches or open areas reserved for environmental protection.	▪ Public Beaches ▪ Parks ▪ Environmentally Protected Area
Institutional	Uses and facilities operated by government agencies.	▪ Public Safety (Police and Fire) ▪ Other Federal, State, and Local Agencies ▪ Educational ▪ Marine Research Facility
Water Use		
Navigation	Water areas devoted to anchorage of vessels, movement and maneuvering of vessels.	▪ Main Channel ▪ East and West Turning Basin
Environmental Mitigation	Water areas dedicated to environmental protection and not suitable for the navigation of cargo moving vessels.	▪ Shallow Water Habitat
Recreational Boating	Water areas associated with the mooring of recreational vessels.	▪ Marina Slip Areas
Berthing	Water areas directly adjacent to cargo berths. These areas are dedicated to the berthing of cargo vessels.	▪ Cargo Berths

LAHD would be responsible for determining the land use category for all projects. Significant deviation from an allowable land use would require an amendment to the PMPU; however, slight boundary modifications would not require an amendment.

Projects characterized by ancillary uses that are inconsistent with a site's land use designation would be permitted, but the predominant land use must be consistent with its PMPU land use designation; determinations of consistency are the responsibility of the LAHD. Temporary permits are not restricted by the land use designations but applicants must seek approval by the LAHD before activities commence (e.g., Temporary Entry and Access Permits, Filming Permits, etc.). Existing facilities that are not consistent with the land use designation of the PMPU would be a nonconforming use. General maintenance and facility repairs would still be allowed under the PMPU, but proposals for expansions and increases in the intensity of use of such facilities would not be allowed and would require a PMPU amendment.

An amendment would be required if a land use is proposed on a site that differs from the PMPU land use plan. Amendments must be certified by the CCC. After an amendment is approved and certified by the CCC, the land use plan would be updated and would supersede the previous version of the PMPU land use plan.

2.5.3 Changes to Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas

The proposed Program includes revisions to allowable land uses and proposed appealable/fill projects (Figures 2.5-3 and 2.5-4 and Table 2.5-4). As previously discussed, the PEIR focuses on land use changes that would result in changes and/or intensification of activities with the potential for impacting the physical environment, as well as the proposed appealable/fill projects, as defined under CCA Section 30715. Appealable projects include: liquefied natural gas and crude oil projects that could have a significant impact on oil and gas supplies; wastewater treatment facilities except those producing incidental amounts associated with Port activities; road or highway projects that are not principally for internal circulation within the Port; office and residential buildings not associated with Port administrative activities; hotels, motels, and shopping facilities not associated with commercial goods for water-oriented purposes; commercial fishing facilities; recreational small craft marina related facilities; oil refineries; and, petrochemical production plants. The proposed appealable/fill projects are in various planning stages and are anticipated to be initiated or completed within the next 5 years. Following the completion of project-specific CEQA reviews for the proposed appealable/fill projects, the LAHD would issue CDPs for approved projects. As noted in Section 1.5.1, Scope of Analysis, future environmental documents for the proposed appealable/fill projects would incorporate this PEIR by reference and concentrate on the site-specific issues related to the appealable/fill project at the appropriate phase of the planning process. However, it would not be necessary to seek a PMPU amendment from the CCC in regard to the proposed fill projects analyzed herein.

Other projects included in the PMPU that have been approved in a certified CEQA document and/or are currently undefined (i.e., in the conceptual design stage) are addressed in Chapter 4.0, Cumulative Analysis, and listed in Table 2.5-5.

Revisions to allowable land uses and proposed appealable/fill projects for each of the five proposed PMPU planning areas are described below.

Figure 2.5-3. Proposed PMPU Land Use Changes

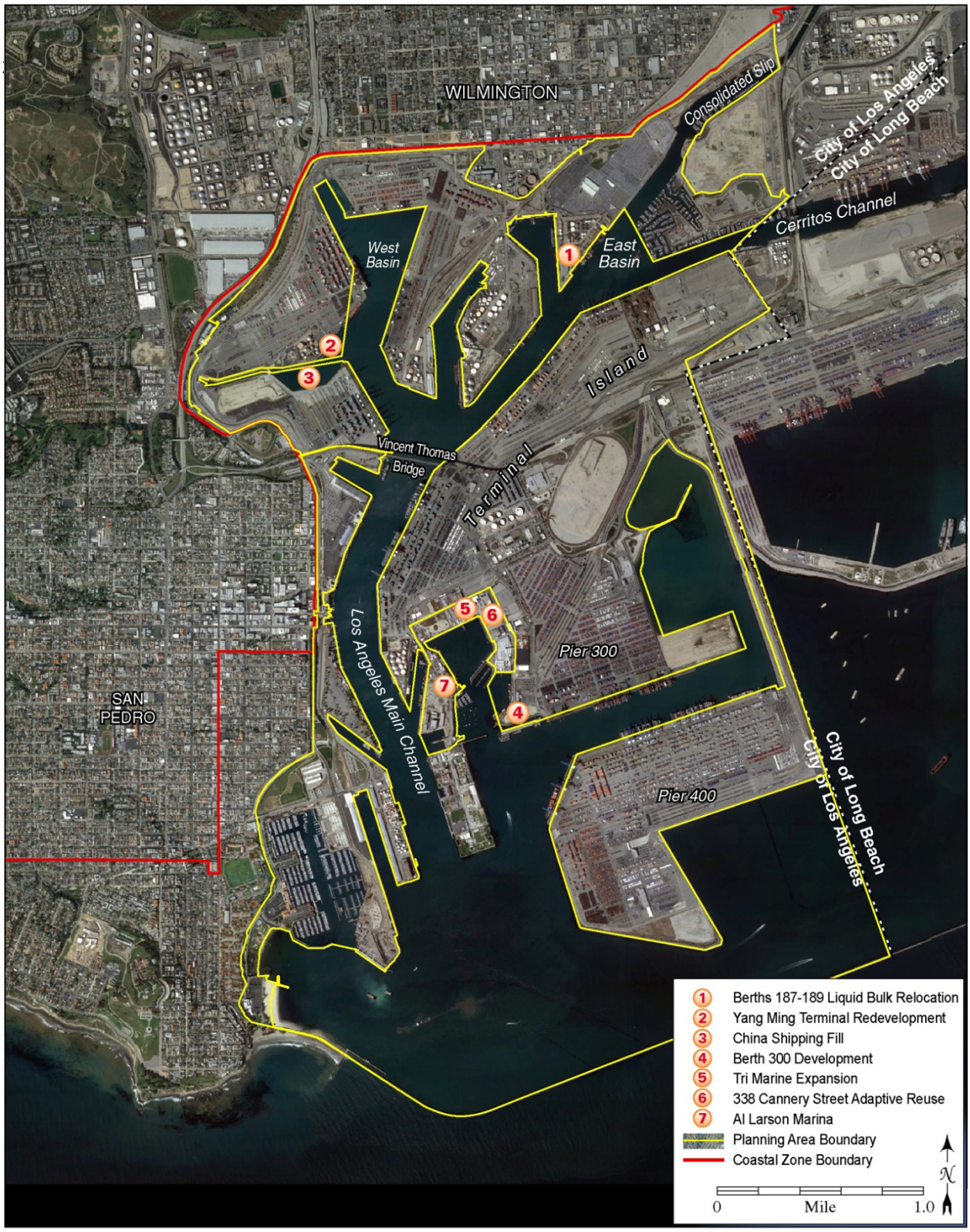

Figure 2.5-4. Proposed PMPU Appealable/Fill Projects

Table 2.5-4. Proposed PMPU Appealable/Fill Projects and Land Use Changes

Planning Area	*Appealable/Fill Project*[a,b]	*Land Use Change*[c]
Planning Area 1		
Planning Area 1: San Pedro	None	None
Planning Area 2		
Planning Area 2: West Basin and Wilmington	Berths 187-189 Liquid Bulk Relocation	1: The liquid bulk terminal at Berths 187-189 (Vopak) would be relocated to Berths 191-194. Berths 187-189 would consist of open space and institutional land uses.
	Yang Ming Terminal Redevelopment, including Cut and Fill (3-acre cut; 6-acre fill)	2: An additional 6 acres of fill at Berths 120-121 and cut of 3 acres of land at Berths 121-127 for the Yang Ming Terminal would be designated as container area.
		3: The liquid bulk facility at Berths 118-120 (Kinder Morgan) would be eliminated and replaced with container cargo uses.
	China Shipping Fill (16-acre fill)	4: An additional 16 acres of fill would be added at Berth 102 for the China Shipping container terminal and designated for container cargo uses.
	None	5: (Optional Land Use Site): Vacant land on Mormon Island between San Clemente Avenue and Hermosa Street would be changed to liquid bulk or break bulk.
Planning Area 3		
Planning Area 3: Terminal Island	Berth 300 Development (18-acre fill)	6: An additional 18 acres of fill would be added at Pier 300 and designated for container cargo uses.
	None	7: (Mixed Land Use Sites): Vacant land at Berths 206-209 would be changed to container, break bulk, and/or dry bulk and dry bulk land at Berths 210-211 would be changed to dry bulk and/or container.
		8: Vacant land between Seaside Avenue and Reeves Avenue and south of Reeves Avenue would be changed to maritime support.
		9: Vacant land along Ferry Street would be changed to maritime support.
		10: The land use consisting of the existing liquid bulk area (ExxonMobil) north of the Terminal Island Water Reclamation Plant (TIWRP) would be replaced with container cargo uses.
		11[d]: The institutional area south of Pier 400 would be changed to open space (least tern habitat).
		12: Existing container area on Pier 400 would be changed to maritime support.
		13: Vacant land, commercial fishing, and industrial areas near Fish Harbor would be changed to container cargo uses.
		14: (Optional Land Use Site): Existing maritime support uses at Berth 301 would be changed to container or liquid bulk.
Planning Area 4		
Planning Area 4: Fish Harbor	Tri Marine Expansion	None
	338 Cannery Street Adaptive Reuse	None
	Al Larson Marina	15: Land use change from recreational boating to maritime support.
	None	16: Vacant land at Southwest Marine Shipyard would be changed to maritime support and break bulk.
		17: Vacant land, commercial fishing, liquid bulk, and institutional land uses at Fish Harbor would be replaced with commercial fishing and maritime support.

Table 2.5-4. Proposed PMPU Appealable/Fill Projects and Land Use Changes

Planning Area	*Appealable/Fill Project*[a,b]	*Land Use Change*[c]
Planning Area 5		
Planning Area 5: Water	None	None

Notes:
a. These projects are appealable to the CCC, as defined under CCA Section 30715. Refer to Section 2.5.3, Changes to Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas, for additional details.
b. Proposed fill projects would be consistent with the PMPU, once certified, and would not require an amendment. Appealable/fill projects that would have fill or cut and fill are bolded.
c. Refer to Figure 2.5-3 (Proposed PMPU Land Use Changes) for the specific locations of the proposed land use changes. The numbers included in this column correspond to the number of the land use change depicted in Figure 2.5-3.
d. This land use change is administrative because it only changes the definition of the land use; no impacts to the physical environment would occur. Therefore, this land use change is not carried forward for analysis in the PEIR.

Table 2.5-5. Other PMPU Projects and Land Use Changes[a]

Planning Area	*Other Projects*	*Appealable*[b]	*Land Use Changes*	*Comments*
Planning Area 1				
Planning Area 1: San Pedro	Outer Harbor Cruise Terminal and Outer Harbor Park	No	Vacant land would be changed to cruise operations and open space.	This project was previously evaluated in the certified San Pedro Waterfront Project EIS/EIR.
	City Dock No. 1 Marine Research Project	No	The break bulk area east of East Channel (Berths 57-71) would be changed to institutional.	This project was previously evaluated in the certified City Dock No. 1 Marine Research Project EIR.
	Ports O'Call Redevelopment	No	Industrial uses along Harbor Boulevard would be changed to commercial.	This project was previously evaluated in the certified San Pedro Waterfront Project EIS/EIR.
	Various	No	A variety of projects occurring along the San Pedro Waterfront have associated land use changes which eliminate industrial land uses and result in increased public access to the waterfront (open spaces), additional visitor-serving commercial development within the Port, and expanded cruise operations.	These land use changes were previously evaluated in the certified San Pedro Waterfront Project EIS/EIR and the certified Cabrillo Marina Phase II Development Project EIR.
Planning Area 2				
Planning Area 2: West Basin and Wilmington	Wilmington Waterfront Development Project	No	Institutional and industrial areas near Wilmington (north of Berths 184-185) would be changed to open space.	This project was previously evaluated in the certified Wilmington Waterfront Development Project EIS/EIR.
	Anchorage Road Soil Storage Site (ARSSS) Open Space	No	None	This is not a proposed project. Specific details are currently not available.

Table 2.5-5. Other PMPU Projects and Land Use Changes[a]

Planning Area	*Other Projects*	*Appealable[b]*	*Land Use Changes*	*Comments*
	Berths 176-181 Break Bulk Terminal Redevelopment	No	The Mormon Island container area (Berths 174-181) would be changed to break bulk.	This is not a proposed project. Specific details are currently not available.
	East Basin Marina Improvements	Yes	Vacant land east of Yacht Haven Marina (Berths 201-203) would be changed to recreational boating.	This is not a proposed project. Specific details are currently not available.
Planning Area 3				
Planning Area 3: Terminal Island	Pier 500 (200-acre fill)	No	None	This is not a proposed project. Specific details are currently not available.
	Trucking Support Center	No	None	This is not a proposed project. Specific details are currently not available.
	Terminal Island On-Dock Rail Facility	No	None	This is not a proposed project. Specific details are currently not available.
	Relocation of SA Recycling	No	None	This is not a proposed project. Specific details are currently not available.
Planning Area 4				
Planning Area 4: Fish Harbor	Relocation of Jankovich Marine Fueling Station	Yes	None	This project was previously evaluated in the certified San Pedro Waterfront Project EIS/EIR.

Notes:
a. The PEIR does not analyze the impacts of other projects included in the PMPU that have already been evaluated in a certified CEQA document. Furthermore, as some projects included in the PMPU are in the conceptual design stage, sufficient project details are not available to support a programmatic evaluation of potential impacts. These other projects are listed in the PEIR for purposes of public disclosure and addressed in Chapter 4.0, Cumulative Analysis.
b. These projects are appealable to the CCC, as defined under CCA Section 30715. Please refer to Section 2.5.3, Changes to Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas, for additional details.

2.5.3.2 Planning Area 1: San Pedro

2.5.3.2.1 General Overview

Planning Area 1 would encompass the San Pedro Waterfront, extending from the breakwater to the Vincent Thomas Bridge along the western boundary of the Port (Figure 2.5-5). This area includes Berths 19-95, the Port's cruise operations, institutional uses, and recreational activities. Planning Area 1 includes land uses focused on public access to the waterfront, but also has limited cargo operations and commercial fishing activities. Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses, and visitor-serving commercial uses and attractions. No land use changes would occur in Planning Area 1.

Figure 2.5-5. Proposed PMPU Planning Area 1 Land Use Designations

2.5.3.2.2 Appealable/Fill Projects

No appealable/fill projects would occur within Planning Area 1.

2.5.3.3 Planning Area 2: West Basin and Wilmington

2.5.3.3.1 General Overview

Planning Area 2 would encompass the West Basin and Wilmington areas, and includes Berth 96 through Berth 204 (Figure 2.5-6). The West Basin consists of container terminals, while the remaining Wilmington areas consist of a variety of uses ranging from liquid bulk at Berths 148-150, liquid bulk and dry bulk uses on Mormon Island, to recreational boating and open space along Anchorage Road. Public access to the waterfront is provided at Berths 183-186. The planning framework for Planning Area 2 addressed in the PMPU is based on the *Wilmington Waterfront Plan*, Berths 97-109 (China Shipping) Container Terminal Project, Berths 136-147 (TraPac) Container Terminal Project, the *Anchorage Road Soil Storage Site Concept Plan*, and *Wilmington Marinas Plan*. Vacant land on Mormon Island between San Clemente Avenue and Hermosa Street would be an optional use site and allow liquid or break bulk uses. Additional land use changes are associated with the proposed appealable/fill projects in Planning Area 2.

2.5.3.3.2 Appealable/ Fill Projects

Berths 187-189 Liquid Bulk Relocation

This project would relocate existing liquid bulk berthing operations at Berths 187-189 to Berths 191-194. Tankage located along Berths 187-189 would also be removed and replaced with new tankage at Berths 191-194. A new Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS)-compliant wharf and equipment would be constructed at Berths 191-194. Land uses at Berths 187-189 would change from liquid bulk to open space and institutional.

Yang Ming Terminal Redevelopment

This project would include filling approximately 6 acres of the harbor at Berths 120-121 and cutting (i.e., creating open water) approximately 3 acres of land at Berths 121-127 to facilitate redevelopment of the West Basin Container Terminal. The proposed cut and fill, combined with wharf redevelopment, would create approximately 3,400 feet of new wharf. The project would also include a land use change near Berths 118-120 from liquid bulk to container terminal and would accommodate an approximately 20-acre backland expansion.

China Shipping Fill

This project would fill approximately 16 acres of a slip at Berth 102 to add additional backland to the existing China Shipping container terminal.

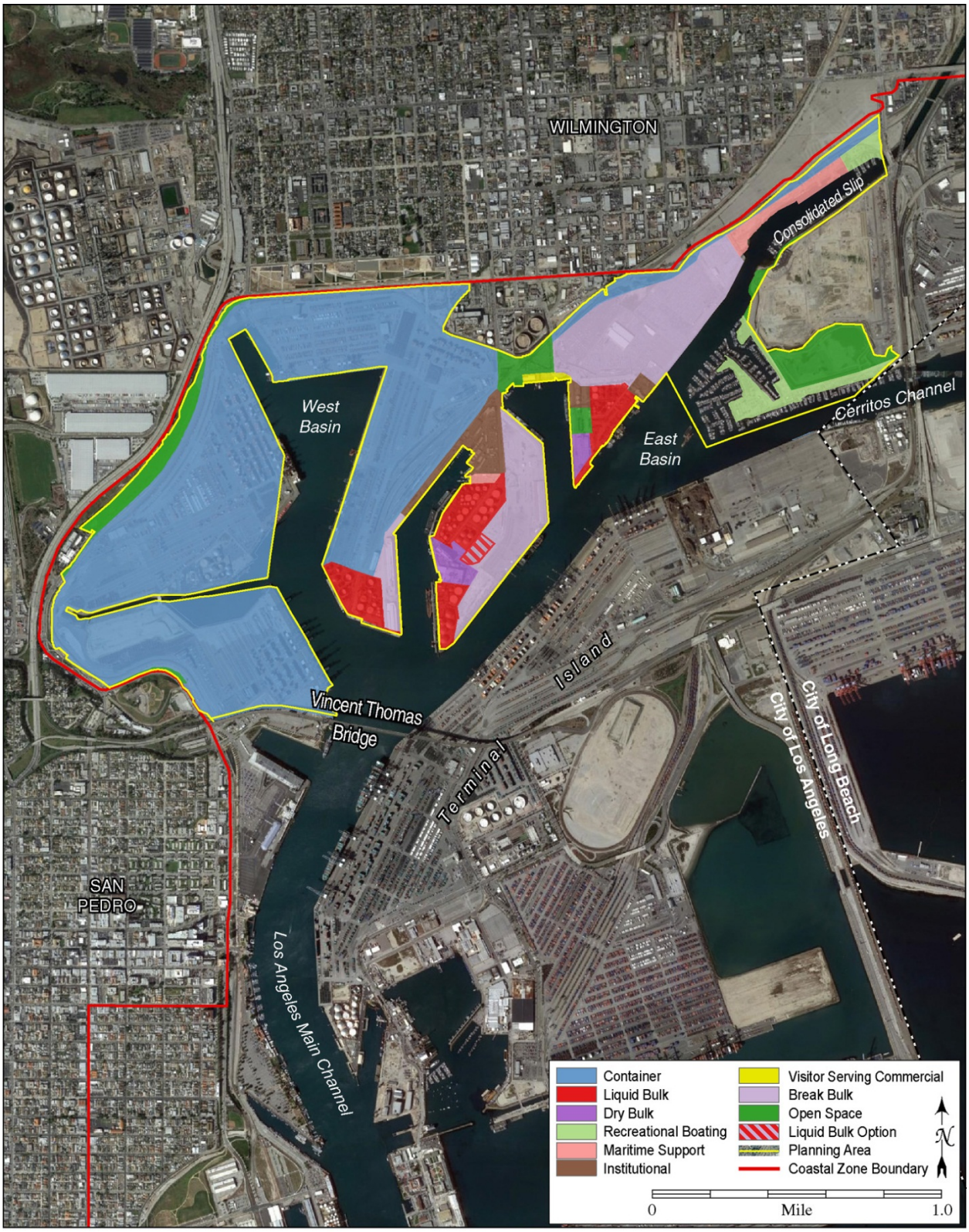

Figure 2.5-6. Proposed PMPU Planning Area 2 Land Use Designations

2.5.3.4 Planning Area 3: Terminal Island

2.5.3.4.1 General Overview

Planning Area 3, located on Terminal Island, would be the largest planning area and would focus on container operations. The proposed area comprises all of Terminal Island, with the exception of Fish Harbor, which would be in Planning Area 4 (Figure 2.5-7). Of the six container terminals at the Port, four are located in Planning Area 3. The Terminal Island Land Use Plan provides the framework for land uses located in Planning Area 3. The plan optimizes cargo-handling operations on Terminal Island, while restricting non-cargo and non water-dependent uses.

Open space is located along the southern tip of Pier 400 as an environmentally protected area for least terns and the urban forest area north of the Los Angeles Export Terminal (LAXT) rail loop. The proposed appealable/fill projects would provide additional space for expanding container and liquid bulk cargoes by clearing underutilized and vacant facilities, reconfiguring existing operations, and completing approximately 18 acres of land expansion/filling. The following land use changes would occur within Planning Area 3:

- The land use consisting of the existing ExxonMobil liquid bulk facility north of the Terminal Island Water Reclamation Plant (TIWRP) would be replaced with container uses;
- Planning Area 3 includes two mixed use sites that would allow break bulk, dry bulk, and/or container uses at Berths 206-209 and dry bulk and/or container uses at Berths 211-212;
- Berth 301 would be an optional use site that would allow conversion of existing maritime support uses to either container or liquid bulk;
- Vacant land between Seaside Avenue and Reeves Avenue and south of Reeves Avenue would be changed to maritime support;
- Vacant land along Ferry Street would be changed to maritime support;
- Vacant land, commercial fishing, and industrial areas near Fish Harbor would be changed to container cargo uses; and,
- Existing container area on Pier 400 would be converted to maritime support.

2.5.3.4.2 Appealable/Fill Projects

Berth 300 Development

This project would fill approximately 18 acres of water behind Berths 270-271 and Berth 301 to create additional container backland. This project would include berthing for maritime support.

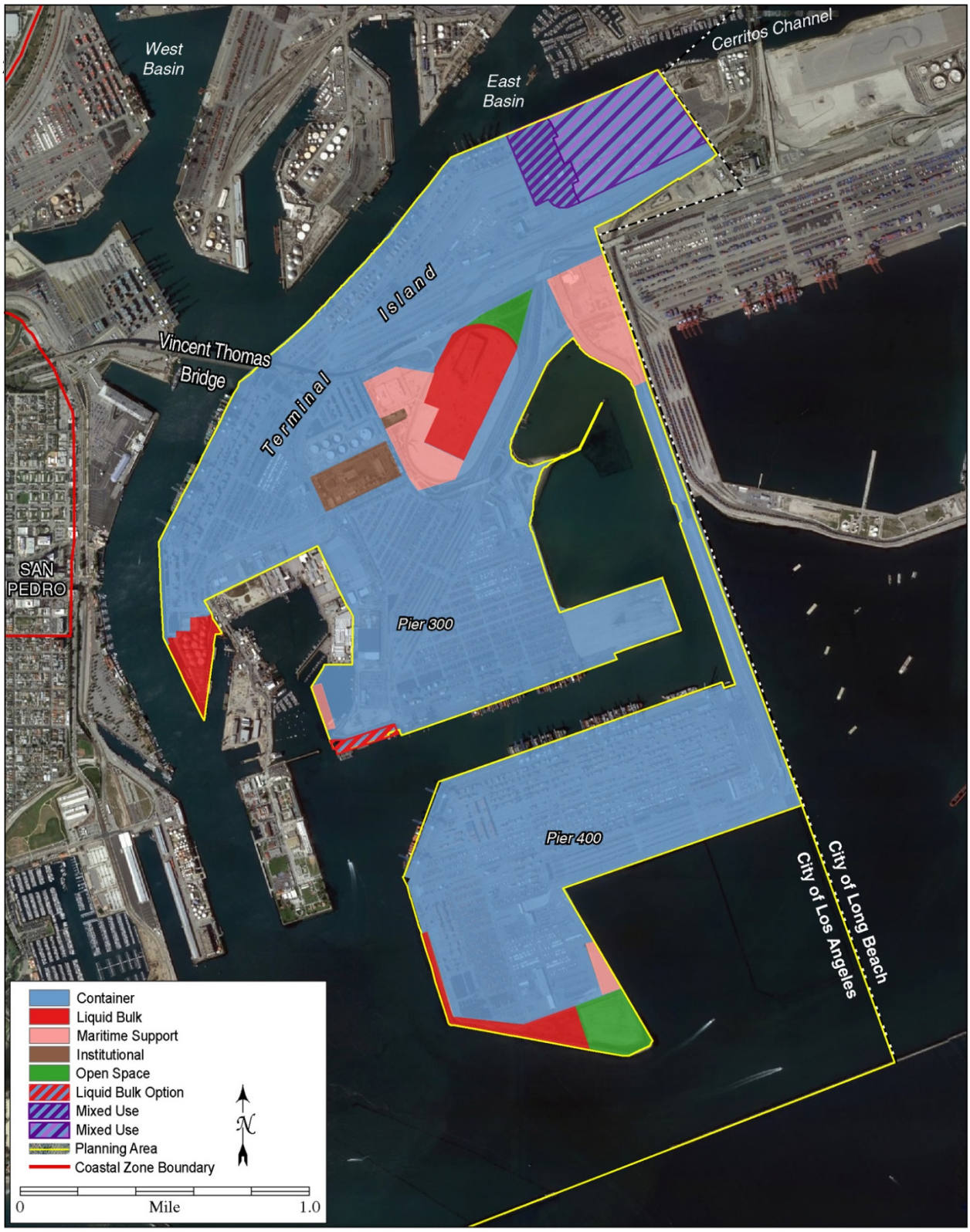

Figure 2.5-7. Proposed PMPU Planning Area 3 Land Use Designations

2.5.3.5 Planning Area 4: Fish Harbor

2.5.3.5.1 General Overview

Planning Area 4 would contain Fish Harbor and focus on expanding commercial fishing while maintaining adequate acreages for maritime support uses. Commercial fishing would remain in the northern and eastern portions of Fish Harbor, while maritime support and other institutional uses would be located along the western portion of Fish Harbor (Figure 2.5-8). Break bulk cargo handling is anticipated at Berths 240-241 and the backland area. The Terminal Island Land Use Plan also provides the framework for Planning Area 4.

2.5.3.5.2 Appealable/Fill Projects

Tri Marine Expansion

This project would expand Tri Marine's current fish processing facility at Berth 264. The expanded facility would include fish processing operations, cold storage, and office space. A new fish pump to transfer fish from the fishing boats to the new facility would be constructed to complement the existing fish pump at the facility.

338 Cannery Street Adaptive Reuse

This project would redevelop a nine-acre site located in Fish Harbor at Berth 265 by adaptive reuse of the existing historic buildings for commercial fishing development. Improvements would complement and maintain existing historic structures, while helping to create a financially sustainable commercial fishing development.

Al Larson Marina

This project would remove approximately 125 recreational boating slips at Berths 256-257 to allow for the expansion of the boatyard located directly north of the marina.

2.5.3.6 Planning Area 5: Waterways

2.5.3.6.1 General Overview

Planning Area 5 would consist of water areas in the Port. Water uses allowed in Planning Area 5 include general navigation, areas designated for environmental mitigation, recreational boating, and berthing (Figure 2.5-9). No land use changes would occur in Planning Area 5.

2.5.3.6.2 Appealable/Fill Projects

No appealable/fill projects would occur within Planning Area 5.

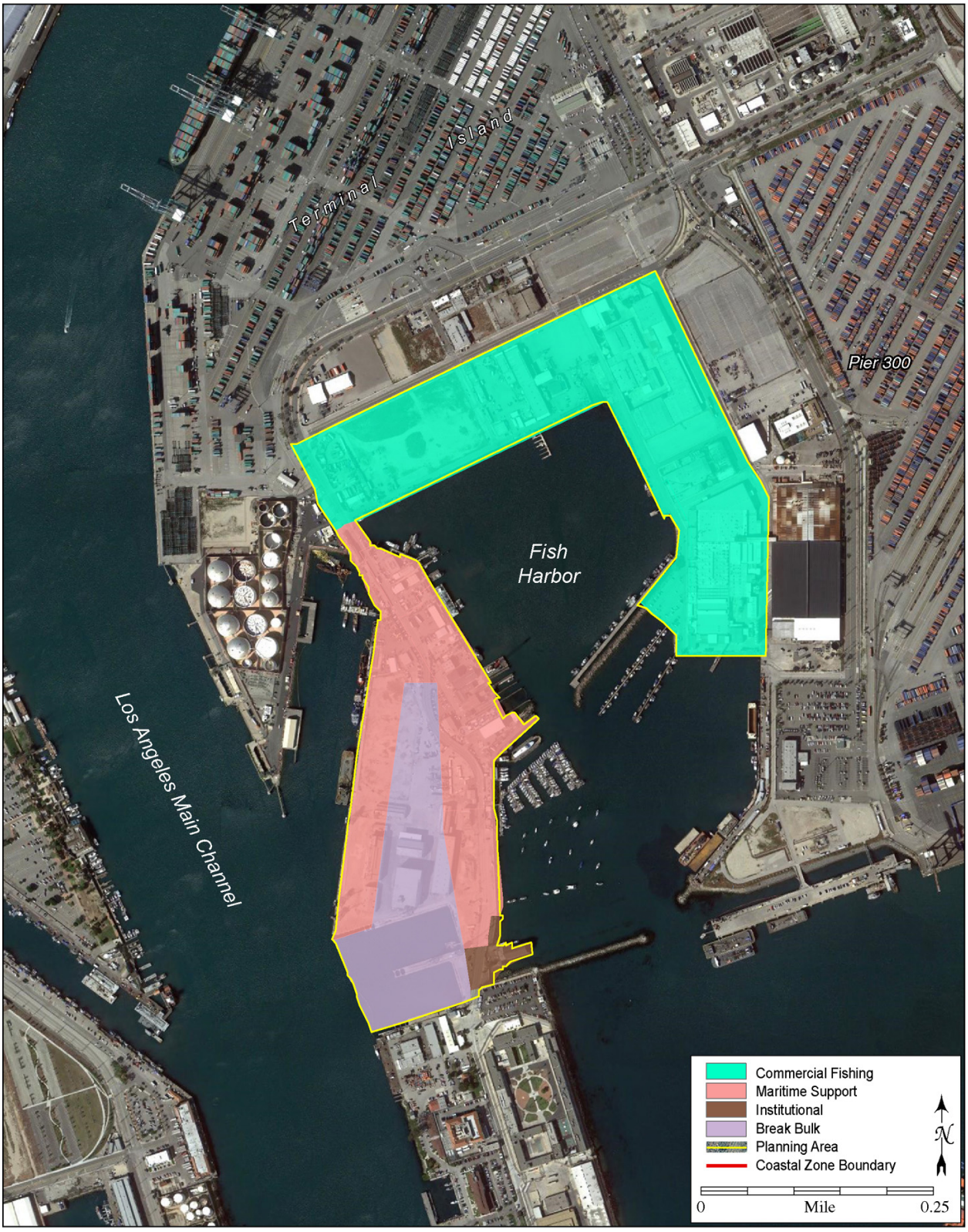

Figure 2.5-8. Proposed PMPU Planning Area 4 Land Use Designations

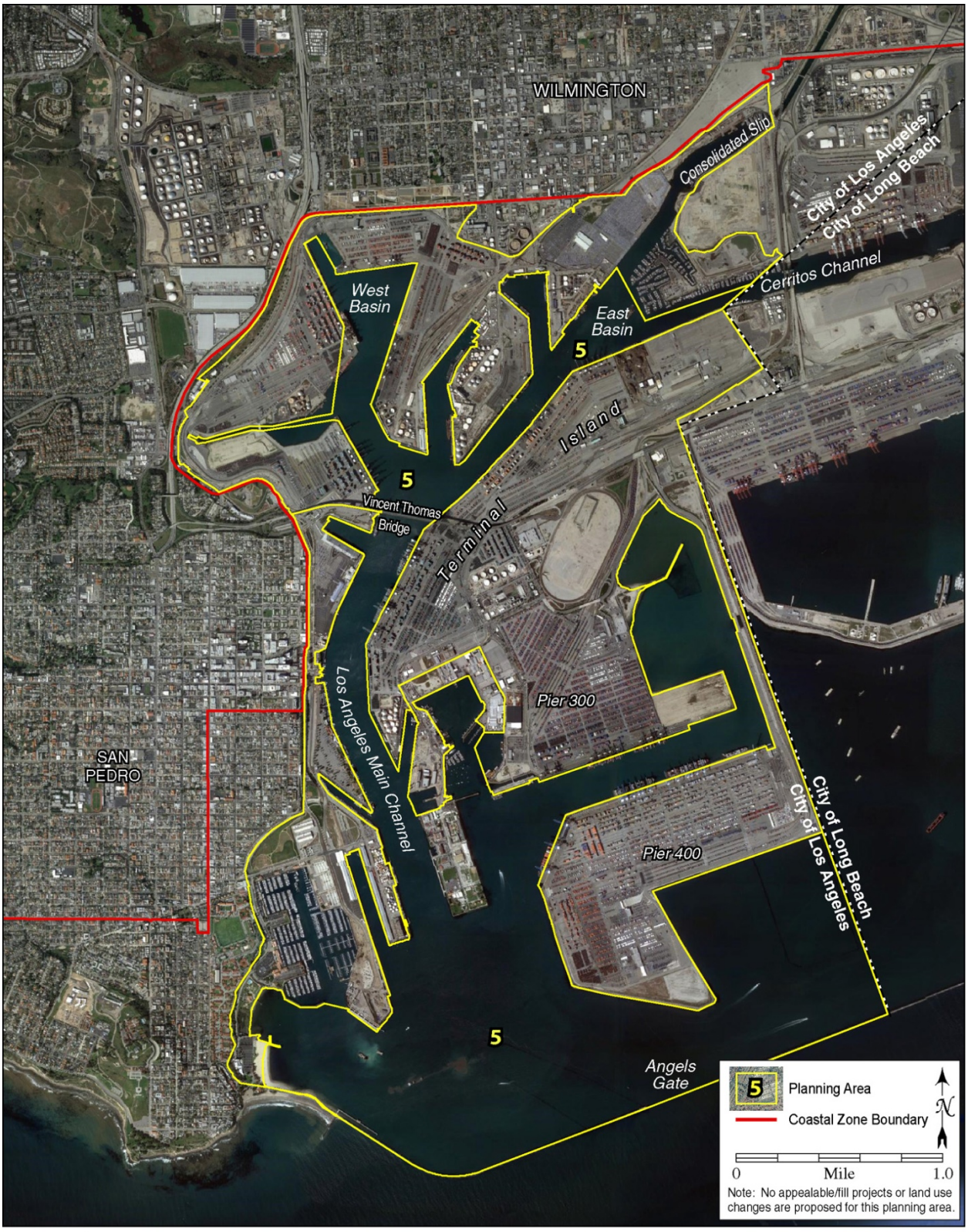

Figure 2.5-9. Proposed PMPU Planning Area 5 Land Use Designations

2.5.4 Changes in Land Use Acreage

The proposed changes in land use would result in changes to the total acreages associated with individual land use categories. Table 2.5-6 provides a summary of the land use changes (acres by land use type) that would occur with implementation of the PMPU, shown as differences between existing baseline conditions, defined as those occurring in 2011, and proposed conditions. Section 2.5.3, Changes to Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas, provides details regarding land use changes within specific planning areas.

Table 2.5-6. Summary of Proposed PMPU Land Use Changes

Land Use Type	*Existing (2011) (acres)*[a]	*Proposed Changes Evaluated in the PEIR (acres)*	*Previously Analyzed Changes (acres)*[b]	*Overall Difference (acres)*	*PMPU Acreage (acres)*
Container	2,050	288	33	321	2,371
Liquid Bulk	119	-17	66	49	168
Dry Bulk	45	-30	1	-29	15
Commercial Fishing	20	36	2	38	58
Recreational Marina (Recreational Boating)	66	0	23	23	88
Industrial (Maritime Support)	45	81	13	94	139
Institutional	115	-31	15	-16	98
Commercial (Visitor Serving/Commercial)	88	0	36	36	124
Break Bulk	160	15	38	53	213
Open Space	92	28	89	117	210
Passengers/Supporting Commercial (Cruise Operations)	54	0	15	15	69
Vacant	658	-333	-325	-658	0
Open Water[c]	3,224	-37	-5	-42	3,182
Total[d]	6,735	0	0	0	6,735

Notes:
a. All acreages are approximate. Acreages for mixed use and optional land use sites are associated with the "worst case" or most intensive land use for an individual site, as evaluated in this PEIR.
b. The PEIR does not analyze the impacts of the land use changes included in the PMPU that have already been evaluated in a certified CEQA document.
c. Acreages do not include the Reservation Point Area (i.e., 64 acres). This is not LAHD controlled property.
d. The total area includes open water acreage and all unassigned acreage in Planning Areas 1-4 and boundary differences.

2.5.5 Program Schedule

Buildout of the proposed appealable/fill projects would occur in multiple phases, although the precise schedule, and in most cases the scope, of these projects is unknown or has not been developed in sufficient detail at this time. The LAHD anticipates, however, that the proposed appealable/fill projects described above

would be implemented within the next 5 years. However, the analysis of the PMPU planning horizon extends out to year 2035.

2.5.6 Summary

In summary, the PMPU would consolidate areas characterized by predominant land use patterns within the Port and allocate a single land use to most sites. The PMPU would also include appealable/fill projects and other projects that have been approved in certified CEQA documents and/or are currently undefined (i.e., in the conceptual design stage). The proposed appealable/fill projects included in the PMPU are in various planning stages and are expected to be initiated or completed within the next 5 years.

This PEIR focuses on land use changes that would result in changes and/or intensification of activities with the potential for directly or indirectly impacting the physical environment (CEQA Guidelines Section 15378(a)). Several changes proposed in the PMPU are administrative (e.g., changes to existing planning areas and land use categories/definitions) and would cause no impacts to the physical environment. For much of the PMPU area, proposed land use categories would be compatible with or less intensive than existing land uses, potentially resulting in fewer impacts to the physical environment compared to existing conditions.

This PEIR focuses on the proposed appealable/fill projects, as defined under CCA Section 30715, and provides a programmatic evaluation of impacts associated with buildout of these projects. In general, this PEIR is intended to simplify the task of preparing subsequent environmental documents for the proposed appealable/fill projects and will serve as the first-tier document for later CEQA review of the proposed appealable/fill projects included in the PMPU. The LAHD expects that most of the proposed appealable/fill projects that are included in this PEIR would require separate environmental documents. CDPs for the proposed appealable/fill projects would not be issued until those project-specific CEQA reviews are completed. However, it would not be necessary to seek a PMPU amendment from the CCC in regard to the proposed fill projects analyzed herein.

This PEIR does not analyze the impacts of other projects included in the PMPU that have already been evaluated in certified CEQA documents. Furthermore, as some projects included in the PMPU are in the conceptual design stage, sufficient project details are not available to support a programmatic evaluation of potential impacts. These other projects are listed in the PEIR for purposes of public disclosure and addressed in Chapter 4.0, Cumulative Analysis.

2.5.7 PMPU Goals and Policies

2.5.7.1 PMPU Goals

The PMPU would include long-range goals for future development at the Port. Due to the dynamic nature of world commerce and national and international economic trends, the PMPU would include broad goals that demonstrate the LAHD desire to accommodate short-term demands associated with these trends.

Goal 1: Optimize Land Use

Development and the land uses designated on Port land should be compatible with surrounding land uses in order to maximize efficient utilization of land and minimize conflicts. Individual terminals within the Port should be compatible with neighboring Port tenants. When incompatible, Port areas should be deliberately redeveloped or relocated to eliminate the conflict. Cargo handling facilities should be primarily focused on Terminal Island and other properties that are buffered from the neighboring residential communities of San Pedro and Wilmington. Non-water dependent use facilities should be eliminated from Port cargo-designated waterfront properties. Land use decisions should also take into consideration opportunities for Port tenants to grow and expand their businesses.

Goal 2: Increase Cargo Terminal Efficiency

Cargo terminals should be utilized to their maximum potential in order to meet current and future needs of the Port's customers and region. The Port should develop and maintain the infrastructure necessary to support the terminals, while Port tenants should be encouraged to modernize their facilities and implement new technologies, including automated container terminal technology. Long-term development plans should maximize the utilization of low-performing assets, environmentally contaminated facilities, and unused assets.

Goal 3: Accommodate Diverse Cargoes

The Port should continue its commitment to accommodating a variety of water-dependent cargo handling facilities, including container, break bulk, dry bulk, and liquid bulk uses. While revenues generated from each land use vary, overall plans for the Port should allow for some capacity for different modes of cargo to serve the larger economic and public interest of the state. Ancillary uses, such as ship and boat repair, harbor craft, and barge and tug operations, are vital support industries and are also important customers that should be prioritized, based on need. Additionally, existing commercial fishing and recreational boating facilities will be protected consistent with the policies of the CCA.

Goal 4: Increase Public Access to the Waterfront

As a part of a larger community, the Port will provide for enhanced public access to the waterfront and visitor-serving facilities including retail restaurants, museums, and parks. Waterfront access should be provided to both the local communities of San Pedro and Wilmington. These visitor-serving areas should be developed to connect with local commercial districts directly outside the Port district, such as Downtown San Pedro and the Wilmington Avalon Corridor. Within the visitor-serving areas, pedestrian and bicycle pathways should connect a series of commercial and open space destinations as well as allow the opportunity to network into regional resources such as the California Coastal Trail (CCT).

Goal 5: Protect Historic Resources

The Port should, where feasible, identify and preserve historic resources within the Port. Significant historic events, such as the historic commercial fishing industry or

the Japanese-American fishing village on Terminal Island, should continue to be memorialized through monuments. A historic resources policy should be formalized and adopted by the Board to establish the Port's commitment to adaptive reuse and protection of historic structures.

2.5.7.2 PMPU Policies

The PMPU would include the following policies that the Board would use to determine if future projects are consistent with the PMPU. The policies described below are consistent with the CCA and ensure that the intent of the CCA is carried out with implementation of the PMPU. Where policies conflict with any element of the PMPU, the conflict is to be resolved in a manner that is the most protective of significant coastal resources (CCA Section 30007.5).

Policy 1: Land Use (CCA Sections 30250, 30255, 30701, and 30220)

Policy 1.1: Develop new commercial or industrial projects within, contiguous with, or in close proximity to existing developed areas able to accommodate it with adequate public services (CCA Section 30250).

Policy 1.2: Protect coastal areas for Port-related developments and water-dependent developments (CCA Section 30255).

Policy 1.3: The Port is encouraged to modernize and construct necessary facilities within the boundaries of the Port in order to minimize or eliminate the necessity for future dredging and filling to create new ports in new areas of the state (CCA Section 30701).

Policy 1.4: Coastal areas and waters in the Port suitable for water-oriented recreational activities shall be protected for such uses where they do not interfere with commercial or hazardous operations or activities of the Port and its tenants (CCA Section 30220).

Policy 2: Location, Design, and Construction of Development (CCA Sections 30707, 30708, 30211, 30212, 30212.5, and 30223)

Policy 2.1: Locate, design, and construct Port-related projects to: 1) minimize substantial adverse impacts; 2) minimize potential traffic conflicts between vessels; 3) prioritize the use of existing land space for Port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities; 4) provide for other beneficial uses including, but not limited to, recreation and wildlife habitat uses, to the extent feasible; and, 5) encourage rail service to Port areas and multicompany use of facilities (CCA Section 30708).

Policy 2.2: In designing and construction facilities in upland and waterfront areas for public recreation, including boating facilities and marinas, adequate public access shall be provided (CCA Sections 30211, 30212, and 30223).

Policy 2.3: Facilities for public recreation including boating facilities and marinas, when reasonable and practicable, shall be distributed and located in available areas of

the Port to avoid overcrowding and/or overuse of individual areas (CCA Section 30212.5).

Policy 3: Diking, Filling, and Dredging of Water Areas (CCA Sections 30705, 30706, and 30233)

Policy 3.1: Water areas may be diked, filled, or dredged for the following purposes: navigational safety; Port-related facilities; incidental public service purposes; mineral extraction; restoration; resource-dependent activities; shoreline appearance; and public access (CCA Sections 30705 and 30233).

Policy 3.2: The design and location of new or expanded facilities shall, to the extent practicable, take advantage of existing water depths, water circulations, siltation patterns, and means available to reduce controllable sedimentation so as to diminish the need for future dredging (CCA Section 30705).

Policy 3.3: Consider all impacts of projects involving diking, filling, or dredging water areas; and evaluate socioeconomic and environmental factors (CCA Section 30705).

Policy 3.4: Plan and schedule dredging and fills as to minimize disruption to fish and bird breeding and migrations, marine habitats, coastal resources, and water circulation (CCA Sections 30705, 30706, and 30233).

Policy 3.5: Fill proposed water area to the minimum necessary to achieve the purpose of the fill (CCA Section 30706).

Policy 3.6: In conjunction with disposal of dredge spoils, minimize harmful effects to coastal resources, such as water quality, fish or wildlife resources, recreational resources, or sand transport systems and minimize reductions of volume, surface area, or water circulation (CCA Section 30706).

Policy 3.7: Remain in accordance with sound safety standards that will afford reasonable protection to persons and property against the hazards of unstable geologic or soil conditions or of flood or storm waters (CCA Section 30706).

Policy 3.8: Maintain navigational safety after fills are completed (CCA Section 30706).

Policy 4: Commercial Fishing (CCA Section 30703)

Policy 4.1: Do not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate alternative space has been provided (CCA Section 30703).

Policy 4.2: Proposed recreational boating facilities shall, to the extent feasible, be designed and located as not to interfere with the needs of the commercial fishing industry (CCA Section 30703).

Policy 5: Recreational Marinas (CCA Sections 30234 and 30224)

Policy 5.1: Protect, and where feasible, upgrade facilities serving commercial and recreational boating industries and do not reduce existing recreational boating harbor space unless the demand for those facilities no longer exists or adequate substitute space has been provided (CCA Section 30234).

Policy 5.2: Encourage recreational boating by providing additional public launching facilities and berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, develop more dry storage areas, and provide for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land (CCA Section 30224).

Policy 6: Tanker Terminal Safety (CCA Sections 30707, 30232, and 30261)

Policy 6.1: Design new or expanded tanker terminals to: 1) minimize the total volume of oil spilled; 2) minimize the risk of collision from movement of other vessels; 3) have ready access to the most effective feasible containment and recovery equipment for oil spills; and, 4) have onshore deballasting facilities when needed (CCA Sections 30707 and 30261).

Policy 6.2: Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur (CCA Sections 30232 and 30261).

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