Section 3.8
Land Use

3.8.1 Introduction

This section evaluates the consistency of the proposed Project with City of Los Angeles, City of Carson, and City of Long Beach General Plan designations, Municipal Code zoning designations, and other land use plans or policies adopted by agencies with jurisdiction over land uses within the proposed Project area. Inconsistencies with land use policies are not themselves environmental impacts. A finding of inconsistency is a legal determination and not a physical impact on the environment. However, such a finding may indicate a likelihood of environmental harm, or be evidence that an underlying physical impact is significant. This analysis also addresses whether the proposed Project would substantially affect land uses in the Project area, divide or isolate surrounding communities, or cause secondary impacts to surrounding land uses, such as from changes in truck and rail transport activities, which are discussed in other resource area sections such as Section 3.2, Air Quality, Section 3.6, Traffic, and Section 3.11, Noise.

3.8.2 Environmental Setting

The Project site is located approximately four miles to the north of the ports of Los Angeles and Long Beach in a primarily industrial area outside of the harbor district between the Wilmington community to the west and Long Beach to the east. As shown in Figure 2-2, the area is dominated by Port-related industrial activities to the north, west and south of the proposed Project site; the area across the Terminal Island Freeway to the east is predominantly made up of single-family residential properties, but includes a public high school, elementary school, nursery school, and a veteran's housing and medical center. The area to the north consists of the UP's ICTF, another rail loading and unloading facility that is similar in function to the proposed Project. To the west of the Project site, across the Dominguez Channel, is a large industrial cracking facility that processes crude oil to blending stocks for petroleum products. To the south of the Project site are a series of container staging and maintenance facilities and a sulfur processing facility.

3.8.2.1 Existing Land Uses

3.8.2.1.1 Ports of Los Angeles and Long Beach

The shipping containers that would be handled at the SCIG facility would be arriving at the Project site from the San Pedro Bay ports (see Section 1.1 for a description of the ports and port operations). The Port of Los Angeles is operated by the City of Los Angeles Harbor Department while the Port of Long Beach is operated separately by the City of Long Beach Harbor Department. The ports consist of marine cargo terminals;

open-water channels, berths and anchorages; supporting infrastructure such as roads, railroads, and maritime-related businesses; water-dependent recreational and commercial facilities such as marinas, restaurants, and fishery-support facilities; and various manufacturing and production facilities. The two ports cooperate on the planning and development of joint rail and other infrastructure projects needed to accommodate projected cargo increases (see Section 1.1.3 for a discussion of cargo statistics).

3.8.2.1.2 Onsite Land Uses

The portion of the Project area on which the proposed SCIG facility would be located is bounded by the Dominguez Channel on the west, Sepulveda Boulevard on the north (which continues as West Willow Street in Long Beach), Pacific Coast Highway (PCH) on the south, and the Terminal Island Freeway and portions of the Southern California Edison SCE transmission line right of way on the east. At present, the area is used for cross docking (see Section 1.1), warehousing, container and/or trailer maintenance servicing and storage, and rail service. The Project site is located within the cities of Los Angeles, Long Beach, and Carson. The Project site contains numerous easements for underground pipelines carrying crude and refined oil, water and sewer lines, storm drains, and electrical conduits.

Additional Project-related rail line and roadway improvements would occur within the PCH right-of-way and south of PCH on land within and adjacent to the Alameda Corridor rail lines. This area south of PCH, which is located entirely within the City of Los Angeles, is currently occupied by Fast-Lane Transportation (terminal services, cargo logistics, and container storage/repair), a small ACTA maintenance facility, vacant parcels, and railroad right-of-way connecting the Port of Long Beach to the Alameda Corridor. Project mitigation measures consisting of 1) an urban forest on the east side of the Terminal Island Freeway north of PCH and south of Willow Street, and 2) a sound wall/visual barrier located on the east side of the Terminal Island Freeway north of PCH and south of Willow Street would be located within the City of Long Beach.

An area adjacent to the north of the Project site in which rail line improvements would be constructed includes the Sepulveda Boulevard bridge and an existing rail line jointly owned by the Port of Los Angeles and Port of Long Beach known as the former UPRR San Pedro Branch. This portion of the Project site is also located within the City of Long Beach.

3.8.2.1.3 Tenant Relocation Areas

Relocation sites for Fast-Lane Transportation, the ACTA maintenance yard, and the majority of California Cartage operations are depicted in Figure 2-5. Fast-Lane is expected to move from its current location south of PCH, as described above, to an approximate 4.5-acre site to the south that is currently vacant. The ACTA maintenance facility would move to an approximate 4-acre site just west of the Dominguez Channel that is currently vacant and undeveloped. California Cartage would relocate its operation to the 10-acre site where the current ACTA maintenance facility is located. These areas are all located within the City of Los Angeles. Other potential relocation sites have not been determined.

3.8.2.1.4 Underground Pipelines

Numerous easements and agreements have been established within the Project site to accommodate the installation of underground pipelines carrying crude and refined oil, water and sewer lines, storm drains, and electrical conduits.

3.8.2.2 Surrounding Land Uses

3.8.2.2.1 City of Long Beach

The eastern portion of the Project site, containing the portion of the SCE corridor on which the North Lead Tracks would be built, the San Pedro Branch rail line, and the Terminal Island Freeway, is within the City of Long Beach. Most of the land uses east of the Terminal Island Freeway to I-710 and north of PCH, are residential. However, most of the nearest land uses adjacent to the east side of Terminal Island Freeway are parks and schools. Also nearby at the northeast corner of PCH and Terminal Island Freeway is a technology park, which includes a trade school. Table 3.8-1 shows the distances east from the Project site to the various adjacent and nearby land uses, as well as their distances from the east edge of Terminal Island Freeway.

Table 3.8-1. Distance from Proposed Project Site to Residential, School/Park, and Other Non-Industrial Land Uses.

Location	Distance To	From Boundary of Project Site (including Relocated Tenants)	From Boundary of Primary SCIG Facility	From Terminal Island Fwy
At West Willow St.	Residential	495 ft	910 ft	200 ft
At West Willow St.	Buddhist Temple	390 ft	710 ft	75 ft
At West 24th St.	Residential	880 ft	1160 ft	580 ft
At West 23rd St.	Hudson Elementary School	310 ft	640 ft	50 ft
At Hill St.	Hudson Park	260 ft	580 ft	30 ft
At Hill St.	Cabrillo High School	280 ft	600 ft	65 ft
At West 20th St.	Residential & Health Care	1680 ft	1980 ft	1400 ft

This adjacent area between PCH and West Willow Street is designated in the Long Beach General Plan as the Westside Residential Neighborhood. A description in the General Plan, prepared in 1995, states that the land use and socio-economic characteristics of the Westside neighborhood are primarily single-family with housing stock in fair to good maintenance. The Westside Neighborhood description in the General Plan also states: "More intensive use of the Southern California Edison (SCE) right-of-way has been proposed under the high voltage power lines." A land-use policy for the Westside Neighborhood (City of Long Beach, 1997) states:

> "The Southern California Edison (SCE) right-of-way between Pacific Coast Highway and Sepulveda/Willow Street may be used for outdoor truck parking to support nearby multi-modal transport facilities. The truck parking must meet all safety requirements imposed by SCE to protect the high voltage overhead wires, and the property shall be surfaced to minimize dust".

Consistent with this land use policy, portions of the SCE right-of-way are occupied by trucking operations conducted by California Cartage and Fast Lane Transportation.

The Neighborhood Plan intends that the Westside Neighborhood continue to be primarily a single-family area and that commercial strips be rehabilitated or redeveloped as residential. A former Navy housing site that was located along the north side of PCH "may be redeveloped with a research and technology center…." That redevelopment has now largely been accomplished with the California State University of Long Beach Technology Park and trade school having been constructed and with additional pads graded and ready for development or in the process of being cleared for grading. A police substation has also been constructed at the corner of PCH and Santa Fe Avenue, which was also a recommendation of the Neighborhood Plan.

To the northeast of the Project site is the Upper Westside neighborhood, which extends north from West Willow Street. This neighborhood is primarily single-family residential, with the exception of a warehouse and distribution center on the north side of West Willow Street adjacent to the northeast corner of the Project site and neighborhood commercial uses on the south side of the street. Stephens Middle school abuts the UP rail line north of the warehouse/distribution center. Beyond the school, residential uses continue along the east side of the railroad corridor.

Southeast of the Project site between PCH and Anaheim Street and east to I-710 are a variety of light to medium industrial buildings, heavy industrial facilities, automobile wrecking yards, and service commercial uses. Nearest the Project site at the southeast corner of PCH and Terminal Island Freeway is a steel fabrication plant. Auto or other repair services are the primary uses in this area, including port-related businesses such as truck repair and transport company facilities. This area is also within the West Long Beach Industrial Redevelopment Project area, as described below in Section 3.8.2.4. A study by the Long Beach Redevelopment Agency in 2003 recommended upgrading industrial and commercial uses and identifies the need to better manage large truck parking, improve drainage and utility systems, reduce container storage and illegal dumping, and remove incompatible residences (City of Long Beach, 2003).

3.8.2.2.2 City of Carson

Adjacent to the west of the Project site is the city of Carson, which includes a triangular-shaped area in the northwest corner of the Project site. The area across the Dominguez Channel to the west is primarily used as an oil refinery and fuel storage tank site. Located adjacent to the north and south of Sepulveda Boulevard are fuel storage tanks and storage of shipping containers and trailer chassis. Railroad loading and transfer facilities are also located to the north. These types of heavy industrial, storage, and cargo transportation uses occur without exception on adjacent lands and extend over one-half mile to the west, north, and south, including all land between the Project site and the Alameda Corridor.

3.8.2.2.3 Community of Wilmington-Harbor City

The Community of Wilmington-Harbor City is located in the City of Los Angeles. Southwest of the Project site between PCH and Anaheim Street and west of the Dominguez Channel, are primarily oil refinery facilities, transport facilities and equipment storage, automobile wrecking yards, and some port- and marine-related commercial uses. This land use pattern continues west to Alameda Street.

3.8.2.3 Offsite Transportation Corridors

3.8.2.3.1 Railroad Routes

The principal rail route in the Project site vicinity is the Alameda Corridor, a 20-mile-long rail cargo expressway linking the San Pedro Bay ports to the transcontinental rail network near downtown Los Angeles. Primarily located along and adjacent to Alameda Street, it was completed in April 2002 and provides a series of bridges, underpasses, overpasses, and street improvements, including a 10-mile-long open trench, that eliminate at-grade road crossings and separate freight trains from street traffic and passenger trains. The south end of the rail corridor is in the community of Wilmington-Harbor City and extends through or borders the cities of Carson, Compton, Lynwood, South Gate, Huntington Park, and Vernon. Its route also traverses the unincorporated Los Angeles County communities of Rancho Dominguez and Walnut Park.

3.8.2.3.2 Truck Routes

Established truck routes provide access into marine terminals, rail facilities, and warehousing and distribution facilities, and the proposed Project includes additional truck routes in non-residential areas (see Figure 2-4).These routes enable heavy containers to be moved under special permits to and from I-710 and Interstate 110 (I-110, also known as the Harbor Freeway), along routes that have been constructed to accommodate heavy loads, and limit use of other local streets where traffic, noise, and air quality impacts to residential areas would be increased.

3.8.2.4 Redevelopment Areas in the Site Vicinity

3.8.2.4.1 Long Beach Redevelopment Project Areas

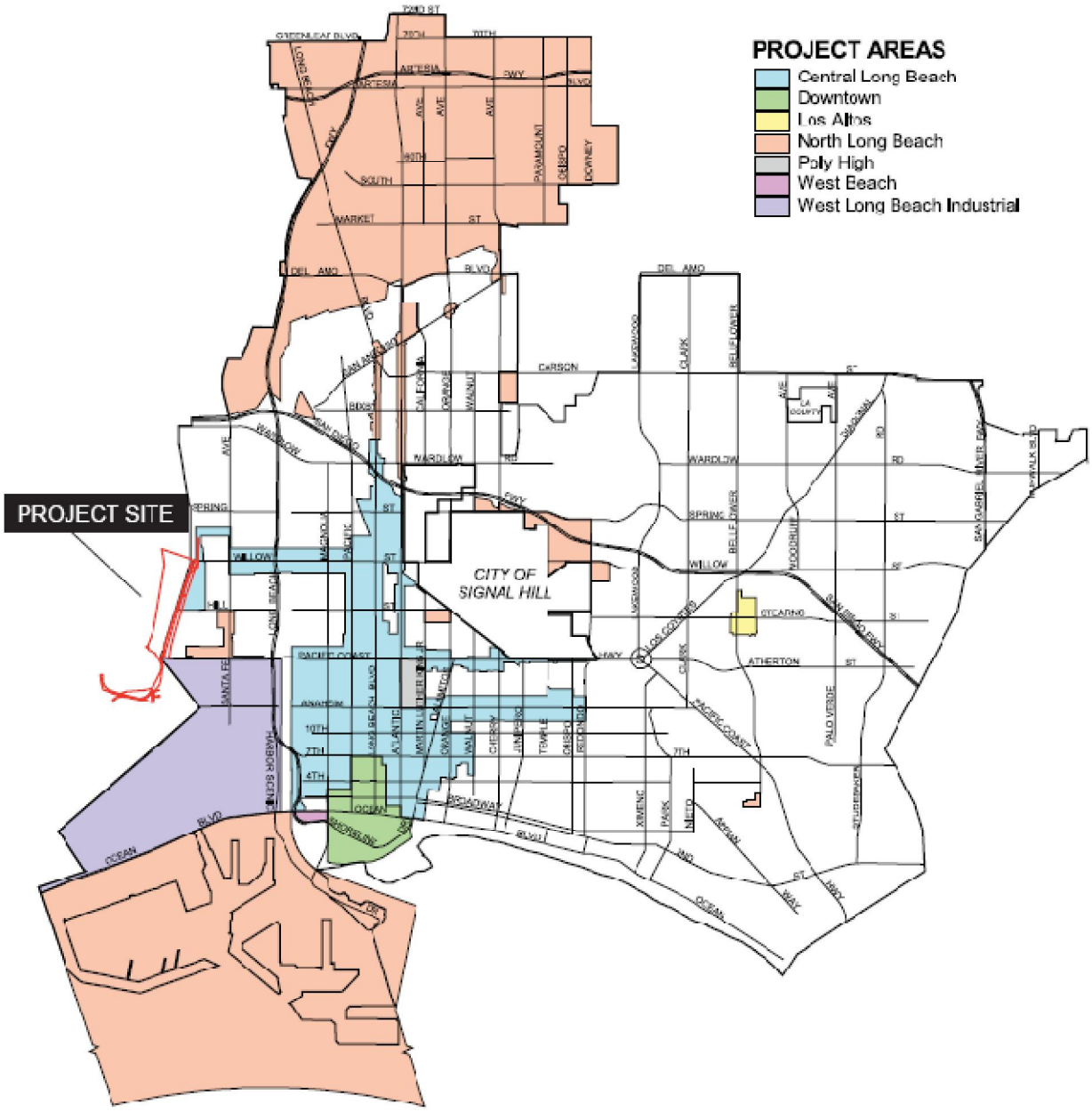
As shown on Figure 3.8-1, Long Beach has seven different redevelopment project areas. Those that are adjacent to or near the Project site are described below. In addition to the redevelopment project areas, the Long Beach Department of Public Works has begun work on a "Community Livability Plan" to address quality of life issues and design concepts for neighborhoods adjacent to and impacted by I-710. This effort includes the Westside residential neighborhood to the east of the Project site and the Upper West Side and Arlington neighborhoods to the north.

- West Long Beach Industrial Project Area. This redevelopment project was adopted on July 1, 1975, and consists of approximately 1,368 acres. Most redevelopment activity has occurred in the area between PCH and Anaheim Street and is focused on improving the industrial environment by transitioning remaining residential uses to conforming industrial or commercial uses, and by upgrading street, drainage, and water and sewer infrastructure.
- Central Long Beach Project Area. This redevelopment project was adopted on September 21, 1993, in response to damage caused during civil disturbances in 1992. It encompasses areas adjacent to downtown, north of Broadway, and includes the north-south streets of Atlantic Avenue, Long Beach Boulevard, Pacific Street, and Magnolia Avenue. The west boundary is the Los Angeles River south of PCH. It also includes a corridor along West Willow Street to the west city boundary adjacent to the Project site and extending south to West Hill Street. The SCE corridor, San Pedro Branch rail line, and an equipment storage business are located within this portion of the Redevelopment Project Area, as would be the urban forest landscaping mitigation and portions of the noise wall mitigation. Existing land uses in the vicinity

include Hudson Park, Hudson Elementary School, the Long Beach Unified School District Building Maintenance Facility, and continuing north of West Willow Street, a cargo transport company and Stephens Middle School.

- North Long Beach Project Area. This redevelopment project was adopted on July 16, 1996, and consists of 10 non-contiguous areas totaling approximately 12,507 acres, including 4,967 acres within the Long Beach Harbor District, south of Ocean Boulevard. Most of the redevelopment activities have focused on North Long Beach, north of I-405. In the Project site vicinity there is a relatively small, non-contiguous portion of the Redevelopment Project Area designated as Parcel 9, which is located along the north side of PCH from just east of Terminal Island Freeway, to I-710; and also extends north along Santa Fe Avenue to Hill Street. Existing land uses within Parcel 9 include the technology park on the north side of PCH, recently-cleared vacant land, and a police substation at the corner of PCH and Santa Fe Avenue. North on Santa Fe Avenue is a portion of Cabrillo High School, Admiral Kidd Park, community commercial, and multi-family residential.

Figure 3.8-1. Long Beach Redevelopment Project Areas.



Source: City of Long Beach, 2011.

3.8.2.4.2 Los Angeles Harbor Industrial Center Redevelopment Project Area

This Los Angeles redevelopment project, also known as the Wilmington Industrial Park, was adopted on July 18, 1974. It is located southwest of the Project site and is bounded on the north by Anaheim Street, on the east by Alameda Street, on the south by Harry Bridges Boulevard, and on the west by Broad Avenue. The redevelopment project area was extremely blighted due to oil extraction activities and a mix of junk yards, boat construction yards, and similar heavy industrial uses in an area that also included older residences. Redevelopment activities have resulted in a modern industrial park with upgraded road and utility systems that have provided a new economic and employment base within the Wilmington community. These improvements have transformed this area into industrial headquarters for more than 75 businesses. Thirty new commercial and industrial developments have been completed, encompassing more than 779,000 square feet of floor area (City of Los Angeles, 2007).

3.8.3 Applicable Project Area Plans, Programs and Regulations

Land use planning and development within the proposed Project area are governed by several state and local plans and policies, as described below.

3.8.3.1 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.

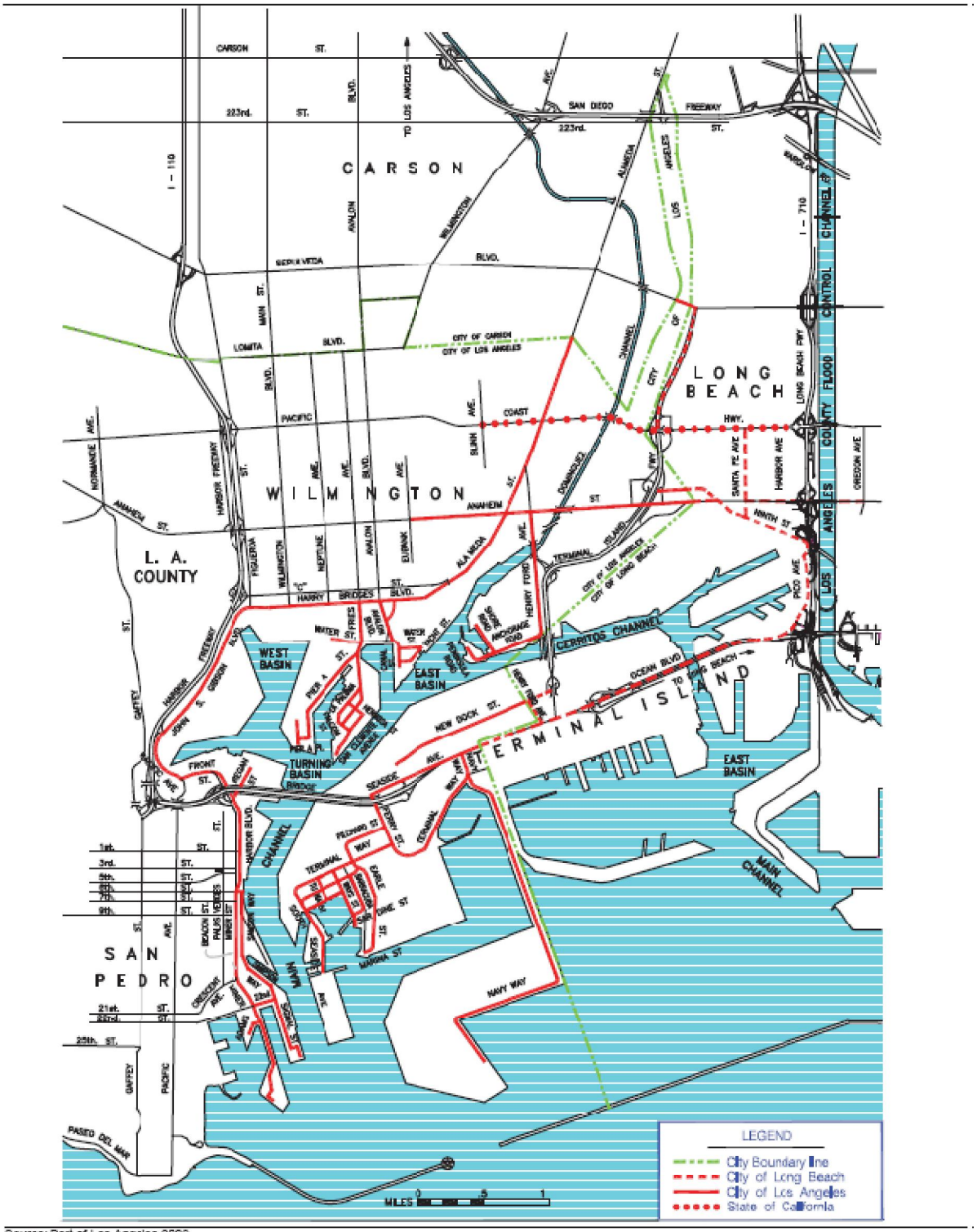
The City of Los Angeles General Plan Land Use Element includes 35 local area plans, known as Community Plans, as well as plans for the Port of Los Angeles and Los Angeles International Airport. The Port of Los Angeles Plan (1982 plus subsequent amendments), which is part of the City of Los Angeles General Plan Land Use Element, covers the Project site west of the Long Beach city boundary, except for the portion within the City of Carson. The Plan serves as the official 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 and limitations, land and water developments, and other trends
- To protect investment to the extent reasonable and feasible

The Port of Los Angeles Plan covers the majority of the Project site which shows a land use designation as General/Bulk Cargo and Hazardous Industrial/Commercial uses.

General Cargo includes container, break-bulk, neo-bulk, and passenger facilities, as well as related 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. In addition to these land use categories, the Plan distinguishes hazardous uses as facilities which handle or store bulk hazardous cargo as defined in the Port Risk Management Plan (see Section 3.7, Hazards and Hazardous Materials). Figure 3.8-2 illustrates General Plan land use designations for the proposed Project area.

Figure 3.8-2. Port of Los Angeles Community Plan.



Source: Port of Los Angeles 2009

3.8.3.1.1 Port of Los Angeles Plan Objectives

The Port of Los Angeles Plan contains the following objectives and policies applicable to the Project area.

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 users.

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 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 (with railroad company concurrence) 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.

3.8.3.1.2 Port of Los Angeles Plan Policies

The Port of Los Angeles Plan contains the following policies applicable to the Project area.

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.

3.8.3.2 Wilmington-Harbor City Community Plan

The Wilmington-Harbor City Community Plan area is within the City of Los Angeles. Its easternmost portion covers the South Lead Track Area and some of the tenant relocation areas south and southwest of the Project site; most of the Project Site is outside the plan area. The Project areas covered by the plan are designated for Heavy Industrial land uses, with the exception of the Dominguez Channel, which is designated and zoned as Open Space.

Relevant goals, policies, and objectives in the Wilmington-Harbor City Community Plan (City of Los Angeles, 1999) are as follows:

- Cargo container storage facilities shall have direct access from major or secondary highways or through industrial areas with no access to such facilities through residential areas. Container storage areas shall provide landscaped buffering, height limitations, and noise and view mitigation measures protecting nearby residential areas, and no container storage shall be permitted within 300 feet of any residential zone. Even though irrigation in some areas may not be feasible or permitted, it is the policy to encourage landscaping with xeriscape sensitive plants.
- Coordinate the development of the Port of Los Angeles 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 impacts to neighboring communities from Port-related activities.

- Assure that Port programs for land acquisition and circulation improvements will be compatible with and beneficial in reducing environmental impacts to surrounding areas caused by Port-related activities, as well as beneficial to the Port.
- The Port's Wilmington land acquisition program should develop adequate buffers, landscaping and transitional uses between the Port and the Community.
- Upgrade the circulation system, both internal and external to the Port, to promote efficient transportation routes to employment, waterborne commerce, and commercial and recreational areas, and to divert Port-related traffic away from adjacent residential and commercial areas.
- Port land acquisitions and development in Wilmington should bring about the timely removal of blighting activities and their replacement with uses consistent with Port development activities and which enhance the physical, visual, and economic environment of the community.

3.8.3.3 City of Los Angeles Zoning

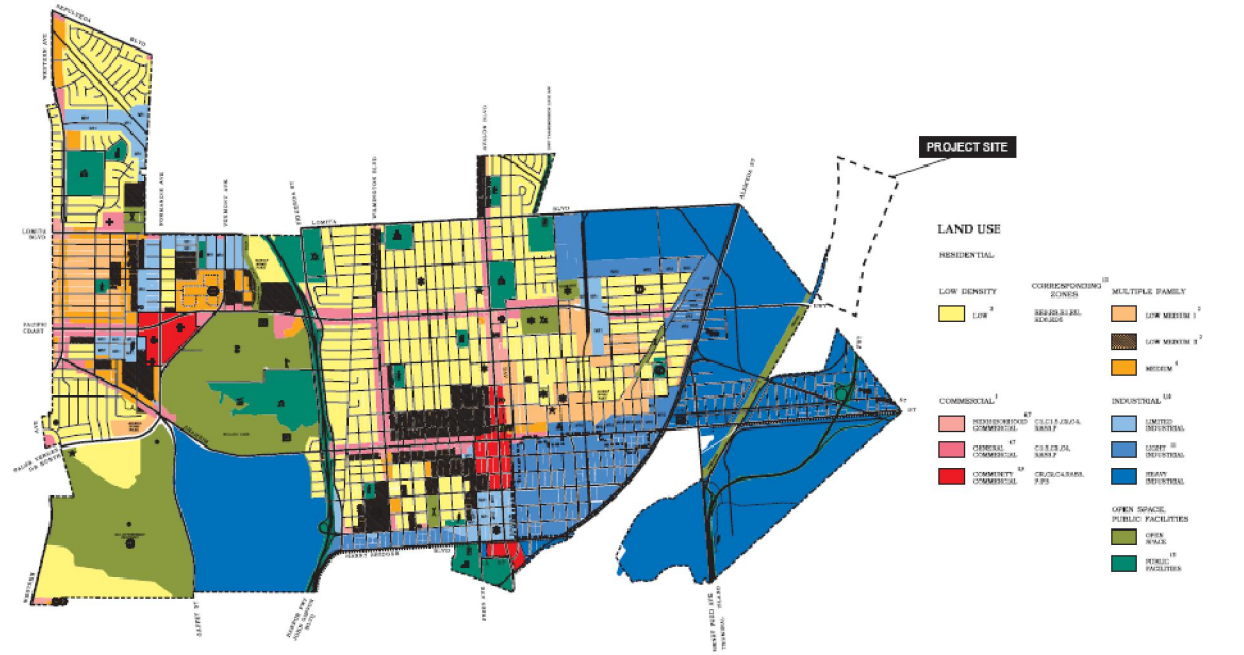
The Los Angeles General Plan has adopted generalized land use maps for each Community Plan (City of Los Angeles, 2003). The Community Plans include a map that shows generalized land use types in the Plan area. Categories include low-density residential, neighborhood commercial, heavy industrial, and open space. The general land uses in the Community Plans are implemented through specific zoning designations and serve as a guide for rezoning purposes.These land use categories (reflected in Figure 3.8-2) are associated with a set of land use zones that could be considered in rezoning applications.

Existing zoning for the Project site is M3-1 and M3-1VL in the South Lead Track area. M3 is a Heavy Industrial Zone, which includes cargo container storage yard in its list of permitted uses. M3-1VL designates a "Very Limited" height of three stories or 45 feet. In addition, the Project Site is within a State Enterprise Zone and would be eligible for a rezone to apply a special height suffix designation of EZ1, which would allow the total floor area of all buildings on a lot to be increased to a total of three times the buildable area of the lot. The Dominguez Channel is zoned as OS-1XL (the suffix "XL" designates an "Extra Limited" height of two stories).

3.8.3.4 City of Carson General Plan and Zoning

As stated in Section 3.8.2.3, the Project site includes a triangular area of land within the Carson city limits, roughly in the area of the proposed truck gate complex, bordered on the north by Sepulveda Boulevard and on the west by the Dominguez Channel (Figure 3.8-3). This area is designated for Heavy Industrial use and zoned MH-Manufacturing, Heavy. The Dominguez Channel is designated as General Open Space and zoned OS-Open Space (City of Carson, 2006).

Figure 3.8-3. Wilmington – Harbor City Community Plan.



No Scale

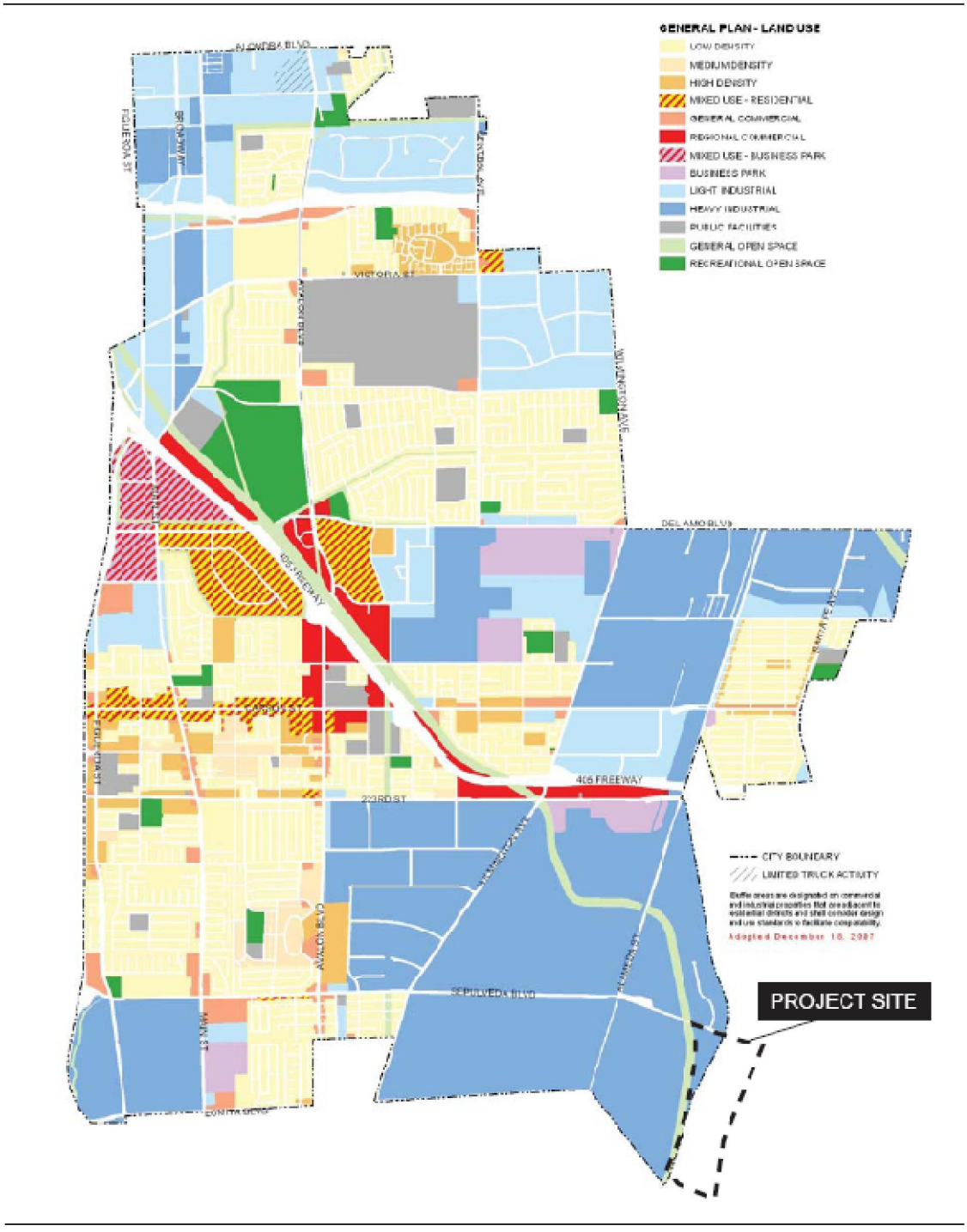
Source: Wilmington - Harbor City, 2011.

3.8.3.5 City of Long Beach General Plan and Zoning

The Project site includes a portion of a 500-foot-wide strip of land within the Long Beach city limits that contains the SCE corridor, the San Pedro Branch rail line, the vacant area east rail line, and the Terminal Island Freeway. Proposed Project improvements that would occur within Long Beach include adding tracks to the San Pedro Branch rail line, extending the North Lead Track rail lines to connect to the San Pedro Branch rail line at the north end of the Project site, installing a landscape buffer as mitigation the east side of the Terminal Island Freeway north of PCH, and sound walls as mitigation, one on the east side of the Terminal Island Freeway between PCH and Sepulveda Boulevard/Willow Avenue, and one on the east side of the SCE corridor north of Sepulveda Boulevard/Willow Avenue.

Figure 3.8-4 illustrates Long Beach General Plan land use designations for the proposed Project area. The City is currently preparing a comprehensive update of its General Plan, known as Long Beach 2030. The current Land Use Element of the Long Beach General Plan (adopted in 1978 and last updated in 2007) designates this area as Land Use District (LUD) No. 9R Restricted Industry, which is intended to accommodate clean, non-nuisance industries, such as manufacturing, research and development, wholesale facilities, and industrial-support office development, with activities that are confined completely indoors and have minimal offsite impacts with respect to traffic, emissions, noise, and operating hours. This land use designation includes the SCE corridor and the rail line north of Hill Street.

Figure 3.8-4. Carson General Plan.



Source: City of Carson, 2011.

South of Hill Street, the remainder of the SCE corridor is designated LUD No. 9R Restricted Industry, while the vacant area west of the rail line and the Terminal Island Freeway are designated LUD No. 13 Rights-of-Way. The existing zoning classification of IL Light Industrial adjacent to the SCE corridor is consistent with the types of land uses permitted in the LUD No. 9R Restricted Industry designation; and the PR Public Right-of-Way zone is used to implement the LUD No. 13 Rights-of-Way designation. Other general plan designations east of the Project Site are LUD No. 1 Single Family, LUD No. 7 Mixed Use, LUD No. 8R Mixed Retail-Residential Strip, LUD No. 9G General Industry, LUD No. 10 Institutional and School, and LUD No. 11 Open Space and Park.

The following goals and objectives of the General Plan Land Use Element are relevant to the proposed Project:

- Economic Development: Long Beach will pursue economic development which focuses upon international trade, while maintaining and expanding its historic economic strengths in aerospace, bio-medicine and tourism.
- Functional Transportation: Long Beach will maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods.

3.8.3.6 Port of Los Angeles

3.8.3.6.1 Port Master Plan

The Port Master Plan (Port of Los Angeles, 1979) was originally certified by the California Coastal Commission and became effective in August 1980. Changes in the maritime industry since that time have resulted in the need for 25 amendments to the plan, which have all been certified by the Coastal Commission.

The primary purpose of the Master Plan is to guide the future development of the Port, which comprises public land and water held in trust by the City of Los Angeles under the California State Tidelands Grant. The Project Site is not located within the boundaries of the Port Master Plan, which extends only to Anaheim Street on the north and the Badger Avenue Bridge on the east.

3.8.3.6.2 Rail Policy

As described in Draft EIR Section 1.1, the Board of Harbor Commissioners has adopted the Port Rail Policy to guide development of additional intermodal rail facilities, reduce truck trips, and reduce air emissions from rail operations. The Rail Policy directed Port staff to commence the planning, environmental assessment, site selection, and preliminary design for expanded intermodal rail facilities.

3.8.3.6.3 Clean Air Action Plan Update

On November 22, 2010, the Ports of Los Angeles and Long Beach approved an updated San Pedro Bay Ports Clean Air Action Plan (CAAP). The CAAP includes a wide range of air pollution reduction measures for the ships, trains, trucks and other heavy duty machinerty used to move the freight throughout the port complex.

3.8.3.6.4 Clean Truck Program

In 2008, The Ports of Los Angeles and Long Beach adopted a Clean Truck Program. The goal was to reduce truck emissions by 80% by 2012, improve safety and security, and provide a reliable workforce. The program included the following requirements.

- October 1, 2008: All pre-1989 trucks banned from entering Ports
- January 1, 2010: 1989-1993 trucks banned, in addition to 1994-2003 trucks that have not been retrofitted
- January 1, 2012: All trucks that do not meet the 2007 Federal Clean Truck Emissions Program will be banned

In addition, the Port of Los Angeles, independent of the Port of Long Beach, has established a concession plan that, in addition to various administrative items, requires permitted trucks to have an approved off-street parking plan and maintenance plan.

3.8.3.7 Southern California Association of Governments

3.8.3.7.1 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, livability, prosperity, and sustainability.

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.

The RCP Transportation Chapter specifically acknowledges the current demand placed on the Southern California transportation system, pointing out the congestion expected on major corridors such as I-710. According to the RCP, truck trips will triple by 2035, partly due to the increase in trade volumes through the ports, and port-related truck traffic will be constrained by traffic bottlenecks in the port area. Likewise, the region's intermodal railyards are approaching capacity, causing delays in goods movement.

3.8.3.7.2 Regional Transportation Plan

In 2008, the SCAG adopted the 2008 Regional Transportation Plan (RTP): Making the Connections (SCAG, 2008). The 2008 RTP is a $531.5 billion plan (nominal, or year-of-expenditure, dollars) that emphasizes the importance of system management, goods movement, and innovative transportation financing. It strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The Plan dedicates half of the available transportation revenues in the region to maintenance of infrastructure and half to capital projects, including the completion and expansion of goods movement transportation systems. The RTP, too, notes that near-dock intermodal railyard capacity expansions may play a key role in addressing the growth of regional truck traffic.

3.8.3.8 California Coastal Act

The California Coastal Act (CCA) defines the "coastal zone" as the area of the state which extends three miles seaward and generally about 1,000 yards inland. In particularly important and generally undeveloped areas where there can be considerable impact on the coastline from inland development, the coastal zone extends to a maximum of 5 miles inland from mean high tide line. In developed urban areas, the coastal zone extends substantially less than 1,000 yards inland. Almost all development within the coastal zone requires a coastal development permit from either the Coastal Commission or a local government with a certified Local Coastal Program.

The CCA sets forth specific uses, including restoration, for which diking, filling or dredging of wetlands may be permitted in the coastal zone, provides for additional review and approvals for proposed actions within designated sensitive coastal areas, and directs each city or county within the coastal zone to prepare a Local Coastal Program (LCP) for Coastal Commission certification.

The California Coastal Zone boundary extends to Anaheim Street. The Project site is to the north of Anaheim Street and lies outside the Coastal Zone.

3.8.3.9 Tidelands Trust Act

In California, tidelands are those lands that lie between the mean high tide and the mean low tide while submerged lands are those lands that lie between the mean low tide and the three-mile seaward extent of the state's jurisdictional limit. The Lands Management Division (LMD) of the California State Lands Commission (SLC) has primary responsible for the leasing of California's sovereign tidelands and submerged lands. However, early in the state's history, the legislature granted certain tidelands and submerged lands to 85 cities, counties, and harbor districts, including major ports such as the POLA. The Port's lands, both submerged and dry, are held in trust by the City of Los Angeles for the state, in accordance with the Tidelands Trust Act. The Trust allows the City to use all tidelands and submerged lands within the City's Harbor District as a port, with the provision that the money generated in the tidelands stays in the tidelands. Funds expended by the Port in support of the proposed Project would be subject to the restrictions of the Tidelands Trust Act. The proposed Project site is not within former tidal or submerged lands.

3.8.3.10 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:

- 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 USEPA 2007 on-road emission standards for PM_{10} and NO_X by January 1, 2012.
- Construction equipment (excluding on-road trucks) 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.
- Construction sites must 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.

3.8.3.11 Goods Movement Action Plan

The State of California's Goods Movement Action Plan (BTHA & California EPA, 2007) presents the state's plan for improving and expanding the capacity of the goods movment system while mitigating its health and environmental impacts and improving security and public safety. The plan considers operational improvements and environmental mitigations for trucks, trains, ships, ports, and others in the goods movement chain, as well as infrastructure projects to be undertaken over the next ten years throughout the state. The proposed Project is specifically identified in the plan as one of the intermediate-term (4 – 10 years) candidate infrastructure projects.

3.8.3.12 Land Use Policies Related to Air Quality

Both the California Air Resources Board and the South Coast Air Quality Management District have issued guidance related to siting sensitive facilities near transportation corridors, certain commercial uses, and a variety of industrial facilities, including intermodal railyards (California EPA & CARB, 2005; SCAQMD, 2005). This guidance is based upon modeling studies suggesting that cancer risk increases with proximity to sources of toxic air contaminants and that pollutant concentrations decrease rapidly with distance from the source. Both guidance documents conclude that residential areas, and in particular schools and hospitals, are incompatible uses near certain types of industrial uses, including railyards.

The SCAQMD guidance does not require specific separation distances between sources and sensitive uses, but rather provides general planning guidance that encourages local

governments to promulgate such requirements. The guidance reviews potential sources of land use conflict and proposes policies and strategies that local governments could use to avoid such conflicts and minimize risk. Those strategies include:

- physical separation between sources and sensitive uses;
- pollution reduction features at the source;
- siting zoning, and permitting policies;
- capping cumulative impacts; and
- changing land use designations as necessary.

The California EPA/CARB guidance is similar to the SCAQMD guidance except that it suggests specific separation distances between new sensitive uses and existing industrial uses. Specifically, the handbook recommends that new sensitive uses not be sited within 1,000 feet of a major railyard, and that siting limitations and mitigations be considered within one mile of the railyard. The CARB handbook does not specifically address siting new industrial facilities or major railyards near existing sensitive uses. CARB's governing board approved the handbook in May 2005.

3.8.4 Impacts and Mitigation Measures

3.8.4.1 Methodology

This analysis evaluates consistency of the proposed Project and its land use features with adopted plans and policies governing land use and development within the Project Site; and its compatibility with existing land uses and land use plans for the adjacent communities (see Section 3.8.3) as they existed at the time of the NOP (September 2005). This analysis also considers, on a programmatic level, the potential impacts of existing tenants relocating to areas outside the Project site, as described in Section 2.4.2.1. Criteria for the determination of significant land use impacts are based on the Los Angeles CEQA Thresholds Guide (City of Los Angeles, 2006) as well as the State CEQA Guidelines. The cities of Long Beach and Carson have adopted the State CEQA Guidelines.

The Land Use impact analysis addresses the potential for the creation of physical incompatibilities between the proposed Project and other adjacent and nearby land uses, and inconsistencies with adopted land use planning documents. The determination of whether significant impacts may result from land use incompatibilities is based on the extent to which nearby offsite land uses would be affected by physical interruption or disruption caused directly by the proposed Project or indirectly by its associated environmental effects.

3.8.4.2 Thresholds of Significance

CEQA Guidelines section 15125(d) requires that the EIR discuss any inconsistencies between the proposed project and applicable general plans and regional plans. LU-1 addresses the proposed Project's land use consistency relative to adopted community and general plans for the Project site. LU-2 addresses other applicable plans. In addition to local plans, criteria for determining the significance of impacts related to land use issues are based on the Los Angeles CEQA Thresholds Guide (City of Los Angeles, 2006) and the State CEQA Guidelines. The proposed Project would have a significant land use impact if it is inconsistent with an applicable plan goal, policy, or objective listed above 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 land use plans adopted for the purpose of avoiding or mitigating an environmental impact.

LU-3: The proposed Project would isolate or divide existing neighborhoods, communities, or land uses.

LU-4: The proposed Project would cause secondary impacts to surrounding land uses.

3.8.4.3 Impacts and Mitigation

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 Project Site.

Los Angeles General Plan and Zoning. As described in Sections 3.8.3.1 and 3.8.3.3, the majority of the Project site is within the Port of Los Angeles Plan area of the Los Angeles General Plan and the land use designation is General/Bulk Cargo (Hazardous Industrial and Commercial). The zoning is M3 Heavy Industrial, which includes open storage of materials, equipment, and vehicles, cargo container storage, freight classification yard, and railroad repair shops in its list of permitted uses. The land uses for the proposed Project are consistent with the Los Angeles General Plan designation and zoning classification.

Areas designated by the Project for tenant relocation are within and adjacent to lands designated for heavy industrial use. Onsite and adjacent uses consist of vacant land, port transport facilities, and equipment storage. No incompatibility with existing or planned land uses within or adjacent to the tenant relocation areas would occur.

Wilmington-Harbor City Community Plan and Zoning. The relocation sites for existing businesses (see Figure 2-5) and the southern portion of the South Lead Track Area are designated for Heavy Industrial land uses and zoned M3 Heavy Industrial, which includes open storage of materials, equipment, and vehicles, and cargo container storage yard in its list of permitted uses. The Dominguez Channel is designated as Open Space and zoned OS Open Space. The land uses for the proposed Project are consistent with the Wilmington-Harbor City Community Plan designation and zoning. In addition, the rail bridge improvements would not conflict with the Open Space plan and zoning designations since no buildings are proposed to be located within the channel.

Carson General Plan and Zoning. The triangular area of land within the Carson city limits in the northwest corner of the Project site is designated for Heavy Industrial use and zoned MH-Manufacturing, Heavy. The land uses proposed by the proposed Project are consistent with the Carson General Plan designation and zoning classification.

Long Beach General Plan and Zoning. Land uses in Long Beach adjacent to and near the Project site are almost fully developed with schools, parks, business parks, residences, and a mixed-use district of light to heavy industrial uses, service commercial, and warehouse and outdoor storage facilities. Table 3.8-1 provides information on the distances from the Project site to various residential, school, and other non-industrial uses in the nearby portion of Long Beach. These uses are separated from the Project site by the Terminal Island Freeway; by the equipment storage facility west of the freeway; by

the existing elevated rail line that would limit direct views of this portion of the proposed Project, except for the proposed cranes; and by the existing SCE right-of-way. In addition, the sound wall mitigation on the east side of the Terminal Island Freeway as described in Section 3.9 (see Figure 3.9-6 in Section 3.9) would provide additional buffers between the proposed Project and land uses to the east. The sound wall south of Sepulveda Boulevard that is needed as mitigation would be located within City of Long Beach on land zoned PR (public right-of-way), and would be consistent with the LUD No. 9R and LUD No. 13 designations. Noise mitigation requires the height of this sound wall to be 12 feet. Another sound wall, 24 feet high, is being required as mitigation on the east side of the existing SCE corridor and UP San Pedro Branch rail line, just north of Sepulveda Boulevard (see Figure 3.9-6). That sound wall would be on a site lies that is designated LUD No. 9R and zoned as IL (light industrial). A 24-foot-high sound wall may require a variance from the City of Long Beach. Both the 12-ft and the 24-ft sound walls would be adjacent to existing walls of the same heights.

The railroad bridge widening at Sepulveda Boulevard would be within a general plan designation of LUD No. 9R Restricted Industry and the IL Light Industrial zone south of the centerline of Sepulveda Boulevard; and LUD No. 13 Rights-of-Way and the PR Public Right-of-Way zone north of the centerline. The proposed bridge widening would be consistent with the existing general plan and zoning designations for public rights-of-way and would not conflict with existing or future development of adjacent private properties in accordance with the existing industrial general plan and zoning designations.

Project improvements within the SCE corridor would be limited to the North Lead Track Area extensions to connect to the San Pedro Branch Rail Line, and potentially utilities and paving necessary to support the Project. These uses would be consistent with facilities needed to support industrial uses permitted within LUD No. 9R Restricted Industry.

Redevelopment Plan and Specific Plan. The Long Beach Central Redevelopment Project Area includes properties along both sides of the Terminal Island Freeway between West Willow Street and West Hill Street (see Figure 3.8-1). The portion of the Project site containing the SCE corridor, San Pedro Branch rail line, and proposed mitigation in the form of an urban forest landscaping, as well as the sound wall, would be located within the Redevelopment Project Area. This area is designated LUD No. 9R Restricted Industry and the Project would not restrict or inhibit redevelopment in conformance with the existing general plan designation. No specific plan exists on lands within the proposed Project site.

Impact Determination

Land uses proposed for the Project site, including the relocation sites for existing businesses, the South and North Lead Track areas, and the rail line bridge improvement sites are consistent with the applicable city general plans, community plans, and zoning. The proposed Project uses would be consistent with existing zoning of the cities of Los Angeles, Carson, and Long Beach. Construction of the 24-ft sound wall north of Sepulveda Boulevard as mitigation could require a height variance from the City of Long Beach. The issuance of a height variance is not considered a significant impact because the sound walls in and of themselves are intended to reduce significant noise impacts to the nearby sensitive land uses, and the Long Beach zoning ordinance (Section 21.43.02) recognizes the need for additional height in some cases. Therefore, the impact of the proposed Project would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

No residual impacts would occur.

Impact LU-2: The proposed Project would not be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

As stated above in the analysis of significance threshold LU-1, the Project site is located within three jurisdictions with designated general industrial land uses: Heavy Industrial in the City of Los Angeles, Restricted Industry and Public Rights-of-Way in the City of Long Beach, and Heavy Manufacturing in the City of Carson. The Project site would continue as an industrial area with land uses generally consistent with current industrial activities.

As listed in Section 3.8.3.1, the Port of Los Angeles Plan contains objectives and policies to support more efficient port operations and offsite transport. Of particular relevance to the proposed Project is Objective 1 "… to promote and accommodate the orderly and continued development of the Port to meet the needs of foreign and domestic waterborne commerce …" ; also Objective 8 "To upgrade the existing rail transport system to keep pace with Port development …"; and Policy 13, which states that "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 …."

The proposed Project is consistent with the Port of Los Angeles Rail Policy, the Clean Air Action Plan (specifically the source-specific standards and measure RL-3 as demonstrated in Section 3.2 Air Quality), the Clean Truck Program, and the goals of the SCAG Regional Comprehensive Plan related to improving the efficiency, reliability, and productivity of the regional transportation system, as it would increase the intermodal capacity of the local rail infrastructure and help alleviate freeway congestion.

As noted above, the proposed Project is specifically mentioned in the SCAG RCP as part of the State's intermediate-term (4 – 10 years) infrastructure projects that would improve and expand the capacity of the goods movment system while mitigating its health and environmental impacts and improving security and public safety.

The proposed Project site is within 1,000 feet of Hudson Elementary and Cabrillo High School, Hudson Park, a Buddhist temple, and residential areas in West Long Beach (Table 3.8-1). The North Lead Track runs less than 1,000 feet from Stephens Middle School and residential uses in the Upper Westside Neighborhood of Long Beach. The CARB and SCAQMD guidance (see section 3.8.3.12) is related to siting new sensitive uses near transportation corridors, certain commercial uses, and a variety of industrial facilities, including railyards. The CARB handbook does not specifically address siting new or modified industrial facilities, including railyards, near existing sensitive uses.

No habitat conservation plan or natural community conservation plan exists for lands within the Project site. Therefore, no adopted environmental goals or policies associated with habitat conservation planning would be adversely affected by the project.

Impact Determination

Land uses proposed for the Project site would be located in areas designated for heavy industrial land uses and public rights-of-way and not in an area designated for environmental preservation pursuant to any city, community, or other applicable plans. The proposed Project would implement the adopted goals and policies of the Port of Los Angeles Plan, the SCAG RCP, and the Goods Movement Action Plan. For these plans and policies, the impact of the proposed Project would be less than significant.

The proposed Project would not be inconsistent with the intent of CARB and SCAQMD's land use planning guidance related to siting new sensitive uses near industrial facilities, including railyards, as it does not include the siting of any sensitive uses. However, the proposed Project would implement pollution reduction features (see sections 2.4 and 3.2) that would follow CARB's recommendations on mitigation of potential impacts, specifically with regard to potential health impacts on sensitive receivers, such as children, people with chronic health problems, and the elderly, that might be exposed to toxic air pollutants. Measures designed to mitigate health risk impacts and air emissions are addressed in Section 3.2, Air Quality.

Both guidance documents conclude that residential areas, and in particular schools and hospitals, are incompatible uses near these types of industrial land uses, including railyards. Given that the proposed Project is consistent with current land use and zoning designations established in the applicable jurisdictions as described in LU-1, the proposed Project would not require any changes to land use zoning, siting, permitting, or land use designations as recommended in the SCAQMD guidance. The proposed Project includes the construction of sound walls as mitigation along the eastern side of the Terminal Island Freeway that would serve as a buffer for sensitive uses along the corridor. The impact of the proposed Project is less than significant in regard to inconsistencies with applicable plans or policies under LU-2.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

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

The adjacent neighborhoods and land uses are separated from the Project site by the Terminal Island Freeway, the existing rail line that would limit direct views of this portion of the proposed Project, and by the existing SCE right-of-way. No communities or neighborhoods are immediately adjacent to the Project site, nor would the proposed Project or the rail lines to be constructed outside the Primary Project area run through a neighborhood or community. Accordingly, no established neighborhoods would be directly or indirectly physically isolated or divided by the proposed Project.

In addition, the proposed sound wall as mitigation along the west side of Terminal Island Freeway (see Figure 3.9-6 and sections 3.1 and 3.9) would provide additional buffers between the proposed Project and land uses to the east. The physical separation provided by those features would avoid residential land uses in Long Beach being isolated or divided. Proposed Project operations would increase rail trips; however, the proposed Project would not result in the construction of new rail lines or railyards outside the

boundaries of the Project area. Rail transport of containers leaving the proposed Project area would occur on existing rail lines along the Alameda Corridor.

The proposed Project does not include, and would not result in, the construction of new offsite roadways, although there would be improvements and minor alterations to existing local roadways. Truck trips from the proposed Project would follow designated routes that avoid residential land uses. In addition, the industrial characteristics of the existing cargohandling land uses on the Project site would not be altered in a manner that would cause an adverse change in the land use character of the area.

The tenant relocation sites would be located within existing industrial areas and would be served by existing roads, although not the same roads as under baseline conditions. Relocation of businesses to these locations would be compatible with existing similar port-related businesses. Two of the baseline tenants, Fast-Lane and California Cartage, would be relocated in such as way that the businesses would operate on non-contiguous parcels (see Section 2.4.2.1 for details). California Cartage, which currently operates on 86 contiguous acres, is assumed in the proposed Project to operate on the 19-acre parcel it currently leases from SCE as well as on a ten-acre parcel south of PCH. Accordingly, California Cartage, if it elected to relocate as proposed, would be divided by the proposed Project. Fast-Lane would be be relocated to 4.5 acres immediately adjacent to its current location, that parcel, like the existing parcel, is divided in half by a railroad track connecting the Long Beach Lead track to the UP San Pedro Branch track.

Impact Determination

The landscaping and sound wall mitigation described above would provide physical separation between the Project site and nearby land uses in Long Beach in addition to the separation already provided by the SCE corridor, the Terminal Island Freeway, and the San Pedro Branch line. The proposed Project does not include and would not result in the construction of new offsite roadways and rail lines that would divide or isolate existing communities. No other project features would be constructed or operated that would divide or isolate established communities or neighborhoods. Accordingly, land use impacts related to division or isolation of nearby residential, school, and park uses would be less than significant.

Two of the relocated industrial land uses, California Cartage and Fast-Lane, would be physically divided as a result of the proposed Project (although Fast-Lane is currently divided by an existing rail line). Neither use, however, would be isolated from the surrounding community, and the degree of separation would be small, amounting to no more than a few hundred yards. Accordingly, the impact on those land uses would be less than significant.

Mitigation Measures

No mitigation required.

Residual Impacts

Less than significant impact.

Impact LU-4: The proposed Project would cause secondary impacts to surrounding land uses.

Pursuant to CEQA, this analysis evaluates the potential for activities associated with the proposed Project to cause or increase existing impacts affecting current and planned land

uses in surrounding communities. Secondary effects are defined as "effects which are caused by the project and are later in time or farther removed in distance…[and] may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems" (CEQA Guidelines, §15358). Impacts on air and water quality and natural systems are evaluated in sections 3.2, 3.3, and 3.6. Additional secondary effects pursuant to CEQA, such as the potential to cause economic impacts or blighted conditions, are addressed in Chapter 7, Socioeconomics and Environmental Quality.

Secondary impacts refer here to the possible nexus between activities at the proposed Project and land use changes in communities adjacent to the Project site. Activities of concern would include air emissions, noise, and traffic congestion, any of which, if substantial, could adversely affect residential and sensitive land uses. Possible effects could include changes in land uses from residential and commercial to industrial, population migration into or out of the area in response to changing job opportunities at the Project site, or changes in land use opportunities caused by zoning or siting conflicts with the proposed Project. The proposed Project would not induce shifts in land use patterns in residential/commercial areas of West Long Beach because existing zoning would not allow more industrial development. Adjacent areas of Carson and Los Angeles (Wilmington Community) are currently zoned for heavy industrial use and do not support residential uses that could be displaced. The proposed Project would be constructed on land currently zoned for industrial uses and would not require zoning changes.

The proposed Project would not induce appreciable immigration or emigration in the adjacent communities. The project's level of employment would be small relative to the local job base, so that the new jobs would not result in population growth. Similarly, the businesses that would be displaced by the proposed Project are not major employers; furthermore, those businesses would be expected to relocate in the general area or southern Los Angeles County, within reasonable commuting distance of their present locations, so that their displacement would not cause emigration to other areas.

The presence of the proposed SCIG facility would affect future land uses by discouraging siting of certain facilities in West Long Beach. As described in Section 3.8.1.12 and LU-2, CARB and SCAQMD guidelines recommend that new sensitive uses, including schools, day care centers, and parks, not be located within 1,000 feet of railyards. A portion of West Long Beach along the Terminal Island Freeway lies within 1,000 feet of the eastern edge of the proposed Project site. Accordingly, if the proposed Project were built, future proposals to build new schools, parks, and other sensitive uses in that area would conflict with state policy. Those uses would need to be located in other parts of West Long Beach. State policy also recommends against siting sensitive uses near major freeways, such as the Terminal Island Freeway.

As discussed in sections 3.2 and 3.9, the proposed Project would have significant environmental impacts that could adversely affect residential and sensitive land uses. Briefly, the proposed Project would have significant air quality impacts related to construction and operation because emissions of criteria pollutants would exceed SCAQMD thresholds of significance. Mitigation measures would reduce those emissions, but they would remain significant after mitigation. The proposed Project would have significant noise impacts on sensitive uses in the City of Long Beach, specifically related to construction and to the operation of trains. Implementation of mitigation measures (soundwalls and construction control measures) would reduce those impacts to less than significant except in the case of nighttime operational noise, which would remain

significant. The proposed Project's other significant impacts (i. e., cultural) would not adversely affect residential and sensitive uses.

Impact Determination

As discussed above, the proposed Project would cause significant air quality and noise impacts. Therefore, secondary impacts on land use would be considered significant. The proposed Project would not cause changes in patterns of land use in adjacent communities or cause immigration or emigration in response to changing job opportunities. Future siting of sensitive uses in the portion of West Long Beach adjacent to the Terminal Island Freeway would be precluded by the presence of the proposed Project. However, because other industrial uses in the area and the presence of the Terminal Island Freeway would also discourage such siting, the proposed Project would be contributory to a general prohibition against siting sensitive uses in the area.

Mitigation Measures

Mitigation measures for air quality and noise impacts have been imposed (sections 3.2 and 3.9), including **MM AQ-1** through **MM AQ-7** and **MM NOI-1** through **MM NOI-3**. However, those mitigation measures are not expected to reduce these impacts to less than significant. Because the proposed Project would continue to have significant impacts, the proposed Project also would result in potentially significant secondary land use impacts.

Residual Impacts

With implementation of mitigation measures, air quality impacts and corresponding secondary land use impacts would be reduced. However, the proposed Project's residual secondary land use impacts would remain significant and unavoidable.

3.8.4.4 Summary of Relocation Impacts

This section presents a description of the environmental issues associated with the relocation of businesses on the Project site other than California Cartage, Fast Lane Transportation, and the ACTA maintenance yard. The issue is addressed in this section because relocation would be largely a land-use compatibility issue.

As discussed in Chapter 2 Project Description (Section 2.4.2.1), only three of the existing businesses within the proposed Project site (a portion of California Cartage, Fast Lane Transportation, and the ACTA maintenance yard, Table 2-3) would be relocated to nearby properties as part of the proposed Project; that relocation is assessed in detail in this EIR. All other businesses on LAHD properties in the proposed Project site would have their leases non-renewed or terminated, and those on non-LAHD properties would be removed upon acquisition of the properties by BNSF. The only exceptions are two SCE tenants, Three Rivers Trucking and a portion of California Cartage, which are assumed to remain on the property they lease within the SCE corridor. The displaced businesses for which no relocation sites were identified as part of the proposed Project or during the time of this analysis are assumed to likely move to other compatible areas in the general port vicinity as part of their own business operation and plans. Because California Cartage has represented that the identified relocation site cannot accommodate all of its current operations, it is possible that California Cartage would relocate part or all of its operations to an unknown site.

Given the dependence of these tenants on port activities, this analysis assumes that tenants without identified relocation sites (Table 3.8-2) would remain within a 25-mile radius of the Port of Los Angeles.

Table 3.8-2. Potential Tenants Relocating to General Port Area.

Land Use/Business Name	Baseline (2005) Activities
California Cartage	Trucking, warehousing, transloading with an estimated 357,000 truck trips per year and 260 train trips per year.
Total Intermodal Services	Warehousing, transloading with an estimated 16,900 truck trips per year.
Flexi-Van	Container refurbishing and logistics services with an estimated 2,600 truck trips per year.
California Multimodal, Inc. (sub-lessee to California Cartage)	Trucking operations with an estimated 52,000 truck trips per year.
San Pedro Forklift	Cargo-handling equipment and truck rentals with an estimated 10,400 truck trips per year.
LA Harbor Grain Terminal/Harbor Transload	Transloading and trucking with an estimated 10,400 truck trips per year.

Potential relocation sites cannot be identified in this analysis because none of the tenants is able to provide that information at the time of this analysis. However, it is reasonable to assume that tenants would move their operations to sites that are zoned industrial and currently support, or have supported, uses directly or indirectly related to goods movement, such as warehousing, truck and equipment maintenance and leasing, and container storage. On any relocation site, it is reasonable to assume that construction would be required to demolish some or all of the existing improvements, prepare the sites, and construct new improvements (warehouses, office and maintenance buildings, gates, lighting, utilities, fencing, paving), although it is entirely possible that existing facilities would be used with only minor modificantions. Modifications to existing streets and intersections could be necessary, depending upon the configuration of the new site and the capacity of the local transportation infrastructure.

Relocation to industrially-zoned sites in the port area could have impacts related to aesthetics, air quality, geology, water resources, hazards and hazardous materials, noise, and traffic; those impacts are summarized below. Impacts related to biology, cultural resources, and utilities and public services would likely be less than significant given that existing levels of activity would be transferred to nearby industrial sites on previously disturbed land that would have minimal significant biological or cultural resources and that would have adequate utilities and public services in place. Impacts related to land use would also likely be less than significant because the industrial uses would be compatible with site zoning and land use designations contained in local community plans, general plans, and redevelopment plans. This analysis is limited to a programmatic assessment of potential impacts. Affected businesses relocating to unknown sites would be responsible for seeking all required entitlements, which would be subject to separate environmental review required and conducted by another lead agency under CEQA.

Aesthetics: Construction of new facilities, if required, could result in new structures that could alter existing views. Operation of relocated facilities could add light and glare to existing night lighting. The relocation sites and their surroundings would likely already be characterized by industrial buildings and lighting, which would reduce the potential impacts related to visual quality and light and glare. Project-specific environmental

documents prepared by the lead agencies having jurisdiction would evaluate this issue as well as the presence of scenic vistas and other scenic resources.

Air Quality: Construction of new facilities, if required, would result in emissions of priority pollutants that could exceed regulatory significance thesholds. Operation of relocated facilities could generate air pollutants from equipment activity and truck trips; although there would likely not be an overall increase in pollutant emissions, the spatial displacement of emission sources could result in public health impacts. Project-specific environmental documents prepared by the lead agencies having jurisdiction would evaluate the potential for air quality impacts and public health impacts.

Geology: Construction of new facilities, if required, could include excavating or driving pilings in soils subject to liquefaction or other instability. Operation of the new facilities would likely not cause exposure of people and property to greater risks than under baseline conditions because the new facilities would be comparable in size and nature to the existing facilities, and would likely be constructed to higher seismic standards than the existing facilities. Project-specific environmental documents prepared by the lead agencies having jurisdiction would evaluate the potential for impacts resulting from relocation to areas having different seismic and soil conditions than the Project site.

Hazards and Hazardous Materials: Construction of new facilities, if required, could encounter hazardous wastes at the new sites, in the form of soil and groundwater contamination or hazardous building materials generated during building demolition or remodeling. It is possible that aboveground and underground fuel storage tanks may be installed at one or more of the relocation sites. Current uses of hazardous materials (mostly fuels, lubricants, solvents, and batteries) would be transferred to the relocation sites, thereby adding to the quantities currently used. Operational substances would be stored and handled in accordance with the facilities' Business Plans, which would be submitted to the LAFD for approval. Transportation of hazardous materials and wastes used or generated by relocated facilities would use different routes than at present. Design features associated with existing or new facilities would be required to meet all current building codes and regulations relating to emergency access. Project-specific environmental documents prepared by the lead agencies having jurisdiction would evaluate the potential for impacts resulting from building design hazards, construction-related hazardous waste issues and the potential for operational impacts resulting from altered patterns of hazardous materials transport, use, storage, and release.

Noise: Construction of new facilities, if required, could generate noise from construction equipment, pile-driving, and vehicle traffic on area streets. Operation could generate noise from cargo-handling equipment and truck traffic on area streets., Given the scale of the tenant facilities and operations and the probability that relocation sites would be industrial in nature, it is likely that routine construction and operations would not add enough noise to constitute a significant impact. Pile-driving, if it occurs, would represent a potentially significant short-term impact. Project-specific environmental documents prepared by the lead agencies having jurisdiction would evaluate these issues.

Transportation: Construction of new facilities, if required, could temporarily add truck and worker traffic to area streets. Operation of the relocated facilities would add truck and worker traffic to area streets. In some cases the volume of traffic could be considerable; for example, Total Intermodal Services and California Multimodal each has more than 15,000 truck trips per year (see Table 3.8-2). Project-specific environmental documents prepared by the lead agencies having jurisdiction would evaluate the impacts

of this added truck traffic on intersections and highway segments in the area of the project.

Water Resources: Construction of new facilities, if required, could include excavating or driving pilings into groundwater, with the need to conduct dewatering operations, and could involve the use of fuels and other hazardous materials that could pose a threat to surface water quality. Erosion during any construction could also threaten surface water quality. It is likely that pollution control BMPs employed during construction would minimize runoff and releases of pollutants. Operation of the new facilities would be the same as existing operations, including vehicle and equipment operation and maintenance, and cargo storage and handling. The new facilities would include new storm water best management practices and structural controls designed and constructed in compliance with the requirements of the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP, see Section 3.12.3.6). Project-specific environmental documents prepared by the lead agencies having jurisdiction would evaluate the potential for impacts resulting from potential ground water and surface water impacts caused by construction and operation of the relocated facilities.

3.8.4.5 Summary of Impact Determinations

Table 3.8-3 provides a summary of the impact determinations of the proposed Project related to Land Use, as described in the detailed discussion in Sections 3.8.4.3. This table allows easy comparison of the potential impacts of the proposed Project with respect to land use resources.

For each type of potential impact, the table provides a description of the impact, the impact determination, 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.

3.8.4.6 Mitigation Monitoring

Monitoring for the relevant mitigation measures is described in Sections 3.2 (Table 3.2-36) and 3.9 (Table 3.9-39).

3.8.5 Significant Unavoidable Impacts

Significant, unavoidable secondary impacts to Land Use under LU-4 related to air quality and noise would occur as a result of construction and operation of the proposed Project.

Table 3.8-3. Summary Matrix of Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives.

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
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.	Less than significant impact	Mitigation not required	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 adopted for the purpose of avoiding or mitigating an environmental impact.	Less than significant impact	Mitigation not required	Less than significant impact
LU-3: The proposed Project would not isolate or divide existing neighborhoods, communities, or land uses.	Less than significant impact	Mitigation not required	Less than significant impact
LU-4: The proposed Project would cause secondary impacts to surrounding land uses.	**Significant impact**	**MM AQ-1 – MM AQ-7** (see section 3.2); **MM NOI-1 – MM NOI-3** (see section 3.9)	**Significant and unavoidable impact**