

3.8

LAND USE AND PLANNING

3.8

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3.8.1 Introduction

This section describes the existing environmental and regulatory settings for land use and planning, analyzes the potential impacts on land use and planning that would result from the implementation of the proposed Project, and identifies the significance of those impacts.

Land use and planning issues refer to the compatibility of the physical land uses of a project with adjacent or surrounding land uses, as well as a project's consistency with plans and policies that have regulatory jurisdiction over the project. This section describes existing land uses that could be affected by the proposed Project, and the proposed Project's compliance with land use plans, policies, and ordinances of the City of Los Angeles, regional planning and regulatory agencies, and LAHD. The proposed project impacts related to inconsistency with a land use plan would potentially be significant, but mitigation is proposed to reduce the impact to less than significant.

3.8.2 Environmental Setting

The proposed project site is located at the southern end of the City within the boundaries of the Port at Berths 56–60 and 70–71, which comprise City Dock #1. The proposed project site lies within the San Pedro Waterfront Project area. The proposed project boundaries also include Berth 260, which is where the existing SCMI facility is located. Onsite and surrounding land uses are described separately below.

3.8.2.1 Onsite Land Uses

LAHD administers the Port of Los Angeles, which includes 28 miles of waterfront and 7,500 acres of land and water area. LAHD leases property for automobile, container, omni (mixed-use), lumber, cruise ship, liquid and dry bulk terminals, and commercial fishing facilities. Port facilities include slips for 3,700 pleasure craft, sport fishing boats, and charter vessels, as well as community facilities, such as a waterfront youth center, the Cabrillo Aquarium, and the Maritime Museum. Major

1 Port activities include commercial shipping and transfer of containerized cargo,
 2 liquid bulk cargo, breakbulk, and dry bulk cargo; commercial fishing; recreation; and
 3 tourism.

4 As described fully in Section 2.2, “Existing Environmental Setting,” there are a
 5 variety of onsite land uses. The existing site comprises eight berths, including Berths
 6 56 through 60, 70 and 71 (former Westway Terminal Site), and 260 (the existing
 7 SCMI facility). Figure 2-3 shows the existing conditions of the proposed project site
 8 and surrounding area.

9 Existing land uses within the proposed project area are listed and described in Table
 10 3.8-1. Several of the buildings on site have been determined to be eligible for listing
 11 as historical resources in the NRHP individually and as part of a historic district,
 12 including the Pan-Am Terminal Facility Building at Berth 56, the transit sheds at
 13 Berths 57–60, and the pier/wharf at Berths 57–60 itself. For further discussion of
 14 these refer to Section 3.4, “Cultural Resources.”

15 **Table 3.8-1.** Existing Land Uses in the Proposed Project Area

<i>Location</i>	<i>Existing Uses</i>	<i>Building SF or Parcel Surface Area</i>
Sampson Way and 22 nd Street	Parking lot	409 spaces
Berth 56	Parking lot	43 spaces
Berth 56	Vacant land	0.65 acre
Berth 57	Transit shed (Crescent Warehouse and San Pedro Bait Company)	50,140 square feet
Berths 58–60	Transit shed (Vacant)	180,000 square feet
End of Berth 60	Water taxi Facility	1,200 square feet
Berths 70–71	Former Westway Terminal site with liquid bulk storage and Pan American Oil Company Pump House	14.3 acres
Berth 260	SCMI facilities	1.32 acres

16 3.8.2.2 Surrounding Land Uses

17
 18 The proposed project site is bounded by the East Channel to the west, the Main
 19 Channel to the east, 22nd Street to the north, and the open water of the San Pedro Bay
 20 to the south. The site and surrounding area are largely industrial with a mix of other
 21 uses.

22 The Municipal Fish Market is located just north of the proposed project site, at the
 23 eastern terminus of 22nd Street. Mike’s fueling station is located at Berth 72 just

1 north of the Westway Terminal and south of the Municipal Fish Market, adjacent to
2 the proposed project site. Mike’s occupies less than 1 acre, including waterfront and
3 wharf, and currently has five aboveground storage tanks, with capacities ranging
4 from 500 to 200,000 gallons. The existing operations provide fuel to recreational
5 boaters within Los Angeles Harbor. Mike’s fueling station, which employs two
6 people, handles clear diesel, lube oil, red dye diesel, and waste lube oil. Further
7 north is the SP Slip, which accommodates berthing for an active commercial fishing
8 fleet.

9 The Port of Los Angeles Pilot Station and Warehouse No. 1 are located south of the
10 proposed project site, adjacent to the Westway Terminal. Warehouse No.1 is a six-
11 story building that is listed as a historic building on the NRHP. Occasionally it is
12 used as warehouse space for the Port and Crescent Warehouse, and provides filming
13 locations for television shows and other media.

14 Across the East Channel from City Dock No. 1 there are additional transit sheds at
15 Berths 54 and 55 (which include fruit storage space for SSA). Additionally, there are
16 plans for Berths 45 through 47 and 49 through 50 to be used for future cruise
17 terminals as part of the San Pedro Waterfront Project. Cabrillo Way Marina is
18 located opposite Miner Street from SSA, and Phase II was completed in November
19 2011.

20 22nd Street Park, an 18-acre park that opened in January 2010, is located to the west
21 and southwest, and offers walking and biking trails, shade trees, a bocce ball court,
22 restrooms, parking, and more than 4 acres of flat grassy recreational space.

23 **3.8.3 Applicable Regulations**

24 State, regional, and local governments provide regulatory guidance for land use
25 decisions. No federal land use planning regulations are applicable to the proposed
26 Project. Land use plans and policy documents set forth regulations pertaining to
27 allowed development. For a description of applicable regulations associated with
28 historical structures, please refer to Section 3.4, “Cultural Resources.” Project-
29 related plans are discussed below.

30 **3.8.3.1 State**

31 **3.8.3.1.1 Los Angeles Tidelands Trust Grant**

32 The State of California granted the submerged lands and tidelands comprising the
33 Port in trust to the City of Los Angeles in 1929 by statute, commonly referred to as
34 the “Los Angeles Tidelands Trust Grant” (Chapter 651 of the Statutes of 1929, as
35 amended). The grant provides that the submerged lands and tidelands be used in
36 connection with, or for the promotion and accommodation of, commerce, navigation,
37 and fishery, and that any harbor constructed on the lands always remain a public
38 harbor for all purposes of commerce and navigation. Subsequent amendments to the
39 Los Angeles Tidelands Trust Grant broadened uses of the tidelands to include
40 commercial and industrial buildings, public buildings, public parks, convention

1 centers, playgrounds, small harbors, restaurants, motels, hotels, and the protection of
2 wildlife habitats and open space.

3 The State Lands Commission (SLC) has oversight responsibility for all submerged
4 lands and tidelands. With respect to submerged lands and tidelands that have been
5 granted in trust to municipalities, the SLC is authorized to ensure that all revenues
6 received from trust lands and trust assets are expended only for those uses and
7 purposes consistent with the public trust for commerce, navigation and fisheries, and
8 the applicable statutory grant (PRC Section 6306.)

9 **3.8.3.1.2 California Coastal Act of 1976**

10 The California Coastal Act of 1976 (Coastal Act; PRC Section 30000 et seq.) was
11 enacted to establish policies and guidelines that provide direction for the conservation
12 and development of the California coastline. The Coastal Act established the
13 California Coastal Commission and created a state and local government partnership
14 to ensure that public concerns regarding coastal development are addressed. The
15 following are the basic goals of the state for the coastal zone:

- 16 ■ Protect, maintain, and where feasible, enhance and restore the overall quality of
17 the coastal zone environment and its natural and artificial resources.
- 18 ■ Assure orderly, balanced utilization and conservation of coastal zone resources
19 taking into account the social and economic needs of the people of the state.
- 20 ■ Maximize public access to and along the coast and maximize public recreational
21 opportunities in the coastal zone consistent with sound resources, conservation
22 principles, and constitutionally protected rights of private property owners.
- 23 ■ Assure priority for coastal-dependent and coastal-related development over other
24 development on the coast.
- 25 ■ Encourage state and local initiatives and cooperation in preparing procedures to
26 implement coordinated planning and development for mutually beneficial uses,
27 including educational uses, in the coastal zone. (PRC Div 20 30001.5.)

28 The Coastal Act also influences Port operations, and the California Coastal
29 Commission has made a series of recommendations for its implementation. The
30 commission has been charged to protect regional, state, and national interests in
31 assuring the maintenance of the long-term productivity and economic vitality of
32 coastal resources necessary for the well being of the people of the state; to avoid
33 long-term costs to the public and a diminished quality of life resulting from the
34 misuse of coastal resources; and to provide continued state coastal planning and
35 management through the state coastal commission (PRC 30004).

36 The California Coastal Commission is responsible for assisting in the preparation,
37 review, and certification of LCPs. The LCPs are developed by municipalities for that
38 portion of their jurisdiction that falls within the coastal zone. Following certification
39 of the LCP, regulatory responsibility is then delegated to the local jurisdiction. The
40 PMP acts as the LCP for the Port, as described in Section 3.8.3.2.1 below.

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

8 The standards for master plans, contained in Chapter 8 of the Coastal Act, require
9 environmental protection while expressing a preference for port-dependent projects.
10 Additionally, Section 30700 establishes the number and locations of California ports.
11 This section of the act encourages existing ports to modernize and construct
12 necessary facilities within their boundaries in order to minimize or eliminate the
13 necessity for future dredging to create new ports. The logic behind this process is
14 that it is environmentally and economically preferable to locate major shipping
15 terminals and other existing maritime facilities in the major ports rather than create
16 new ports in new areas of the state. Each commercial port in California has a
17 certified port master plan that identifies acceptable development uses. If a port
18 desires to conduct or permit developments that are not included in the approved port
19 master plan, the port must apply to the Coastal Commission for either a coastal
20 permit or an amendment to the master plan.

21 **3.8.3.2 Regional and Local Plans and Programs**

22 **3.8.3.2.1 Port of Los Angeles Master Plan**

23 Intended as a guide for development within the Port, the PMP was certified in 1979
24 and was most recently revised in November 2009 (LAHD 2008a). The PMP was
25 approved by the Board of Harbor Commissioners and certified by the California
26 Coastal Commission. The PMP preceded the Port Plan and divides the Port into nine
27 individual planning areas. The PMP identifies ten major land uses that are allowed
28 within the Port:

- 29 1. General Cargo—includes container, unit, breakbulk, neo-bulk, and passenger
30 facilities
- 31 2. Liquid Bulk—comprised of crude oil, petroleum products, petrochemical
32 products, and chemicals and allied products
- 33 3. Other Liquid Bulk—molasses, animal oils, fats, vegetable oils
- 34 4. Dry Bulk—metallic ores, nonmetallic minerals, coal, chemicals, primary metal
35 products, etc.
- 36 5. Commercial Fishing—includes docks, fish canneries, fish waste treatment
37 facilities, fish markets, and commercial fishing berthing areas
- 38 6. Recreational—water-oriented parks, marinas and related facilities, small craft
39 launching ramps, museums, youth camping and water oriented facilities, public
40 beaches, and public fishing piers

- 1 7. Industrial—shipbuilding/yard/repair facilities, light manufacturing/industrial
2 activities, and ocean resource-oriented industries
- 3 8. Institutional—uses that pertain to lands either owned or leased by institutional
4 activities of federal, state, and city governments
- 5 9. Commercial—restaurants, tourist attractions, office facilities, and retail facilities
- 6 10. Other—vacant land, proposed acquisitions, rights-of-way for rail, utilities, roads,
7 and areas not designated for specific short-term use

8 The proposed project site is located in PA 2 (West Bank). The land use
9 classifications for the proposed project site planning area are as follows:

- 10 ■ 1—General Cargo
- 11 ■ 2—Liquid Bulk
- 12 ■ 4—Dry Bulk
- 13 ■ 5—Commercial Fishing
- 14 ■ 6—Recreational
- 15 ■ 7—Industrial
- 16 ■ 8—Institutional
- 17 ■ 9—Commercial
- 18 ■ 10—Other

19 The PMP recommends that PA 2 short-term plans be devoted to commercial,
20 recreational, restaurant and tourist-oriented facilities, commercial fishing, general
21 cargo, and dry and liquid bulk terminals. The development of this area would focus
22 on maintaining existing land uses, expanding commercial and recreational
23 opportunities, and improving internal circulation. The long-term goal for this area is
24 to relocate hazardous and potentially incompatible cargo operations to Terminal
25 Island and its proposed southern extension.

26 The PMP includes specific amendments to it over the years, including the addition of
27 the RMP. (Refer to Section 3.7.3.2.2 in Section 3.7, “Hazards and Hazardous
28 Materials” for a description of this plan.) The RMP provides guidance for existing
29 activities and future development of the Port to minimize or eliminate impacts on
30 vulnerable resources from accidental releases. The overall objective of the RMP is to
31 minimize or eliminate the overlaps of hazardous footprints and areas of substantial
32 residential, visitor, recreational, and high density working populations and direct high
33 economic impact facilities identified as hazardous.

34 **3.8.3.2.2 General Plan of the City of Los Angeles**

35 California state law (Government Code Section 65300) requires that each city
36 prepare and adopt a comprehensive, long-term plan for its future development. This
37 general plan must contain seven elements: land use, circulation, housing,
38 conservation, open space, noise, and safety. In addition to these, state law permits

1 cities to include optional elements in their general plans, thereby providing local
2 governments with the flexibility to address the specific needs and unique character of
3 their jurisdictions. California state law also requires that the day-to-day decisions of
4 a city follow logically from and be consistent with the general plan. More
5 specifically, Government Code Sections 65860, 66473.5, and 65647.4 require that
6 zoning ordinances, subdivision, and parcel map approvals be consistent with the
7 general plan.

8 The General Plan of the City of Los Angeles is a comprehensive, long-range
9 declaration of purposes, policies, and programs for the development of the City of
10 Los Angeles. The General Plan is a dynamic document consisting of 11 elements,
11 which include 10 Citywide elements (Air Quality, Conservation, Historic Preservation
12 and Cultural Resources, Housing, Infrastructure Systems, Noise, Open Space, Public
13 Facilities and Services, Safety, and Transportation) and the Land Use Element, also
14 known as the Community Plan, for each of the City's 35 Community Planning Areas,
15 as well as plans for the Port of Los Angeles and Los Angeles International Airport.

16 **General Plan Framework Element**

17 The City of Los Angeles General Plan Framework Element, adopted December 1996
18 (re-adopted August 2001), is a strategy for long-term growth that creates a Citywide
19 context in which to guide updates of the Community Plan and Citywide elements.
20 The General Plan Framework Element responds to state and federal mandates to plan
21 for the future. The Framework Element does not mandate or encourage growth.
22 Because population forecasts are estimates about the future and not an exact science,
23 it is possible that population growth as estimated may not occur: it may be less or it
24 may be more. The City of Los Angeles uses population forecasts provided by SCAG
25 to plan for long-term growth.

26 The General Plan Framework Element sets forth a citywide comprehensive long-
27 range growth strategy. It defines citywide policies that will be implemented through
28 subsequent amendments of the City's community plans, zoning ordinances, and other
29 pertinent programs. The General Plan Framework Element includes seven areas for
30 policies, including:

- 31 ■ Land Use
- 32 ■ Housing
- 33 ■ Urban Form and Neighborhood Design
- 34 ■ Open Space and Conservation
- 35 ■ Economic Development
- 36 ■ Transportation
- 37 ■ Infrastructure and Public Services

38 The Framework Element contains policies that are intended to maintain the City's
39 cultural and natural diversity. The Framework Element refines adopted City policy
40 and is intended to update "Concept Los Angeles," the central theme of which is to

1 preserve single-family neighborhoods by focusing any growth away from such
2 neighborhoods and into centers. Although the Framework Element incorporates a
3 diagram that depicts the generalized distribution of centers, districts, and mixed-use
4 boulevards throughout the City, it does not convey or affect entitlements for any
5 property. Specific land use designations are determined by the community plans.
6 The Framework Element provides guidelines for future updates of the City's
7 community plans. It does not supersede the more detailed community or specific
8 plans.

9 Applicable areas of the Framework Element to the proposed Project (further
10 discussed in Impact LU-2 below) include:

- 11 ■ Land Use
- 12 ■ Open Space and Conservation
- 13 ■ Economic Development
- 14 ■ Transportation
- 15 ■ Infrastructure and Public Services

16 **Port of Los Angeles Plan**

17 The Port of Los Angeles Plan (Port Plan; LAHD 1992: PT-1 through PT-4, plus
18 subsequent amendments) is part of the City of Los Angeles General Plan Land Use
19 Element, which is intended to serve as the official 20-year guide to the continued
20 development and operation of the Port, and is consistent with the PMP. The Port
21 Plan's primary purposes are to:

- 22 ■ promote an arrangement of land and water uses, circulation, and services that
23 contribute to the economic, social, and physical health, safety, welfare, and
24 convenience of the Port, within the larger context of the City;
- 25 ■ guide the development, betterment, and change within the Port to meet existing
26 and anticipated needs and conditions;
- 27 ■ contribute to a safe and healthful environment;
- 28 ■ balance growth and stability;
- 29 ■ reflect economic potentialities and limitations, land and water developments, and
30 other trends; and
- 31 ■ protect investment to the extent reasonable and feasible.

32 The Port Plan designates the southern portion of the Port, including the proposed
33 project area, as Commercial/Industrial land uses, which are further classified as
34 General/Bulk Cargo and Commercial/Industrial Uses/Non-Hazardous uses. General
35 Cargo includes container, breakbulk, neo-bulk, and passenger facilities. Commercial
36 uses include restaurants and tourist attractions (e.g., Ports O'Call), offices, retail
37 facilities, and related uses. Industrial uses include light manufacturing/maritime-
38 related industrial activities, ocean-resource industries, and related uses.

1 The Port Plan contains the following objectives and policies applicable to the
2 proposed Project:

3 **Port of Los Angeles Plan Objectives**

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

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

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

15 **Objective 12.** To stimulate employment opportunities for workers residing in
16 adjacent communities, such as San Pedro and Wilmington.

17 **Applicable Port of Los Angeles Plan Policies**

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

21 **Policy 11.** It shall be long-range Port development policy to have facilities used for
22 the storage or transfer of hazardous liquid and hazardous dry bulk cargoes that are
23 inappropriately located, phased out, and relocated to more appropriate sites in areas
24 relatively remote from adjacent communities. Such policy shall be subject to the
25 following criteria: (1) changes in economic conditions that affect types of
26 commodities traded in waterfront commerce; (2) the economic life of existing
27 facilities handling or storing hazardous cargoes; and (3) precautions deemed
28 necessary to maintain national security.

29 **Policy 16.** Location, design, construction and operation of all new or expanded
30 development projects under the LAHD's jurisdiction shall be based on the latest
31 safety standards appropriate to the intended facility.

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

35 **Policy 19.** The following long-range preferred water and land uses shall guide future
36 Port development:

1 *Area 2 West Bank: Commercial, recreation, commercial fishing, and non-*
2 *hazardous cargo operations and support activities.*

3 **Policy 20.** Since the Port provides an ideal environment for educational purposes
4 such as oceanographic and marine research, the development of educational and
5 research facilities shall be appropriate institutional uses in land or water areas of the
6 harbor where they will not interfere with other Port-dependent preferred uses.

7 **Port of Los Angeles Plan Programs**

8 The Port Plan also identifies programs to further ensure the continued development
9 and operation of the Port. The programs most relevant to the proposed project site
10 are outlined below.

11 Risk Management

- 12 ■ Implementation of the Port Risk Management Plan, an element of the PMP.
- 13 ■ Relocation of hazardous and/or incompatible facilities to sites that do not result
14 in a risk exposure to high-density populations in accordance with the provisions
15 of the Risk Management Plan.

16 **General Plan Land Use Designations and Zoning**

17 As discussed above, the Port Plan is a part of the City of Los Angeles General Plan
18 and is intended to promote an arrangement of land and water uses, adequate
19 circulation, and public services that will encourage and contribute to the economic,
20 social, and physical health, safety, welfare, and convenience of the Port within the
21 larger framework of the City. The Port Plan defines the same PAs as those defined
22 within the PMP. The General Plan land use categories for PA 2 are commercial,
23 recreation, commercial fishing, and non-hazardous cargo operations and support
24 activities.

25 Most of the Port is zoned [Q]M2 (Qualified Light Industrial) or [Q]M3 (Qualified
26 Heavy Industrial) by the City of Los Angeles Zoning Ordinance. The zoning
27 designation for the majority of the land within the proposed project area was
28 changed, by ordinance, from its original designation. These changes, reflected by a
29 [Q], have brought Port zoning into consistency with the General Plan, as mandated
30 by California Government Code 65860(d). The City Council approved the AB 283
31 Citywide General Plan and Zoning Consistency Program, which establishes
32 permanent qualified conditions that prohibit incompatible land uses within the Port
33 and adjoining communities. Zoning for the proposed project site areas has been
34 designated as [Q]M2 and [Q]M3. The following are allowed uses in Planning Area
35 2—West Bank [Q]M2 and [Q]M3:

- 36 ■ **General Cargo**—passenger terminals; breakbulk terminals; neo-bulk terminals
37 handling cargoes such as automobiles, lumber, and similar products.
- 38 ■ **Support**—warehouses; open and enclosed storage facilities; marine oil service
39 stations; marine services including diving and water taxi services; marine

1 research facilities; public facilities including fire stations, utility systems, and
2 customs houses; cold storage and freezing facilities; rail service and railroad
3 yards; and tug/barge services.

- 4 ■ **Commercial**—business or professional offices, restaurants, boat sales, retail and
5 service; retail and service uses including boat supply, marine hardware and those
6 retail and service uses permitted in the C1.5 zone; tourist attractions and exhibits
7 and incidental specialty commercial uses.
- 8 ■ **Commercial Fishing**—commercial fishing docks and berthing areas; fish
9 processing and canning; and fish markets, wholesale, and retail.
- 10 ■ **Recreation**—parks, consistent with the Tidelands Grants; maritime-related
11 museums; community buildings; marinas and related uses including offices, club
12 houses, launching ramps, boat building and repair, dry boat storage and sport
13 fishing facilities.

14 **3.8.3.2.3 Port of Los Angeles Strategic Plan 2010/2011**

15 The Port of Los Angeles Strategic Plan, updated in 2010, is a five year plan used to
16 improve the performance of the Port and to outline the Port’s direction and priorities
17 (LAHD 2010). The Strategic Plan has 11 objectives, each with initiatives/action
18 items that respond to the plan’s Mission, “To provide our customers with the world’s
19 most secure and advanced seaport facilities to stimulate the economy and attract
20 business, while promoting a sustainable “grow green” philosophy and embracing
21 evolving technology.”

22 Strategic Plan Objectives relevant to the proposed Project include the following:

- 23 ■ Strategic Objective 1: Implement development strategies to ensure the Port
24 maintains and efficiently manages a diversity of cargo and land uses while
25 maximizing land use compatibility and minimizing land use conflicts.
- 26 ■ Strategic Objective 2: Deliver cost-effective facilities and infrastructure in a
27 timely manner consistent with the land use plan.
- 28 ■ Strategic Objective 3: Promote, develop, and provide a safe and efficient
29 transportation system for the movement of goods and people in the Port vicinity
30 and throughout the region, state, and nation in a cost-effective and
31 environmentally sensitive and sustainable manner.
- 32 ■ Strategic Objective 5: Be the greenest port in the world.
- 33 ■ Strategic Objective 9: Strengthen relations with all internal and external
34 stakeholders through education, advocacy, meaningful interaction and engaging
35 events/initiatives that benefit the community.
- 36 ■ Strategic Objective 10: Realize the potential of the diversity of Los Angeles’
37 population by expanding opportunity; retain and develop more high-quality jobs
38 with an emphasis on green technology.

3.8.3.2.4 Port of Los Angeles Sustainability Plan 2011

The development of the Port of Los Angeles Sustainability Assessment and Plan Formulation (Sustainability Plan) is in response to the Mayoral initialized Executive Directive No. 10, Sustainable Practices in the City of Los Angeles, passed in June of 2007. “This directive sets forth his vision to transform Los Angeles into the most sustainable large city in the country and includes goals in the areas of energy and water, procurement, contracting, waste diversion, non-toxic product selection, air quality, training, and public outreach”(LAHD 2008b).

In June 2008, the Port of Los Angeles published the Sustainability Assessment and Plan Formulation, which surveyed and evaluated existing Port sustainability efforts. The 2011 Sustainability Report highlights major sustainability initiatives undertaken since 2008. The Sustainability Report uses a Material Issues Scorecard, which rates the Port’s progress on addressing the material issues most important to the Port and its stakeholders for achieving sustainable operations. These eleven material issues include:

- Health Risk Reduction
- Air Quality
- Energy & Climate Change
- Water Quality
- Stakeholder Relationships
- Land Use
- Habitat Protection
- Open Space & Urban Greening
- Local Economic Development
- Environmental Justice
- Green Growth

Of these eleven material issues, the Port is acknowledged as an industry leader on policies and plans addressing Health Risk Reduction, Air Quality, Habitat Protection, Open Space and Urban Greening, and Green Growth.

3.8.3.2.5 Green Building Policy

On August 27, 2003, the Board of Harbor Commissioner approved LAHD’s Environmental Management Policy, which includes guidelines on implementation of LEED certification and standards for new and existing building construction and/or renovation.

The LEED Green Building Rating System is voluntary, consensus-based, and market-driven, and is based on existing, proven technology that evaluates environmental performance in five categories:

- 1 ■ Sustainable Site Planning
- 2 ■ Improving Energy Efficiency
- 3 ■ Conserving Materials and Resources
- 4 ■ Embracing Indoor Environmental Quality
- 5 ■ Safeguarding Water

6 Points are earned for goals accomplished in each category, and the certification level
7 for a building is acquired by the total number of points (100 base points). There are
8 four LEED certification levels: Certified (40–49 points), Silver (50–59 points), Gold
9 (60–79 points), and Platinum (80–100 points).

10 The City adopted the policy that all new City buildings of 7,500 square feet or larger
11 should be designed, whenever possible, to meet the LEED Certified level. The Port
12 has taken this policy further, and under the jurisdiction of the Harbor Department, all
13 construction must meet the following (NC = New Construction):

- 14 ■ New Construction (e.g., office buildings) 7,500 square feet or greater, without
15 compromising functionality, will be designed to a minimum level of LEED NC
16 Gold.
- 17 ■ New Construction (e.g., marine utilitarian buildings such as equipment
18 maintenance), without compromising functionality, will be designed to a
19 minimum level of LEED NC Silver.
- 20 ■ Existing Buildings of 7,500 square feet or greater will be inventoried and
21 evaluated for their applicability to the LEED Existing Building Standards.
22 Priority for certification will be determined by building operation and
23 maintenance procedures.
- 24 ■ All other buildings will be designed or constructed to meet the highest achievable
25 LEED standard to the extent feasible for the building’s purpose.
- 26 ■ In addition, all Port buildings will include solar power to the maximum extent
27 feasible, as well as incorporation of the best available technology for energy and
28 water efficiency.

29 A sustainability staff has been created to continuously evaluate and advance the
30 Port’s sustainability practices, as well as develop green guidelines and sustainable
31 strategies.

32 **3.8.4 Impact Analysis**

33 **3.8.4.1 Methodology**

34 This analysis evaluates the consistency or compliance of the proposed Project and
35 associated infrastructure improvements with relevant land use documents and
36 regulations. The land use analysis addresses the potential for the creation of physical
37 incompatibilities between the proposed Project and adjacent land uses or activities

1 and determines whether any identified incompatibilities would result in physical
2 impacts on the environment.

3 The land use impact analysis is based on the IS/NOP's determination of potentially
4 significant issues, and issues identified by reviewing agencies, organizations, or
5 individuals commenting on the IS/NOP that made a fair argument that the issue was
6 potentially significant (Appendix A).

7 The IS/NOP determined that the proposed Project would have less-than-significant
8 impacts on the following land use issues; therefore, they will not be discussed in the
9 land use impact analysis below:

- 10 ■ Physically divide an established community
- 11 ■ Conflict with any applicable habitat conservation plan or natural community
12 conservation plan

13 **3.8.4.2 Thresholds of Significance**

14 The following criteria are based on the *L.A. CEQA Thresholds Guide* (City of Los
15 Angeles 2006) and are the basis for determining the significance of impacts
16 associated with land use consistency and compatibility resulting from physical
17 changes associated with the proposed Project. A significant impact on land use and
18 planning in the proposed project area would occur if the proposed Project were:

19 **LU-1:** Inconsistent with the adopted land use/density designation in the Community
20 Plan, redevelopment plan, or specific plan for the site, which would result in an
21 adverse physical effect on the environment.

22 **LU-2:** Inconsistent with the General Plan or adopted environmental goals or policies
23 contained in other applicable plans, which would result in an adverse physical effect
24 on the environment.

25 **3.8.4.3 Impacts and Mitigation**

26 **3.8.4.3.1 Construction Impacts**

27 **Impact LU-1a: Construction of the proposed Project would**
28 **not be inconsistent with the adopted land use/density**
29 **designation in the Community Plan, redevelopment plan, or**
30 **specific plan for the site.**

31 Because no developed land use would yet be in place, construction activities would
32 not conflict with adopted land use/density designation in the Community Plan,
33 redevelopment plan, or specific plan for the site.

1 **Impact Determination**

2 No impact would occur.

3 **Mitigation Measures**

4 No mitigation is required.

5 **Residual Impacts**

6 No impact would occur.

7 **Impact LU-2a: Construction of the proposed Project would**
8 **not be inconsistent with the General Plan or adopted**
9 **environmental goals or policies contained in other**
10 **applicable plans.**

11 Because no developed land use would yet be in place, construction activities would
12 not conflict with the General Plan, adopted environmental goals, or policies
13 contained in other applicable plans.

14 **Impact Determination**

15 No impact would occur.

16 **Mitigation Measures**

17 No mitigation is required.

18 **Residual Impacts**

19 No impact would occur.

20 **3.8.4.3.2 Operational Impacts**

21 **Impact LU-1a: Operation of the proposed Project would not**
22 **be inconsistent with the adopted land use/density**
23 **designation in the Community Plan, redevelopment plan, or**
24 **specific plan for the site.**

25 The proposed Project is under the jurisdiction of the Port Plan (which is the Port's
26 equivalent to a Community Plan of the Los Angeles General Plan). The proposed
27 Project is also under the jurisdiction of the PMP. The proposed Project is located
28 within areas zoned [Q]M2 and [Q]M3 in the City of Los Angeles Zoning Ordinance.

29 Both the Port of Plan and the PMP describe the Planning Area in which the proposed
30 Project is located as PA 2 West Bank. The preferred long-range water and land uses

1 for PA 2 include commercial, recreation, commercial fishing, and non-hazardous
2 cargo operations and support activities. The PMP recommends that this planning
3 area be devoted to commercial, recreational, restaurant and tourist-oriented facilities,
4 commercial fishing, general cargo, and dry liquid bulk terminals. [Q]M2 and [Q]M3
5 allow for commercial fishing, recreation, industrial, institutional, commercial, and
6 other uses. Operation of the proposed Project is consistent with the planned land uses
7 pursuant to the Port Plan, the PMP, and current zoning.

8 **Impact Determination**

9 The proposed Project uses in PA 2 would generally remain consistent with land use
10 designations contained within the Port Plan, the PMP, and zoning for the Port per the
11 City of Los Angeles Zoning Ordinance. The proposed Project's commercial and
12 institutional uses are consistent with the planned land uses pursuant to the Port Plan,
13 the PMP, and zoning ordinances. Therefore, impacts on land use would be less than
14 significant.

15 **Mitigation Measures**

16 No mitigation is required.

17 **Residual Impacts**

18 Impacts would be less than significant.

19 **Impact LU-2b: Operation of the proposed Project would be** 20 **inconsistent with the General Plan or adopted environmental** 21 **goals or policies contained in other applicable plans, which** 22 **would result in an adverse physical effect on the** 23 **environment.**

24 Table 3.8-2 below identifies specific goals/objectives/policies contained within the
25 following land use documents applicable to the proposed Project, indicates whether
26 the goal/policy/objective is consistent with the proposed Project, and includes a
27 discussion of the consistency between the goal/policy/objective and the proposed
28 Project.

- 29 ■ General Plan Framework Element
- 30 ■ Port of Los Angeles Plan (part of the City of Los Angeles General Plan)
- 31 ■ Port of Los Angeles Master Plan
- 32 ■ Port of Los Angeles Strategic Plan
- 33 ■ Los Angeles Green Building Policy

34 The proposed Project is consistent with the California Tidelands Trust Act of 1911
35 because all property and improvements included in the proposed Project would be
36 dedicated to maritime-related uses and would therefore be consistent with the trust.

1 Additionally, the proposed Project is consistent with provisions of the California
2 Coastal Act because LAHD has certified the PMP that provides LAHD with coastal
3 development permit authority for actions/developments consistent with that master
4 plan. The Port of Los Angeles Sustainability Report highlights major initiatives
5 undertaken since 2008 to address implementation of the various sustainability related
6 programs and policies. As such, there are no goals, objectives, or policies with which
7 to evaluate consistency with the proposed Project. However, the proposed Project
8 would not preclude the implementation of the report’s sustainability efforts.

1 **Table 3.8-2.** Proposed Project Consistency Analysis

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
GENERAL PLAN FRAMEWORK ELEMENT	
The General Plan Framework Element provides guidelines for future updates of the City’s community plans. It does not supersede the more detailed community or specific plans.	The proposed Project is consistent overall with this element. Overall, the proposed Project would support the goals, objectives, and policies of the Port Plan.
Open Space Policy: Consider urban forms of open space, such as small parks, pedestrian districts, community plazas, and similar elements.	The proposed Project is consistent with this policy. The proposed Project provides a waterfront promenade with community plazas and gathering areas.
Economic Policy: Provide sufficient land to support economic development activities.	The proposed Project is consistent with this policy. The proposed Project provides opportunities for marine research education and private industry businesses.
Economic Policy: Promote the re-use and recycling of deteriorated commercial and industrial districts.	The proposed Project is consistent with this policy. The proposed Project would adaptively reuse existing transit sheds that are deteriorating, and would redevelop the former Westway liquid bulk terminal, which has been vacated.
Transportation Policy: Enhance pedestrian circulation and bicycle access to centers and mixed-use boulevards.	The proposed Project is consistent with this policy. The proposed Project would provide right-of-way for the extension of tracks for the Red Car analyzed in the 2009 SPW EIR/EIS, develop the waterfront promenade through the proposed project area, and accommodate bicycle and pedestrian access.
PORT OF LOS ANGELES PLAN—CITY OF LOS ANGELES GENERAL PLAN	
Objective 1: To maintain the Port of Los Angeles as an important local, regional, and national resource and to promote the orderly and continued development of the Port so as to meet the needs of foreign and domestic waterborne commerce and commercial fishing industry and public recreational users.	The proposed Project is consistent with this objective. The proposed Project addresses land use and regulatory strategies to ensure the Port continues to be an economically vibrant hub for foreign and domestic commerce, while providing and enhancing an array of recreational opportunities within the Port. The proposed Project would not have an adverse affect on commerce, commercial fishing, or recreation, and would increase opportunities for marine research based education and industry.
Objective 2: To establish standards and criteria for the long-range orderly expansion of the Port by the eventual aggregation of major functional and	The proposed Project is consistent with this objective. The proposed Project would include education, research, office, recreation, and commercial uses that are segregated from existing industrial and Port-related uses where appropriate.

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>compatible land and water uses under a system of preferences which will result in the segregation of related Port facilities and operations into functional areas.</p>	
<p>Objective 4: To assure priority for water and coastal dependent development within the Port while maintaining and enhancing coastal zone environment and public views of and access to coastal resources.</p>	<p>The proposed Project is consistent with this objective.</p> <p>Proposed project development in the Port would include education, research, recreation, office, and commercial uses, which would be coastal dependent and supportive. Public views and access to the coastal resources would be protected and enhanced by improved vehicular and pedestrian linkages to the waterfront via the waterfront promenade and Signal Street.</p>
<p>Objective 12: To stimulate employment opportunities for workers residing in adjacent communities, such as San Pedro and Wilmington.</p>	<p>The proposed Project is consistent with this objective.</p> <p>The proposed Project would include commercial uses (museum and cafe) that would increase the employment opportunities for workers residing in adjacent communities. Additionally, the proposed Project includes a marine science business park to attract marine-related business. The proposed business park use would provide employment opportunities for people living in San Pedro and Wilmington.</p>
<p>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 their operations.</p>	<p>The proposed Project is consistent with this policy.</p> <p>The proposed Project includes the waterfront area at Berths 56–60 and 70–71. This area would consist of the extension of the waterfront promenade to Warehouse No. 1, public space along the waterfront, berthing space for research vessels, adaptive reuse of the transit sheds at Berths 57–60, and remediation and development of Berths 70–71. These uses would be dependent upon the harbor water areas and include marine-related research, education, business space, and the proposed wave tank facility.</p>
<p>Policy 11. It shall be long-range Port development policy to have facilities used for the storage or transfer of hazardous liquid and hazardous dry bulk cargoes that are inappropriately located, phased out, and relocated to more appropriate sites in areas relatively remote from adjacent communities. Such policy shall be subject to the following criteria: (1) changes in economic conditions that affect types of commodities traded in waterfront commerce; (2) the economic life of existing facilities handling or storing hazardous cargoes; and (3) precautions deemed necessary to</p>	<p>The proposed Project is consistent with this policy.</p> <p>The proposed Project would provide for redevelopment of the Westway Terminal following demolition of the storage tanks and remediation of the site (both approved under the 2009 SPW EIR/EIS) including development of office space, berthing space for marine-research vessels, and the wave tank facility.</p>

Goal/Objective/Policy	Consistency Analysis
maintain national security.	
Policy 16. Location, design, construction and operation of all new or expanded development projects under the Port’s jurisdiction shall be based on the latest safety standards appropriate to the intended facility.	The proposed Project is consistent with this policy. All aspects of design of the proposed Project would be reviewed by appropriate Port staff to ensure any and all safety standards and measures have been adhered to.
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.	The proposed Project is consistent with this policy. As discussed throughout this section, the proposed Project would be consistent with local, state, and federal regulations for the Port.
Policy 19. The following long-range preferred water and land uses shall guide future Port development: <i>Area 2 West Bank:</i> Commercial, recreation, commercial fishing, and non-hazardous cargo operations and support activities	The proposed Project is consistent with this policy. As discussed in Impact LU-1b above, the long-range preferred water and land uses in PA 2 are reflected in the proposed project design and are consistent with both short-term and long-term goals as stated in the Port Plan for PA 2.
Policy 20. Since the Port provides an ideal environment for educational purposes such as oceanographic and marine research, the development of educational and research facilities shall be appropriate institutional uses in land or water areas of the harbor where they will not interfere with other Port-dependent preferred uses.	The proposed Project is consistent with this policy. Recreation, community, and educational facilities (e.g., museum, public plaza, and a public education facility) would provide various educational opportunities geared towards oceanographic and marine research and related studies. Furthermore, the proposed Project would provide opportunities for institutional research facilities (e.g., research tanks and wave tank).
PORT OF LOS ANGELES STRATEGIC PLAN	
Strategic Objective 1: Implement development strategies to ensure the Port maintains and efficiently manages a diversity of cargo and land uses while maximizing land use compatibility and minimizing land use conflicts.	The proposed Project is consistent with this policy. The Strategic Plan initiatives note that the Port has long-range plans to “develop a comprehensive land use plan that recognizes the needs of commerce and recreation; establish land areas that consolidate liquid bulk storage facilities; retain economically viable breakbulk operations; promote the expansion of water-dependent institutional/research facilities and develop appropriate recreational facilities.” The proposed Project is consistent with this objective and provides for deindustrialization of the proposed project area to eliminate the existing liquid bulk storage tanks at the Westway Terminal, and provides compatible commercial, research, education, and recreational uses together along the waterfront.

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>Strategic Objective 2: Deliver cost-effective facilities and infrastructure in a timely manner consistent with the land use plan.</p>	<p>The proposed Project is consistent with this policy. Operation of the proposed Project is consistent with the planned land uses pursuant to the Port Plan, the PMP, and current zoning and no conflicts would result upon implementation of the proposed Project. Furthermore, the proposed Project would incorporate the existing transit sheds in order to provide for cost-effective facilities and infrastructure consistent with the land use plan.</p>
<p>Strategic Objective 3: Promote, develop, and provide a safe and efficient transportation system for the movement of goods and people in the Port vicinity and throughout the region, state, and nation in a cost-effective and environmentally sensitive and sustainable manner.</p>	<p>The proposed Project is consistent with this policy. The storage areas at the end of Berth 60 utilized by the water taxi service would be relocated within the general vicinity of Berth 60 to better accommodate the proposed Project while maintaining the safe and efficient transportation of goods in the Port vicinity. Also, the proposed Project would involve improvements to Signal Street, including repaving and restriping, installing new diagonal parking, and removing the heavy rail line within the street to promote the movement of goods and people in the Port vicinity.</p>
<p>Strategic Objective 5: Be the greenest port in the world.</p>	<p>The proposed Project is consistent with this policy. The proposed Project has been subject to the CAAP and has undergone CEQA analysis in this document, and, where appropriate, mitigation measures have been imposed as an implementation strategy. Sections of this EIR create and implement action plans for clean water, clean soil, and clean groundwater. Specifically, the proposed Project includes the removal of hazardous materials and the remediation of hazardous areas. Additionally, the proposed Project would actually reduce the intensity of the land use of the area by removing industrial uses and replacing them with commercial, educational, public open space, and research uses. The proposed Project includes the redevelopment of the Westway Terminal following removal of the liquid bulk storage tanks and remediation of the site to complete the full buildout of a 50,000-square-foot facility for NOAA that would include office and laboratory space and the 80,000-square-foot wave tank. Additionally, the proposed Project includes the extension of the waterfront promenade around the transit sheds at Berths 58–60 and right-of-way for the Red Car line (approved under the 2009 SPW EIR/EIS) along Signal Street to Warehouse No. 1.</p>
<p>Strategic Objective 9: Strengthen relations with all internal and external stakeholders through education, advocacy, meaningful interaction and engaging events/initiatives that benefit the community.</p>	<p>The proposed Project is consistent with this policy. The proposed Project has involved extensive community outreach and input into the planning process, and throughout the EIR process.</p>
<p>Strategic Objective 10: Realize the potential of the diversity of Los Angeles’ population by expanding</p>	<p>The proposed Project is consistent with this policy. The proposed Project’s café, classrooms, government offices, and marine science business</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
opportunity; retain and develop more high-quality jobs with an emphasis on green technology.	park would provide jobs. It is anticipated the majority of these jobs would be taken by local and regional residents.
PORT OF LOS ANGELES GREEN BUILDING POLICY	
New Construction (e.g., office buildings) 7,500 square feet or greater, without compromising functionality, will be designed to a minimum level of LEED NC Gold.	The proposed Project is consistent with this standard. The proposed project building designs would comply with new construction LEED requirements.
New Construction (e.g., marine utilitarian buildings such as equipment maintenance), without compromising functionality, will be designed to a minimum level of LEED NC Silver.	The proposed Project is consistent with this standard. The proposed project building designs would comply with new construction LEED requirements.
Existing Buildings of 7,500 square feet or greater will be inventoried as evaluated for their applicability to the LEED Existing Building Standards. Priority for certification will be determined by building operation and maintenance procedures.	The proposed Project is consistent with this standard. The proposed project building designs would comply with LEED existing building requirements, as applicable.
All other buildings will be designed or constructed to meet the highest achievable LEED standard to the extent feasible for the building’s purpose.	The proposed Project is consistent with this standard. The proposed project building designs would comply with LEED requirements.
All Port buildings will include solar power to the maximum extent feasible, as well as incorporation of the best available technology for energy and water efficiency.	The proposed Project is consistent with this standard. The proposed Project would incorporate energy efficient designs into construction and development of new buildings. In addition, the proposed Project would incorporate solar panels on rooftops, where feasible.

1 **Impact Determination**

2 The proposed Project is consistent with all goals, objectives, and policies of the
3 following plans:

- 4 ■ General Plan Framework Element
- 5 ■ Port of Los Angeles Plan (part of the City of Los Angeles General Plan)
- 6 ■ Port of Los Angeles Master Plan
- 7 ■ Port of Los Angeles Strategic Plan
- 8 ■ Los Angeles Green Building Policy

9 As discussed above, the proposed Project is consistent with the California Tidelands
10 Trust Act of 1911 because all property and improvements included in the proposed
11 Project would be dedicated to marine research and marine-related business uses.
12 Furthermore, the proposed Project is consistent with the provisions of the PMP and
13 the Port Plan. The proposed Project would be consistent with the General Plan and
14 adopted environmental goals, objectives, policies, and purposes contained in other
15 applicable plans.

16 The proposed Project would locate project facilities (including implementation of the
17 proposed waterfront promenade as planned in the San Pedro Waterfront Project)
18 adjacent to Mike’s fueling station, which stores and handles hazardous liquid bulk
19 materials. This would be inconsistent with the objective of the RMP of the PMP to
20 locate vulnerable populations away from hazardous facilities. This land use
21 inconsistency could result in adverse physical environmental impacts on vulnerable
22 populations (i.e., public recreators) should Mike’s fueling station ever have an
23 accidental release, spill, or explosion of the hazardous liquid bulk materials.
24 Therefore, this land use inconsistency is a significant impact under CEQA.
25 Implementation of Mitigation Measure MM RISK-1, identified in Section 3.7,
26 “Hazards and Hazardous Materials,” would reduce impacts to less-than-significant
27 levels.

28 **Mitigation Measures**

29 Implement Mitigation Measure MM RISK-1 (see Section 3.7, “Hazards and
30 Hazardous Materials”).

31 **Residual Impacts**

32 Impacts would be less than significant.

33 **3.8.4.3.3 Summary of Impact Determinations**

34 Table 3.8-3 summarizes the impact determinations of the proposed Project related to
35 land use and planning, as described in the detailed discussion and tables above.
36 Identified potential impacts may be based on federal, state, City of Los Angeles, and
37 LAHD significance criteria.

1 For each type of potential impact, Table 3.8-3 describes the impact, notes the impact
 2 determination, describes any applicable mitigation measures, and notes the residual
 3 impacts (i.e., the impact remaining after mitigation). All impacts, whether significant
 4 or not, are included in this table.

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

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.8 LAND USE AND PLANNING			
Construction			
LU-1a: Construction of the proposed Project would not be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	Less than significant	No mitigation is required.	Less than significant
LU-2a: Construction of the proposed Project would not be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	Less than significant	No mitigation is required.	Less than significant
Operation			
LU-1b: Operation of the proposed Project would not be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	Less than significant	No mitigation is required.	Less than significant
LU-2b: Operation of the proposed Project would be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans, which would result in an adverse physical effect on the environment.	Significant	Implement Mitigation Measure MM RISK-1 (see Section 3.7, “Hazards and Hazardous Materials”).	Less than significant

7
 8 **3.8.4.4 Mitigation Monitoring**

9 See Table 3.7-2 in Section 3.7, “Hazards and Hazardous Materials,” for mitigation
 10 monitoring for MM RISK-1. No other mitigation related to land use and planning is
 11 required for the proposed Project.

1 **3.8.4.5 Significant Unavoidable Impacts**

2 No significant unavoidable impacts on land use and planning would occur during
3 construction or operation of the proposed Project.

4

