

3.8

LAND USE

3.8.1 Introduction

This chapter addresses the potential land use impacts associated with implementation of the proposed Project and its alternatives. Land use and planning issues include compatibility of the physical land uses of the proposed Project and its alternatives with adjacent or surrounding land uses, and the consistency of the proposed Project and its alternatives with applicable plans and policies.

3.8.1.1 Relationship to the 1992 Deep Draft Final EIS/EIR

The 1992 Deep Draft Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) (USACE and LAHD 1992) evaluated, at a project-specific level, all significant impacts on land use resulting from navigation and landfill improvements required for the construction of Pier 400. This included those portions of the current proposed Project located on Pier 400. In addition, the Deep Draft FEIS/FEIR evaluated, at a general or programmatic level, all projected impacts resulting from the development and operations of terminal facilities planned for location on Pier 400, including a marine oil terminal and associated infrastructure. The Deep Draft FEIS/FEIR indicated that no adverse land use impacts would result from implementation of the proposed dredging, construction of the landfill, and operation of terminals on Pier 400 since a certified Port Master Plan (PMP) Amendment, in accordance with the California Coastal Act of 1976 (CCA) (Public Resource Code [PRC] §30000 et seq.), is required prior to implementation of any increment of construction, and therefore no mitigations are required. Further, the relocation and operation of the industrial facilities identified in the Deep Draft FEIS/FEIR (including the same type of facility as proposed in this document) were determined to be allowable under the Master Plans of both ports, and specifically under the Port of Los Angeles Plan (Port Plan).

Relocation of hazardous liquid bulk facilities and future expansion of these facilities were determined consistent with existing land use plans and risk management plan for the City and Port of Los Angeles. Because no significant adverse impacts to Land Use were anticipated, no mitigation measures were required.

3.8.2 Environmental Setting

The Port of Los Angeles (Port) is located within the southernmost portion of the City of Los Angeles and is bordered to the west and north by the communities of San Pedro and Wilmington, respectively, and to the east by the Port of Long Beach.

The Port area consists of 7,500 acres (3,036 hectares [ha]) (3,800 acres [1,229 ha] of water and 3,700 acres [1,497 ha] of land) containing large berths and associated cargo loading and unloading equipment such as cranes and shipping vessels. Ancillary industrial uses such as oil production and boat repair yards, and marinas are located throughout the Port.

The proposed Project, including the Marine Terminal, tank farms, and pipelines, would be located within the boundaries of the Port, with the exception of small portions of the 24-inch pipeline and the terminus of the 24-inch pipeline at the Ultramar/Valero Refinery and other Plains pipeline systems nearby, which is located in the City of Los Angeles.

3.8.2.1 Onsite Land Uses

Pier 400 Sites

The proposed Marine Terminal would be developed on the vacant portion of the western (Face C) side of Pier 400; Tank Farm Site 1 would be developed on the southern (Face D) side. Both sites are located in the PMP Terminal Island/Seaward Extension Planning Area (Planning Area 9). North and east of the proposed Face C portion of the Marine Terminal is the Maersk Container Terminal. The proposed Face D Tank Farm Site 1 is located south of the Maersk Container Terminal and west of the least tern nesting area. See Figure 3.8-1 for an overview of Planning Areas at the Port.

Tank Farm Site 1

Tank Farm Site 1 on Pier 400 Face D would accommodate two 250,000 barrels (bbl) tanks, a 50,000-bbl surge tank, and a 15,000-bbl fuel oil tank (see Figure 2-4). The tanks would be built in conjunction with other offloading equipment required for the new Marine Terminal as described in Section 2.4.2.

Tank Farm Site 2

Tank Farm Site 2 is located on Terminal Island, north of Pier 400, in the Terminal Island/Seaward Extension Planning Area (Planning Area 9), and in the Terminal Island/Main Channel Planning Area (Planning Area 7) (see Figure 3.8-1). Terminal Island is approximately 10 square miles (25.9 square kilometers [km]) in size, and includes landfill in both the Port (western end) and the Port of Long Beach (eastern end) jurisdictions. The proposed Project would be located west of the San Pedro Bay Ports boundary. Land uses on Terminal Island are dominated by Port-related industrial uses, as described below.

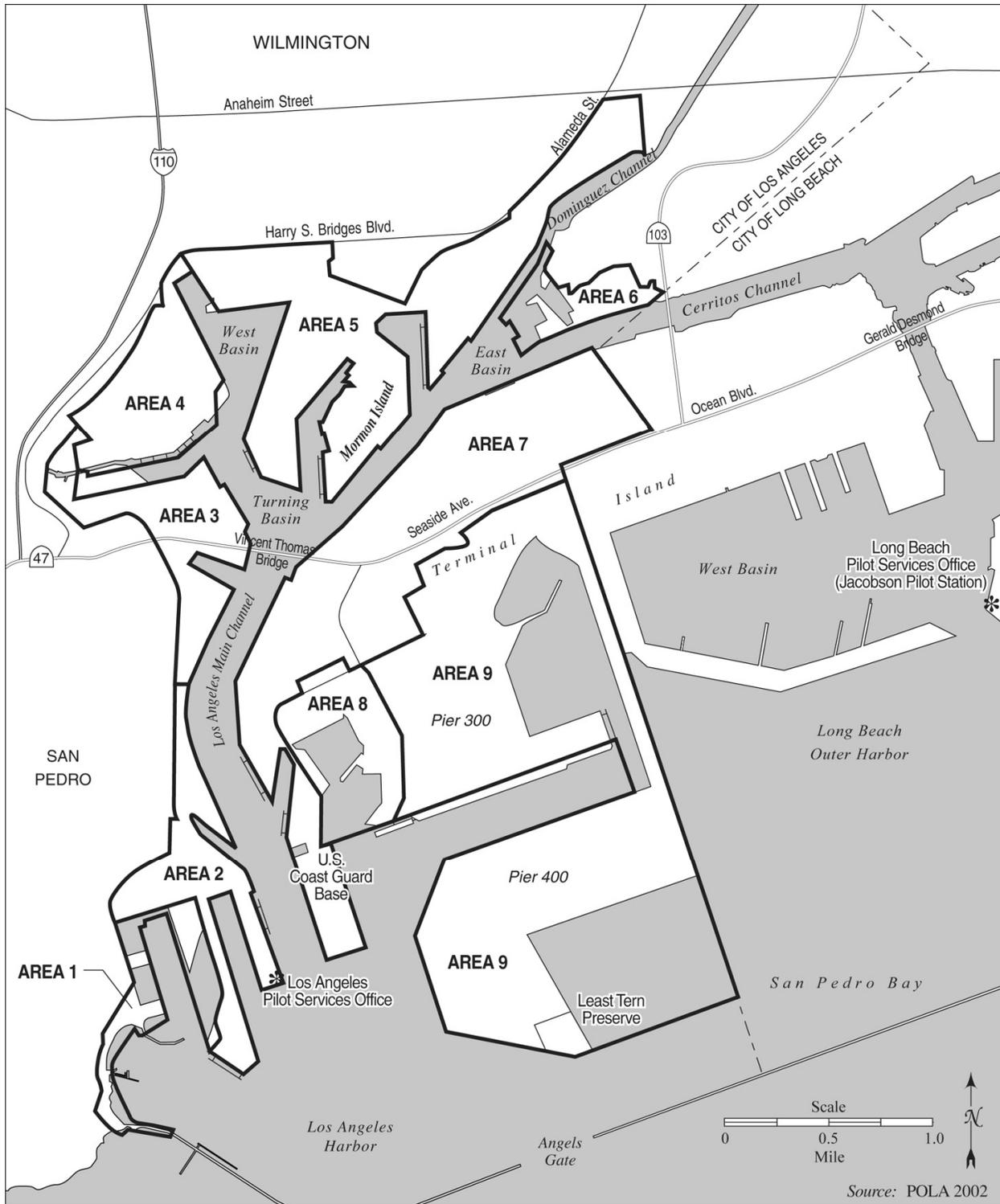


Figure 3.8-1. Planning Areas in the Vicinity of the Proposed Project and Alternatives

1 The Port portion of Terminal Island contains several major container cargo terminals,
2 a former dry bulk export facility, liquid bulk storage terminals, railroad operations, a
3 container transfer facility, a scrap metal terminal operation, and various other
4 industrial uses. Federal facilities located on federal property on the Port side of
5 Terminal Island include the Ferry Street Federal Building (U.S. Customs House),
6 which is vacant except for a U.S. Customs laboratory; the U.S. Coast Guard Base;
7 Department of Justice and Naturalization; and the Department of Justice Federal
8 Correctional Institution, which houses approximately 1,100 inmates (Federal Bureau
9 of Prisons 2004).

10 The portion of Terminal Island within the Port of Long Beach consists primarily of
11 cargo facilities, active industrial areas, and land under development. The Dow
12 Chemical Company facility and Pier T are located on the southeastern side of the
13 boundary between the Port of Los Angeles and the Port of Long Beach. Further
14 northeast from Dow is Pier S. Pier S is an area that was previously devoted to oil
15 production, but is now being developed for container cargo use. The Long Beach
16 Generating Station is located at the northeastern end of Pier S. Pier T, which is
17 located within the Port of Long Beach portion of Terminal Island to the south of
18 Ocean Boulevard, includes tenants such as Hanjin Shipping Company, Weyerhaeuser
19 Company, Pacific Coast Recycling, Arco Oil Terminal, and Fremont Forest Products.
20 U.S. Navy fueling facilities and Boeing Sea Launch are located on the former Navy
21 Mole within the Port of Long Beach side of Terminal Island.

22 Tank Farm Site 2 is an approximately 37-acre (15-ha) property that is surrounded by an
23 active rail line. In the late 1990s, the Los Angeles Export Terminal, Inc. (LAXT) was
24 constructed on the site as a dry bulk terminal, including structures for the handling and
25 export of coal and petroleum coke. However, the Los Angeles Harbor Department
26 (LAHD) now has full jurisdiction over the site, and LAXT no longer has any
27 entitlement to the site. Under a separate, unrelated project that would not affect the
28 proposed Project or the alternatives, the LAHD is in the process of demolishing two
29 domes and a storage shed on the site, but the existing rail tracks adjacent to the site will
30 continue to operate. The future use of the site is expected to be for liquid bulk storage
31 (either for the proposed Project or for some future, as yet unknown project).

32 **Pipeline Routes**

33 The proposed pipeline routes are described in detail in Section 2.4.2.3. All pipelines
34 would be installed below ground, with the exception of the water crossings at the Pier
35 400 causeway bridge; at pig receiving and launching stations; at the Valero pipe
36 bridge that crosses the Dominguez Channel west of the Ultramar/Valero Refinery;
37 and within parts of the Marine Terminal and tank farm sites. The pipelines traverse
38 Port Planning Areas 9, 7, and 5. Pipelines are consistent with existing and
39 anticipated uses for these planning areas. In general, the pipelines would traverse
40 land use areas of the Port that are designated for industrial port-related activity or that
41 are existing right-of-way land uses such as roadways and railways. Most of the
42 portions outside the Port would be within road or railway rights-of-way in the City of
43 Los Angeles; a small portion would be within the City of Long Beach. The termini
44 of the new pipelines at the Ultramar/Valero Refinery and connections into other
45 Plains pipeline systems would extend outside of the Port. Outside the Port and within
46 the City of Los Angeles, the pipeline routes traverse parcels with M3 (heavy

1 industrial) zoning or OS (open space), neither of which prohibit pipelines. In the
2 City of Long Beach, the pipeline routes also traverse parcels with IP (industrial, Port-
3 related) zoning, which also does not prohibit pipelines. Pipeline Segment 3 would
4 pass (underground) near a 2.84-acre (1.15-ha) area proposed for location of the
5 Avalon Triangle Park (i.e., the triangular area bounded by Avalon Boulevard, Harry
6 Bridges Boulevard, and Broad Avenue).

7 Because the pipelines would be buried, and because they would be located in
8 industrial areas or within right-of-way land uses, there would be no land use or
9 planning issues associated with their compatibility with the physical land uses of the
10 adjacent or surrounding land uses, and there would be no issues of consistency with
11 applicable plans and policies. The analysis of land use impacts for this proposed
12 Project therefore focuses on impacts related to the Marine Terminal and tank farm
13 sites. However, potential effects of pipeline construction on the Avalon Triangle
14 Park are discussed in Section 3.11, Recreation.

15 3.8.2.2 Surrounding Land Uses

16 The proposed Project area is largely surrounded by industrial activities associated
17 with the San Pedro Bay Ports, as well as open waters of the Los Angeles Harbor to
18 the south and east. Further north and west of the proposed Project area are the
19 residential communities of Wilmington, located about 2.5 miles (4.0 km) north of the
20 proposed tank farm sites, and San Pedro, located about 1.5 miles (2.4 km) west of the
21 Pier 400 sites.

22 Adjacent to the proposed Marine Terminal and Tank Farm Site 1 on Pier 400, the
23 County of Los Angeles has established a Significant Ecological Area (SEA) for the
24 California least tern nesting site on Terminal Island (Los Angeles County 2005).
25 SEAs preserve a variety of biological communities for public education, research,
26 and other non-disruptive outdoor uses. The County, however, has no land use
27 jurisdiction within the City of Los Angeles, where the proposed Marine Terminal and
28 Tank Farm Site 1 would be located. However, potential impacts on the Least Tern
29 Nesting Area, from a biological standpoint, are addressed in Section 3.3, Biological
30 Resources.

31 To the southwest, across the Los Angeles Harbor from the Pier 400 Face C Marine
32 Terminal, is the Cabrillo Beach and Aquarium. The Aquarium is an educational,
33 recreational, and research facility owned and operated by the Los Angeles
34 Department of Recreation and Parks. The facility is located on the shore at Cabrillo
35 Beach in San Pedro between Point Fermin and the breakwater protecting the Port,
36 and is devoted to encouraging active public participation to promote knowledge and
37 conservation of the marine life. The Maritime Museum features southern
38 California's nautical heritage, including comprehensive information on the
39 development of San Pedro Bay since 1542.

40 The Ports O' Call Village, also in San Pedro, is located just south of the Maritime
41 Museum. The Ports O' Call Village was created in 1964, and features a New England
42 community, Mexican village, and fisherman's village in an Old World setting. The
43 Ports O' Call Village contains restaurants, shops, and other tourist attractions, such as
44 boat tours.

1 North of the identified Terminal Island tank farm sites, in an area within the Port across
2 Cerritos Channel, is the East Basin Marina. The East Basin Marina is located in
3 Planning Area 6 and consists of a variety of yacht repair and yacht sales facilities, as
4 well as slips used primarily for recreational boat docking. The East Basin Marina
5 consists of 10 marina communities, with a total of approximately 1,700 boats in the
6 marina. As reported in the 2000 Census, a total of 54 people reside in the East Basin
7 Marina (U.S. Census Bureau 2000a, 2000b). For purposes of this analysis, the
8 assumption is made that these persons are liveaboards. Despite the demand for
9 liveaboard berths, most marina communities are not renewing liveaboard berth leases,
10 or are not allowing replacement of liveaboard tenants. This is due to a LAHD directive
11 to reduce the total number of liveaboards in each marina community to no more than
12 five percent of berths in each community.

13 To the east of the Port is the Port of Long Beach. In the analyses of the No Federal
14 Action/No Project Alternative and Reduced Project Alternative, the potential for
15 increased shipping activity in the Port of Long Beach is considered. This would be
16 necessary to accommodate the anticipated increase in crude oil imports in future years
17 that could not be received if the proposed Project is not constructed or is limited to a
18 lower throughput. Two liquid bulk terminals in Port of Long Beach have current excess
19 capacity and would be the likely destinations for some of the additional marine tanker
20 vessels. In general, the Port of Long Beach land uses mirror those of the Port. Both port
21 areas host large scale commercial shipping and other related industrial facilities.

22 The eastern end of Terminal Island is in the Port of Long Beach. North of Terminal
23 Island across the Cerritos Channel are piers A and B hosting container and bulk liquid
24 cargo terminals. Pier B is the anticipated destination for additional tankers calling at the
25 Port of Long Beach. Access to Pier B is via the Long Beach Channel from the Outer
26 Harbor and the Back Channel entering the turning basin between Piers A, B, C, D, and
27 T. South of Pier B is Pier C which includes container, auto, and liquid bulk cargo
28 terminals. The Pier D and Pier E areas of the Port of Long Beach, just south of Pier C,
29 currently operate as a break-bulk/container terminal. The Pier F terminal in the Port of
30 Long Beach has an existing 10,000 track-foot on-dock rail facility. The Port of Long
31 Beach Maintenance Yard located at 1400 W. Broadway encompasses approximately
32 10.3 acres and includes 20 buildings and sheds used for offices, maintenance/repairs,
33 materials and equipment storage. The Port of Long Beach maintenance facility is
34 proposed to be replaced by a new facility constructed adjacent to a new Administration
35 Building on the current site of the Horizon Lines facility just across Harbor Plaza Drive
36 from the existing Port of Long Beach Administration Building. To the west of the
37 Back Channel in Port of Long Beach Pier T are: BP Pipelines North America, Inc.
38 (crude oil importer); NRG Energy (Long Beach Generating Station); Pacific Coast
39 Recycling, LLC (scrap metal exporter); Total Terminal International, LLC (container
40 terminal); and Weyerhaeuser Co. (lumber importer). Thus, the land uses adjacent to
41 the Pier B crude oil terminals are all industrial in nature.

42 **3.8.3 Applicable Regulations**

43 Local, regional, and state agencies and regulations provide regulatory guidance for
44 land use decisions in the Port and surrounding areas. Various land use plans and
45 policy documents, such as the Tidelands Trust Act, the CCA, the City of Los Angeles

1 General Plan (General Plan) and Zoning Designations, the Wilmington-Harbor
2 Community Plan, the San Pedro Community Plan, and the PMP set forth regulations
3 and guidelines pertaining to development in the Port and vicinity. A brief description
4 of the applicable plans pertinent to development of the proposed Project, and a
5 general overview of the relevant goals and policies they contain, is provided below.
6 Additionally, see Table 2-16 for a listing of statutes, plans, policies, and other
7 regulatory requirements that relate to the proposed Project.

8 **3.8.3.1 State Lands Commission**

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

15 In 1970, the City of Los Angeles Tidelands Trust was amended to allow for a broader
16 use of “commerce.” These uses include commercial and industrial buildings, public
17 buildings, public parks, convention centers, playgrounds, small harbors, restaurants,
18 motels, hotels, and the protection of wildlife habitats and open space. However, the
19 LAHD was exempted from this expanded definition of “commerce.” On January 1,
20 2003, Assembly Bill 2769 (AB 2769) became effective and amended the City of Los
21 Angeles Tidelands Trust to provide the City with greater flexibility for both
22 development and the protection of wildlife and open space at and near the Port.

23 The engineering and design for the marine terminal at Berth 408 would be based
24 primarily on the “Marine Oil Terminal Engineering and Maintenance Standards,”
25 (MOTEMS) Chapter 31F, Title 24, Part 2 California Code of Regulations, promulgated
26 by the CSLC (CSLC 2004). These regulations were adopted by the CSLC and are the
27 most advanced of their kind.

28 **3.8.3.2 California Coastal Commission**

29 The CCA was enacted to establish policies and guidelines that provide direction for
30 the conservation and development of the California coastline. The CCA was
31 established the California Coastal Commission (CCC) and created a state and local
32 government partnership to ensure that public concerns regarding coastal development
33 are addressed. The following are the policies of the CCA that guide specific
34 regulations pertaining to coastal zone conservation and development decisions:

- 35 • Provide for maximum public access to and recreational use of the coast,
36 consistent with private rights and environmental protection;
- 37 • Protect marine and land resources—including wetlands, rare and endangered
38 habitat areas, environmentally sensitive areas, tide pools, and stream
39 channels;
- 40 • Maintain productive coastal agricultural lands;

- Direct new housing and other development to urbanized areas with adequate services rather than allowing a scattered, sprawling, wasteful pattern of subdivision;
- Protect the scenic beauty of the coastal landscape; and
- Locate any needed coastal energy and industrial facilities where they will have the least adverse impact.

The CCA also influences Port operations. The Act established the California Coastal Commission as the coastal management and regulatory agency over the Coastal Zone (Public Resources Code 30103), within which the Port is included. The California Coastal Commission is responsible for assisting in the preparation, review and certification of Local Coastal Programs/Local Coastal Plans (LCPs). The LCPs are developed by municipalities for that portion of their jurisdiction that falls within the coastal zone. Following certification of the LCP, regulatory responsibility is then delegated to the local jurisdiction, although the Coastal Commission retains jurisdiction over the immediate shoreline. The PMP acts as the LCP for the Port, as described in Section 3.8.3.5.

Chapter 8 of the CCA establishes specific planning and regulatory procedures for California's "commercial ports" (defined as the ports of San Diego, Los Angeles, Long Beach, and Hueneme). The CCA requires that a coastal development permit be obtained from the Coastal Commission for certain development within these ports. However, a commercial port is granted the authority to issue its own coastal development permits once it completes a master plan certified by the Coastal Commission (see Section 3.8.3.3, below).

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

3.8.3.3 The Port of Los Angeles Master Plan (PMP)

The CCA requires preparation of a PMP and certification of the PMP by the California Coastal Commission. The PMP identifies existing conditions, short-term plans, long-range preferred uses, and anticipated projects for each of the nine Planning Areas that comprises the planning core of the Port. Each Planning Area is designated with one or more major land use category (General Cargo, Liquid Bulk Cargo, Other Liquid Bulk, Dry Bulk, Commercial Fishing, Recreational, Industrial, Institutional, Commercial, and Other). The PMP was first drafted in 1979 and was recently revised in 2006 (LAHD 2006).

The PMP provides for the short- and long-term development, expansion, and alteration of the Port. The PMP has been certified by the California Coastal Commission and is consistent with the Port Plan, an Element of the City's General Plan. The PMP divides the Port into a series of master planning areas, for which it identifies short-term plans and preferred long-range uses.

The proposed Project facilities would be located in Planning Areas 5 (Wilmington District), 7 (Terminal Island/Main Channel), and 9 (Terminal Island/Seaward Extension). (Refer to Figure 3.8-1 with Planning Areas and Table 3.8-1 with designated uses for Planning Areas.) Planning Area 7 is located in the northern and western portions of Terminal Island. Planning Area 9 encompasses Piers 300 and 400 and includes the Marine Oil Terminal and both Tank Farms. The pipelines would traverse Planning Areas 9, 7, and 5. Current land use designations for these areas include Liquid and Dry Bulk Cargo, General Cargo, Commercial Fishing, and Commercial, Institutional and Industrial uses. No major land use changes are anticipated in the foreseeable future (LAHD 2006).

Table 3.8-1. Designated Uses for Port of Los Angeles Master Plan Planning Areas

<i>Planning Area</i>	<i>Designated Uses</i>
5	General cargo, liquid bulk, dry bulk, commercial fishing, institutional, industrial, other
7	General cargo, liquid bulk, dry bulk, commercial fishing, institutional, industrial, other
8	Commercial fishing, recreation, industrial, liquid bulk, dry bulk, general cargo, other
9	General cargo, dry bulk, institutional, industrial, energy and liquid bulk
<i>Source: LAHD 2006.</i>	

3.8.3.4 City of Los Angeles General Plan

The City of Los Angeles General Plan comprises 11 Citywide Elements (Framework, Transportation, Infrastructure Systems, Housing, Noise, Air Quality, Conservation, Open Space, Historic Preservation and Cultural Resources, Safety, and Public Facilities and Services) in addition to the Land Use Element. The Land Use Element, in turn, is composed of 35 local area plans, known as Community Plans, as well as counterpart plans for the Port and Los Angeles International Airport.

Applicable Community Plans discussed in greater detail below include the Port Plan, Wilmington-Harbor City Community Plan, and San Pedro Community Plan. These plans contain objectives and policies for land uses in the Port and neighboring residential communities, as described below. The City of Los Angeles adopted the current Port boundaries in September 1991.

Port of Los Angeles Plan (Port Plan)

The Port Plan (1982 plus subsequent amendments), part of the City of Los Angeles General Plan Land Use Element, is intended to serve as the official 20-year guide to the continued development and operation of the Port, and is consistent with the PMP. The Port Plan's primary purposes are:

- The promotion of 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
- Guidance of 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, and water developments and other trends
- To protect investment to the extent reasonable and feasible

The Plan designates the northern and western portions of the Port as Commercial/Industrial land uses, further classified as General/Bulk Cargo and Commercial/Industrial Uses/Non-Hazardous Uses. General Cargo includes container, break-bulk, neo-bulk, and passenger facilities. Commercial uses include restaurants and tourist attractions, offices, retail facilities, and related uses. Industrial uses are defined to include light manufacturing/ industrial activities, ocean-resource industries, and related uses.

The remainder of the Port to the southeast, including Terminal Island, Pier 300, and Pier 400, is similarly designated and classified, differentiated only by a Hazardous Uses classification (City of Los Angeles 1982). The proposed Project areas are designated in the Plan for Industrial and Liquid Bulk Land uses.

The following objectives from the Port Plan are pertinent to the proposed Project:

- **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 so as to meet the needs of foreign and domestic waterborne commerce, navigation, the commercial fishing industry and public recreational needs.
- **Objective 2.** To establish criteria and standards for the long-range orderly expansion and development of the Port by the eventual aggregation of major functional and compatible land and water uses under a system of preferences that will result in the segregation of related Port facilities and operations into functional areas.
- **Objective 3.** To coordinate the development of the Port of Los Angeles and the development of adjacent communities as set forth in the community plans for San Pedro and Wilmington-Harbor City.

- 1 • **Objective 4.** To assure priority for water and coastal dependent
2 development within the Port, while maintaining and, where feasible,
3 enhancing, the coastal zone environmental and public views of and access to
4 coastal resources.
- 5 • **Objective 5.** To permit the Port to have the flexibility to adequately respond
6 in its development processes to the pressures and demands placed upon it by:
 - 7 ○ Changing technologies in the ocean and land movement of waterborne
8 commerce
 - 9 ○ Changing patterns in the commodity mix and form of waterborne
10 commerce
 - 11 ○ Changing developments in the Port of Long Beach and the surrounding
12 residential and industrial areas adjacent to and affected by the Port
 - 13 ○ Changes in law and regulations affecting the environmental and
14 economic uses of the Port
 - 15 ○ Changes in other U.S. ports affecting the Port's competitive position
- 16 • **Objective 6.** To promote efficient transportation routes within the Port
17 consistent with external systems, to connect employment, waterborne
18 commerce, commercial and recreational areas.

19 Applicable Policies from the Port Plan include:

- 20 • **Policy 6.** The highest priority for any water or land area use within the
21 jurisdiction of the Port shall be for developments that are completely
22 dependent on harbor water areas and/or harbor land areas for their
23 operations.
- 24 • **Policy 7.** Decisions to undertake individual and specific development
25 projects shall be based on considerations of alternative locations and designs
26 to minimize environmental impacts.
- 27 • **Policy 10.** Necessary facilities to accommodate deep-draft vessels and to
28 accommodate the demands of foreign and domestic waterborne commerce
29 and other traditional and water-dependent facilities shall be maintained and
30 developed to preclude the necessity for new ports elsewhere in the State.
- 31 • **Policy 15.** When an existing facility in the Port requires alteration or
32 modifications to maintain its level of service or improve the safety of the
33 facility or its operations, such changes shall be made regardless of the fact
34 that the particular facility is not necessarily designated to remain in its
35 current location on a long-term basis.
- 36 • **Policy 18.** Port development projects shall be consistent with the specific
37 provisions of this Plan, the certified PMP, the CCA and other applicable
38 federal, state, county and municipal laws and regulatory requirements.

39 **Wilmington-Harbor City Community Plan**

40 The Wilmington-Harbor City Community Plan area is generally bounded by
41 Sepulveda Boulevard, Normandie Avenue, Lomita Boulevard, the Los Angeles City

1 boundary, Los Angeles Harbor, Harry Bridges Boulevard, John Gibson Boulevard,
2 Taper Avenue, and Western Avenue.

3 The Wilmington-Harbor City Community Plan, adopted in 1999 (City of Los
4 Angeles 1999a), sets forth goals to maintain the individuality of the community by:

- 5 • Preserving and enhancing the positive characteristics of existing residential
6 neighborhoods while providing a variety of compatible new housing
7 opportunities.
- 8 • Improving the function, design, and economic vitality of the commercial
9 corridors and industrial areas.
- 10 • Maximizing the development opportunities around the future transit system
11 while minimizing any adverse impacts.
- 12 • Planning the remaining commercial and industrial development opportunity
13 sites for needed job-producing uses that improve the economic and physical
14 condition of the Wilmington-Harbor City Community Plan area.

15 **San Pedro Community Plan**

16 The San Pedro Community Plan area covers the community west of the Port. The
17 San Pedro Community Plan area is bounded on the north by Taper Avenue; on the
18 east by John Gibson Boulevard, Harbor Boulevard, the West Channel of the Port, and
19 Cabrillo Beach; on the south by the Pacific Ocean; and on the west by Los Angeles
20 (the City of Rancho Palos Verdes).

21 The San Pedro Community Plan sets forth the following goals and objectives to
22 maintain the individuality of the community:

- 23 • Preserving and enhancing the positive characteristics of existing residential
24 neighborhoods while providing a variety of compatible new housing
25 opportunities, and improving the function, design, and economic vitality of
26 the commercial corridors and industrial areas.
- 27 • Preserving and enhancing the positive characteristics of existing uses that
28 provide the foundation for community identity (such as scale, height, bulk,
29 setbacks, and appearance).
- 30 • Maximizing the development opportunities around the future transit system
31 while minimizing any adverse impacts.
- 32 • Planning the remaining commercial and industrial development opportunity
33 sites for needed job-producing uses that improve the economic and physical
34 condition of the San Pedro Community Plan (City of Los Angeles 1999b).

35 **3.8.3.5 Zoning Designations**

36 The zoning designation for the proposed Project sites is [Q]M3 (Qualified Industrial
37 Zone) in the City of Los Angeles Planning and Zoning Code (City of Los Angeles 2000).
38 The heavy industrial designation includes a permanent qualified classification, as
39 indicated by the bracketed [Q] symbol. The qualified classification indicates that a

1 property may not be utilized for all uses ordinarily permitted in a particular zone
2 classification and/or that development is required to conform to certain standards.
3 Accordingly, the [Q] in this zone restricts uses to general cargo, limited Port-related
4 commercial, industrial, and support uses (AB 283 Zoning Ordinance 165406, effective
5 February 1990). The zone also limits the amount of stored hazardous materials, liquid, or
6 solid bulk materials that are flammable, explosive, or materials that produce a flammable,
7 toxic, or suffocating gas.

8 **3.8.3.6 Port and City of Long Beach**

9 **Port of Long Beach Port Master Plan**

10 The Port of Long Beach PMP (1999 plus subsequent amendments) provides for the
11 short- and long-term development, expansion, and alteration of the Port of Long
12 Beach. The PMP has been certified by the CCC and is therefore consistent with the
13 Coastal Zone Management Act (CZMA) and CCA. The PMP was written to
14 encompass broad Port goals and specific projects, while recognizing and planning for
15 change in cargo transport and requirements, throughput demand, available
16 technology and equipment, and available lands for primary Port terminal
17 development. The Port goals, objectives, policies, and statement of permitted uses
18 guide future development within each of the Port's Harbor Planning Districts. The
19 Port of Long Beach PMP is not directly applicable to project facilities. However,
20 future uses of Port of Long Beach terminals to receive increased volumes of crude oil
21 via marine tanker would be subject to Port of Long Beach PMP provisions.

22 **City of Long Beach General Plan**

23 The City of Long Beach General Plan is a comprehensive, long-term plan for the
24 protection of the city's resources and for physical development of the City. The City
25 of Long Beach General Plan contains goals, objectives, policies, and programs that
26 support the city's objectives to develop in a particular manner. The General Plan
27 includes Citywide Elements as follows: Land Use; Transportation; Housing;
28 Conservation; Noise; Open Space; Public Safety; Local Coastal Program; Air
29 Quality; Scenic Routes; and Seismic Safety.

30 As stipulated in the City of Long Beach General Plan, the PMP is intended to serve
31 as the official guide to the continued development and operation of the Port and is
32 consistent with the City's General Plan land use designations. The Long Beach
33 Harbor District is designated as Land Use District 12 in the City of Long Beach
34 General Plan. Land Use District 12 is designated for Port-related industrial uses,
35 including general containerized and bulk cargo (e.g., container, break-bulk, neo-bulk,
36 and passenger facilities), industrial and liquid-bulk land uses, light
37 manufacturing/industrial activities, ocean-resource industries, and commercial uses
38 (e.g., restaurants and tourist attractions, offices, retail facilities). The Long Beach
39 Harbor District is designated as IP (Port-Related Industrial) under the Long Beach
40 Municipal Code (LBMC §§ 21.33 et seq).

3.8.3.7 Southern California Association of Governments Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) integrates SCAG's 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 (Preliminary Draft, November 1, 2007). 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: Mobility, getting where we want to go; Livability, creating positive communities; Prosperity, long-term health for the region; and Sustainability, preserving natural surroundings.

The RCP transportation policies are based on the adopted 2004 Regional Transportation Plan (RTP). The RTP includes an action plan for implementation of strategies in support of the policies adopted by the SCAG Regional Council. The 2004 RTP establishes a transportation vision for an area that includes Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. 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; and
- Encourage land use and growth patterns that complement our transportation investments.

3.8.3.8 San Pedro Bay Ports Clean Air Action Plan

The Port, in conjunction with the Port of Long Beach and with guidance from the South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB) and United States Environmental Protection Agency (USEPA), has developed the San Pedro Bay Ports Clean Air Action Plan (CAAP), which was approved by the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006. The CAAP focuses on reducing diesel particulate matter (DPM), nitrogen oxides (NO_x), and sulfur oxides (SO_x), with two main goals: (1) to reduce Port-related air emissions in the interest of public health, and (2) to disconnect cargo growth from emissions increases. The Plan includes near-term measures implemented largely through the California Environmental Quality Act (CEQA) / National Environmental Policy Act (NEPA) process and new leases at both ports.

The CAAP consists of the following standards:

1. San Pedro Bay Standards

- Reduce public health risk from toxic air contaminants associated with port-related mobile sources to acceptable levels.
- Prevent port-related violations of the state and federal ambient air quality standards at air quality monitoring stations at both ports.
- Reduce criteria pollutant emissions to the levels that will assure that port-related sources contribute their “fair share” to enable the South Coast Air Basin to attain state and federal ambient air quality standards.

2. Project-Specific Standards

- Projects must meet the 10 cases in one million excess cancer risk threshold, as determined by health risk assessments conducted during CEQA review and implemented through required NEPA/CEQA mitigations associated with lease negotiations. Projects that exceed the SCAQMD CEQA significance thresholds for criteria pollutants must implement the maximum available controls and feasible mitigations for any emissions increases.

3. Source Specific Performance Standards

- These standards include a series of measures that will be implemented through port lease requirements, tariffs, incentives, and the NEPA/CEQA environmental review process.
- Compliance with the Project Specific Standards may require that an individual terminal go beyond the Source Specific Performance Standards or advance the date of compliance with those performance standards.
- The Source Specific Performance Standards are targeted at the following five source categories of mobile equipment and vessels that are part of port-related goods movement: 1) heavy-duty vehicles/trucks; 2) ocean-going vessels; 3) cargo handling equipment; 4) harbor craft; and 5) railroad locomotives.

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

3.8.4 Impacts and Mitigation Measures

3.8.4.1 Methodology

In accordance with the City of Los Angeles’s Screening Criteria for Land Use impacts, this analysis evaluates consistency or compliance of the proposed Project with adopted plans and policies governing land use and development at the Port, including the PMP, City of Los Angeles General Plan and Planning and Zoning Code, as well as other applicable plans.

1 The land use analysis also evaluates whether the proposed Project would be
2 incompatible with existing and proposed land uses or activities by evaluating the
3 extent to which offsite land uses would be significantly affected by physical division
4 or isolation, or to the extent that other physical environmental impacts described
5 throughout this document also constitute a land use impact.

6 Construction of project facilities is addressed, where necessary, in the discussion of
7 project impacts related to land use conflicts that might potentially occur during
8 construction, but that would not be associated with operations. Otherwise, the
9 discussion of project land use impacts focuses on the longer term operation of project
10 facilities.

11 **3.8.4.1.1 CEQA Baseline**

12 Section 15125 of the CEQA Guidelines requires EIRs to include a description of the
13 physical environmental conditions in the vicinity of a project that exist at the time of
14 the NOP. These environmental conditions would normally constitute the baseline
15 physical conditions by which the CEQA lead agency determines whether an impact is
16 significant. For purposes of this Draft Supplemental Environmental Impact
17 Statement/Subsequent Environmental Impact Report (SEIS/SEIR), the CEQA
18 Baseline for determining the significance of potential impacts under CEQA is June
19 2004. CEQA Baseline conditions are described in Section 2.6.2.

20 The CEQA Baseline represents the setting at a fixed point in time, with no project
21 growth over time, and differs from the “No Federal Action/No Project” Alternative
22 (discussed in Section 2.5.2.1) in that the No Federal Action/No Project Alternative
23 addresses what is likely to happen at the site over time, starting from the baseline
24 conditions. The No Federal Action/No Project Alternative allows for growth at the
25 proposed Project site that would occur without any required additional approvals.

26 **3.8.4.1.2 NEPA Baseline**

27 For purposes of this Draft SEIS/SEIR, the evaluation of significance under NEPA is
28 defined by comparing the proposed Project or other alternative to the No Federal
29 Action scenario (i.e., the NEPA Baseline and No Federal Action Alternative are
30 equivalent for this project). Unlike the CEQA Baseline, which is defined by
31 conditions at a point in time, the NEPA Baseline/No Federal Action is not bound by
32 statute to a “flat” or “no growth” scenario; therefore, the USACE may project
33 increases in operations over the life of a project to properly analyze the NEPA
34 Baseline/No Federal Action condition.

35 The NEPA Baseline condition for determining significance of impacts is defined by
36 examining the full range of construction and operational activities that are likely to
37 occur without a permit from the USACE. As documented in Section 2.6.1, the
38 USACE, the LAHD, and the applicant have concluded that no part of the proposed
39 Project would be built absent a USACE permit. Thus, for the case of this project, the
40 NEPA Baseline is identical to the No Federal Action/No Project Alternative (see
41 Section 2.6.1). Elements of the NEPA Baseline include:

- 1 • Paving, lighting, fencing, and construction of an access road at Tank Farm
2 Site 1 to allow intermittent temporary storage of chassis-mounted containers
3 on the site by APM;
- 4 • Paving, fencing, and lighting at Tank Farm Site 2 to allow intermittent
5 temporary wheeled container storage by APL or Evergreen; and
- 6 • Additional crude oil deliveries at existing crude oil terminals in the San
7 Pedro Bay Ports.

8 Significance of the proposed Project or alternative is defined by comparing the
9 proposed Project or alternative to the NEPA Baseline (i.e., the increment). The
10 NEPA Baseline conditions are described in Section 2.6.1 and 2.5.2.1.

11 3.8.4.2 Thresholds of Significance

12 The following criteria are based on the *L.A. CEQA Thresholds Guide* (City of Los
13 Angeles 2006) and are the basis for determining the significance of impacts
14 associated with land use consistency and compatibility resulting from the proposed
15 Project and alternatives.

16 The proposed Project or alternative would have a significant land use impact if the
17 Project violates one of the standards listed below and the violation results in a
18 significant adverse environmental effect:

19 Land Use Consistency

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

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

26 Land Use Compatibility

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

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

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

1 **3.8.4.3 Project Impacts and Mitigation**

2 **3.8.4.3.1 Proposed Project**

3 **Impact LU-1: Proposed Project activities would be consistent with**
4 **adopted land use/density designation in the Community Plan,**
5 **redevelopment plan, or specific plan for the site.**

6 The PMP is the land use plan that regulates development within the Port. Proposed
7 Project uses would be consistent with the existing and planned land uses designated
8 in the PMP, as described below.

9 The proposed Project facilities would be located within PMP Planning Areas 5, 7,
10 and 9, which are described under the Environmental Setting, above. The proposed
11 Marine Terminal, Tank Farm Site 1, and Tank Farm Site 2 would be located within
12 PMP Planning Area 9 and would be consistent with the short-term and long-term
13 uses proposed for this area (Liquid Bulk, General Cargo, Dry Bulk operations, and
14 Institutional operations).

15 The Port of Los Angeles Risk Management Plan (RMP), an element of the PMP,
16 controls the location and operation of hazardous cargo facilities on a project-by-
17 project basis. The proposed Project design is consistent with the RMP through
18 physical separation of facilities and materials, facility design factors, safety barriers,
19 fire protection, and other risk mitigation measures. See also Section 3.12, Risk of
20 Upset/Hazardous Materials, for additional information on the RMP and project
21 mitigations.

22 The proposed Project sites and surrounding areas are zoned [Q]M3 by the City of Los
23 Angeles Planning and Zoning Code, which permits heavy industrial uses. The
24 proposed Project (Marine Terminal, tank farm sites, and pipelines) is consistent with
25 this zoning designation. Also, the Pier 400 site would be used for Port uses allowed
26 under the CZMA and the California Tidelands Trust Act.

27 Consequently, the proposed Project would be consistent with adopted land
28 use/density designations.

29 **CEQA Impact Determination**

30 Because the proposed Project would be consistent with adopted land use
31 designations, there would be no CEQA impact related to **Impact LU-1**.

32 *Mitigation Measures*

33 No mitigation is required.

34 *Residual Impacts*

35 There would be no residual impact.

NEPA Impact Determination

Because the proposed Project would be consistent with adopted land use designations, there would be no NEPA impact related to **Impact LU-1**.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impact.

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

The proposed Project would meet the objectives of the City of Los Angeles General Plan, which includes the Port Plan, as well as the San Pedro and Wilmington-Harbor City Community Plans. Specifically, the proposed Project would be consistent with those objectives encouraging the development of Port-dependent activities and aggregation of major functional and compatible land and water uses.

The Port Plan designations for the Pier 400 Marine Terminal, Tank Farm Site 1, and Tank Farm Site 2 allow hazardous and non-hazardous industrial, liquid bulk, and Port-related commercial land uses. Therefore, the proposed Project Marine Terminal and tank farms would be consistent with allowed uses in the area.

The proposed Project would also be consistent with relevant policies contained in the San Pedro and Wilmington-Harbor City Community Plans as the proposed hazardous uses (i.e., the Marine Terminal and tanks farms) would be located at interior locations of the Port, at least 1 mile from the nearest sensitive uses in the nearby communities, and would be designed in a manner consistent with all applicable safety regulations, including the Port of Los Angeles RMP. Therefore, the proposed Project would be consistent with both Community Plans.

The proposed Project would not generate population migration into the area or create a demand for new housing units, as described in Section 3.15, Population and Housing. As a result, it would be consistent with the Regional Comprehensive Plan developed by the Southern California Association of Governments (SCAG), and with SCAG's Regional Housing Needs Assessment. The proposed Project would be consistent with all applicable SCAG policies and other applicable policies and plans

CEQA Impact Determination

Since the proposed Project would be consistent with applicable environmental goals and policies contained in applicable plans, CEQA impacts related to **Impact LU-2** would be less than significant.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 Residual impacts would be less than significant.

5 **NEPA Impact Determination**

6 Since the proposed Project would be consistent with applicable environmental goals
7 and policies contained in applicable plans, NEPA impacts related to **Impact LU-2**
8 would be less than significant.

9 *Mitigation Measures*

10 No mitigation is required.

11 *Residual Impacts*

12 Residual impacts would be less than significant.

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

15 The proposed Project would be compatible with the types of heavy industrial, liquid
16 bulk, dry bulk, and container terminals in the proposed Project area. Operation of the
17 Marine Terminal on Pier 400 Face C and Tank Farm Site 1 on Face D would, put new
18 industrial uses in close proximity to a least tern nesting area located at the southernmost
19 tip of Pier 400. Potential environmental impacts on the least tern nesting area are
20 addressed in Section 3.3, Biological Resources and would be less than significant. Since
21 there is no significant physical environmental impact associated with the project's
22 proximity to the least tern nesting area, the impacts are considered less than significant.

23 **CEQA Impact Determination**

24 Since the proposed Project would not significantly affect least tern nesting, and is
25 consistent with adjacent industrial land uses, CEQA impacts related to **Impact LU-3**
26 would be less than significant.

27 *Mitigation Measures*

28 No mitigation is required.

29 *Residual Impacts*

30 Residual impacts would be less than significant.

NEPA Impact Determination

Since the proposed Project would not significantly affect least tern nesting, and is consistent with adjacent industrial land uses, NEPA impacts related to **Impact LU-3** would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Residual impacts would be less than significant.

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

The proposed Project would not displace existing, or introduce new or inconsistent land uses. Residences and other sensitive uses located in San Pedro and Wilmington would be at least 0.5 mile (0.8 km) from the nearest pipeline construction site, and over 1 mile (1.6 km) from a tank farm site or the Marine Terminal. The proposed 42-inch and 36-inch pipelines would be underground and constructed almost entirely on Port property. Although a portion of the proposed 24-inch pipeline would be constructed through the parking lot of the College of Oceaneering, as well as along the northernmost boundary of the Port, across Alameda Street from Wilmington residences, this pipeline would be placed underground and would be located on Port property. No portion of the pipelines would be routed through a residential community. Access to the surrounding internal Port and public roadways would not be altered by proposed Project implementation. Furthermore, as all shipment of crude oil to the Ultramar/Valero Refinery would occur by pipeline, no tanker truck trips are required to travel through community streets in Wilmington or San Pedro. Therefore, no established neighborhoods would be directly or indirectly physically disrupted or divided by proposed Project construction activities or operations.

CEQA Impact Determination

Because the proposed Project would not involve land use impacts with the potential to divide or isolate neighborhoods or communities, there would be no CEQA impact related to **Impact LU-4**.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impact.

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NEPA Impact Determination

Because the proposed Project would not involve land use impacts with the potential to divide or isolate neighborhoods or communities, there would be no NEPA impact related to **Impact LU-4**.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impact.

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

No significant land use impacts would occur as a result of proposed Project implementation. Neither would there be consequent secondary effects on nearby land uses since adjacent land uses involve compatible port-related activities and the characteristics of the proposed Project (having limited traffic generation or other effects with a potential for off-site secondary effects) are such that secondary effects would not be expected to occur outside the immediate vicinity. As a result, no secondary impacts to surrounding land uses would occur from proposed Project construction or operations.

CEQA Impact Determination

As there are no identified secondary land use impacts to surrounding land uses, there would be no CEQA impact related to **Impact LU-5**.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impact.

NEPA Impact Determination

As there are no identified secondary land use impacts to surrounding land uses, there would be no NEPA impact related to **Impact LU-5**.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impact.

3.8.4.3.2 No Federal Action/No Project Alternative

Under the No Federal Action/No Project Alternative, proposed Project facilities would not be constructed or operated. As described in Section 2.5.2.1, the No Federal Action/No Project Alternative considers the only remaining allowable and reasonably foreseeable use of the proposed Project site: Use of the site for temporary storage of wheeled containers on the site of Tank Farm 1 and on Tank Farm Site 2. This use would require paving, construction of access roads, and installation of lighting and perimeter fencing.

In addition, for analysis purposes, under the No Federal Action/No Project Alternative a portion of the increasing demand for crude oil imports is assumed to be accommodated at existing liquid bulk terminals in the San Pedro Bay Ports, to the extent of their remaining capacities. Although additional demand, in excess of the capacity of existing marine terminals to receive it, may come in by rail, barge, or other means, rather than speculate about the specific method by which more crude oil or refined products would enter southern California, for analysis purposes, the impact assessment for the No Federal Action/No Project Alternative in this SEIS/SEIR is based on marine deliveries only up to the available capacity of existing crude oil berths. As described in Section 2.5.2.1, the impact assessment for the No Federal Action/No Project Alternative also assumes existing terminals would eventually comply with the California State Lands Commission (CSLC) Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS), that LAHD and the Port of Long Beach would renew the operating leases for existing marine terminals, and that existing terminals would comply with Clean Air Action Plan (CAAP) measures as of the time of lease renewal (i.e., 2008 for Port of Long Beach Berths 84-87, 2015 for LAHD Berths 238-240, and 2023 for Port of Long Beach Berths 76-78).

The NEPA Baseline condition coincides with the No Federal Action/No Project Alternative for this project because the USACE, the LAHD, and the applicant have concluded that, absent a USACE permit, no part of the proposed Project would be built (Section 2.6.1). All elements of the No Federal Action/No Project Alternative are identical to the elements of the NEPA Baseline. Therefore, under a NEPA determination there would be no impact associated with the No Federal Action/No Project Alternative.

Impact LU-1: The No Federal Action/No Project Alternative would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

Under this alternative, construction of the Marine Terminal, tank farms, pipelines, and ancillary components of the proposed Project would not occur. In addition, under the No Federal Action/No Project Alternative, no construction to expand crude oil receiving capacity would occur at the other three existing marine oil terminals within the San Pedro Bay Ports where throughput increases are projected. The Pier 400 site would be used for other Port uses allowed under the PMP, the CZMA, and the California Tidelands Trust Act. Therefore, the No Federal Action/No Project Alternative would be consistent with adopted land use designations for the Project area.

1 occur including particularly air quality, and water quality impacts. To a certain
2 extent, this could limit the extent to which the long-term goals and policies contained
3 in the PMP and Port Plan which provide for the development and expansion of the
4 Port for Port-dependent activities could be achieved. Nevertheless, some increases in
5 throughput could occur at an existing Port terminal and at two existing Port of Long
6 Beach terminals.

7 While the No Federal Action/No Project Alternative could slow achievement of some
8 goals and policies, it would not preclude their achievement and container storage
9 operations would be consistent with goals and policies. Therefore, the No Federal
10 Action/No Project Alternative would be consistent with the overall goals and policies
11 of the respective plans.

12 **CEQA Impact Determination**

13 The No Federal Action/No Project Alternative could slow attainment of Objectives 1
14 and 3 of the PMP and Objectives 1, 2, and 5 of the Port Plan to some degree, but is
15 otherwise consistent with these plans, and less than significant land use impacts
16 would occur relative to **Impact LU-2**.

17 *Mitigation Measures*

18 No mitigation is required.

19 *Residual Impacts*

20 Less than significant.

21 **NEPA Impact Determination**

22 Because the No Federal Action/No Project Alternative is identical to the NEPA
23 Baseline in this project, under NEPA the No Federal Action/No Project Alternative
24 would have no impact.

25 *Mitigation Measures*

26 No mitigation is required.

27 *Residual Impacts*

28 There would be no residual impact.

29 **Impact LU-3: The No Federal Action/No Project Alternative would not**
30 **substantially affect the types and/or extent of existing land uses in the**
31 **Project area.**

32 Under this alternative, the proposed Project would not be built. The Pier 400 site
33 would likely be used for other Port uses allowed under the PMP, the CZMA, and the
34 California Tidelands Trust Act, which would be consistent with other existing land
35 uses within the Project area.

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CEQA Impact Determination

Use of the Project site under the No Federal Action/No Project Alternative would be consistent with existing land use designations. Activities occurring off of the Project site under the No Federal Action/No Project Alternative would only be permitted if they were consistent with adopted land use designations. Therefore, there would be no CEQA impact related to **Impact LU-3.**

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impact.

NEPA Impact Determination

Because the No Federal Action/No Project Alternative is identical to the NEPA Baseline in this project, under NEPA the No Federal Action/No Project Alternative would have no impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impact.

Impact LU-4: The No Federal Action/No Project Alternative could divide or isolate neighborhoods, communities, or land uses.

As noted in Section 2.5.2.1, if the proposed Project is not built, the No Federal Action/No Project Alternative in this SEIS/SEIR considers the only remaining allowable and reasonably foreseeable use of the proposed Project sites: the intermittent and temporary storage of chassis-mounted containers on the site of Tank Farm Site 1 by APM, the operator of the adjacent container terminal on Pier 400, and on Tank Farm Site 2 by the APL Terminal at Pier 300 and the Evergreen Terminal farther to the west at Berths 226-236. Since the development and operation of temporary container storage yards at Tank Farm Sites 1 and 2 would occur within Port boundaries and would be consistent with applicable land use policies, this component of the No Federal Action/No Project Alternative would not divide or isolate neighborhoods, communities, or land uses.

Also as noted in Section 2.5.2.1, if the proposed Project is not built, some of the increased demand for crude oil at the Port is expected to be accommodated at other existing liquid bulk terminals in the San Pedro Bay Ports with current excess capacity. However, no additional marine terminal capacity would be constructed in this alternative. In addition, economic factors would be expected to result in the development of alternative modes of transportation to deliver adequate supplies of

1 crude oil to Los Angeles area refineries. Such alternatives include pipelines, rail, or
2 truck. Future region-wide changes to crude oil transportation systems would likely
3 occur at multiple locations within the Los Angeles basin. It is not possible to predict
4 the mix of transportation modes or routes that might be employed in the future for this
5 alternative, so it would be speculative to assign potential impacts to neighborhoods,
6 communities or land uses. In addition, permitting for such facilities would be subject to
7 CEQA and/or NEPA review within the respective jurisdictions, so it is likely that land
8 use impacts that could divide or isolate neighborhoods would be avoided or mitigated.

9 **CEQA Impact Determination**

10 Because the development and operation of temporary container storage yards at Tank
11 Farm Sites 1 and 2 would occur within Port boundaries and would be consistent with
12 applicable land use policies, the use of Tank Farm Sites 1 and 2 for intermittent and
13 temporary storage of chassis-mounted containers would have no impact relative to
14 **Impact LU-4** under CEQA.

15 However, in terms of impacts related to the accommodation of crude oil imports at other
16 marine terminals, since the locations and types of facilities to support alternative modes
17 of transportation required to deliver crude oil to the Los Angeles area are unpredictable,
18 the CEQA impacts related to **Impact LU-4** cannot be determined.

19 *Mitigation Measures*

20 No mitigation is required.

21 *Residual Impacts*

22 Residual impacts cannot be determined.

23 **NEPA Impact Determination**

24 Because the No Federal Action/No Project Alternative is identical to the NEPA
25 Baseline in this project, under NEPA the No Federal Action/No Project Alternative
26 would have no impact.

27 *Mitigation Measures*

28 No mitigation is required.

29 *Residual Impacts*

30 There would be no residual impact.

31 **Impact LU-5: The No Federal Action/No Project Alternative could cause** 32 **a secondary impact to surrounding land uses.**

33 The development and operation of temporary container storage yards at Tank Farm
34 Sites 1 and 2 would not result in a secondary impact to surrounding land uses because
35 it would occur within Port boundaries, would be consistent with applicable land use

1 policies, and would not increase container throughput at the APM, APL, or
2 Evergreen terminals.

3 However, secondary impacts to land uses could result from changes in land use
4 patterns necessary to accommodate future importation of crude oil that could not be
5 received at existing crude oil terminals in the San Pedro Bay Ports due to limited
6 capacity. Demand for crude oil is expected to increase over time regardless of
7 capacity constraints at the San Pedro Bay Ports. Additional marine importation of
8 crude oil to the San Pedro Bay Ports would occur at marine terminals already
9 involved in crude oil importation and would therefore not result in secondary land
10 use impacts as there would be no additional construction or expansion of these
11 marine terminals under the No Federal Action/No Project Alternative. However,
12 other forms of transportation (e.g., pipeline, rail, truck) for the importation of crude
13 oil may involve changes in land uses at locations outside the port that may or may not
14 have the potential for secondary impacts to land uses at these locations. Potential
15 secondary impacts could result from the construction or operation of inland oil
16 terminals to support rail or pipeline importation of crude oil to the region. Such
17 potential secondary impacts could occur at various unknown locations throughout the
18 Los Angeles basin.

19 It is likely that primary and secondary impacts of such projects would be minimized
20 in the process of permitting those facilities, if needed, by the jurisdictions
21 responsible. The local jurisdictions with development approval authority would
22 typically be subject to CEQA requirements for discretionary approvals involving
23 projects that have the potential to result in significant environmental impacts and
24 would be expected to condition such projects so as to avoid or mitigate potential
25 secondary land use impacts. Nevertheless, because of the uncertainties as to location,
26 type, and magnitude of facilities, it would be speculative to attempt a determination
27 of significance as part of this environmental documentation process.

28 **CEQA Impact Determination**

29 The development and operation of temporary container storage yards at Tank Farm
30 Sites 1 and 2 would result in no impact under CEQA because, as described above, it
31 would occur within Port boundaries, would be consistent with applicable land use
32 policies, and would not increase container throughput at the APM, APL, or
33 Evergreen terminals. However, the location and magnitude of secondary impacts
34 related to the accommodation of crude oil demand by means other than marine
35 import at the San Pedro Bay Ports cannot be identified with any specificity, and
36 CEQA impacts cannot be determined.

37 *Mitigation Measures*

38 No mitigation is required.

39 *Residual Impacts*

40 Residual impacts cannot be determined.

NEPA Impact Determination

Because the No Federal Action/No Project Alternative is identical to the NEPA Baseline in this project, under NEPA the No Federal Action/No Project Alternative would have no impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impact.

3.8.4.3.3 Reduced Project Alternative

Under the Reduced Project Alternative, as described in Section 2.5.2.2, construction and operation at Berth 408 would be identical to the proposed Project with the exception of the lease cap limiting throughput in certain years. However, as explained in Section 2.5.2.2, the lease cap would not change the amount of crude oil demanded in southern California, and therefore the analysis of the Reduced Project Alternative also includes the impacts of marine delivery of incremental crude oil deliveries to existing liquid bulk terminals in the San Pedro Bay Ports in years where demand exceeds the capacity of the lease-limited Berth 408.

As described in Section 2.5.2.2, the impact assessment for the Reduced Project Alternative also assumes existing terminals would eventually comply with the MOTEMS, that the LAHD and the Port of Long Beach would renew the operating leases for existing marine terminals, and that existing terminals would comply with CAAP measures as of the time of lease renewal (i.e., 2008 for Port of Long Beach Berths 84-87, 2015 for LAHD Berths 238-240, and 2023 for Port of Long Beach Berths 76-78).

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

The PMP is the land use plan that regulates development within the Port. Project uses under this Reduced Project Alternative would be consistent with the existing and planned land uses designated in the PMP, as described below.

The proposed Reduced Project facilities would be located within PMP Planning Areas 5, 7, and 9, which are described under the Environmental Setting. The proposed Marine Terminal, Tank Farm Site 1, and Tank Farm Site 2 would be located within PMP Planning Area 9 and would be consistent with the short-term and long-term uses proposed for this area (Liquid Bulk, General Cargo, Dry Bulk operations, and Institutional operations).

The Port of Los Angeles Risk Management Plan (RMP), an element of the PMP, controls the location and operation of hazardous cargo facilities on a project-by-project basis. The proposed design under this alternative would also be consistent

1 with the RMP through physical separation of facilities and materials, facility design
2 factors, safety barriers, fire protection, and other risk mitigation measures, similar to
3 the proposed Project (see Table 2-10 in Chapter 2). Therefore, no land use impacts
4 from operations would occur. See also Section 3.12, Risk of Upset/Hazardous
5 Materials, for additional information on the RMP and project mitigations.

6 The Reduced Project sites and surrounding areas under this alternative are also zoned
7 [Q]M3 by the City of Los Angeles Planning and Zoning Code, which permits heavy
8 industrial uses. This Alternative is consistent with this zoning designation.

9 Consequently, the Reduced Project Alternative would be consistent with adopted
10 land use/density designations.

11 **CEQA Impact Determination**

12 Because the Reduced Project Alternative would be consistent with adopted land use
13 designations, there would be no CEQA impact related to **Impact LU-1**.

14 *Mitigation Measures*

15 No mitigation is required.

16 *Residual Impacts*

17 There would be no residual impact.

18 **NEPA Impact Determination**

19 Because The Reduced Project Alternative would be consistent with adopted land use
20 designations, there would be no NEPA impact related to **Impact LU-1**.

21 *Mitigation Measures*

22 No mitigation is required.

23 *Residual Impacts*

24 There would be no residual impact.

25 **Impact LU-2: The Reduced Project Alternative would be consistent with**
26 **the General Plan and adopted environmental goals and policies**
27 **contained in other applicable plans adopted for the purpose of avoiding**
28 **or mitigating an environmental impact.**

29 The Reduced Project Alternative would meet the objectives of the City of Los
30 Angeles General Plan, which includes the Port Plan, as well as the San Pedro and
31 Wilmington-Harbor City Community Plans. Specifically, the Reduced Project would
32 be consistent with those objectives encouraging the development of Port-dependent
33 activities and aggregation of major functional and compatible land and water uses.

1 The Port Plan designation for the Pier 400 Marine Terminal, Pier 400 Tank Farm Site
2 1, and Terminal Island Tank Farm Site 2, allows hazardous and non-hazardous
3 industrial, liquid bulk, and Port-related commercial land uses. Therefore, the
4 proposed Marine Terminal and tank farm sites under this alternative would be
5 consistent with allowed uses in the area.

6 Similar to the proposed Project, this alternative would also be consistent with
7 relevant policies contained in the San Pedro and Wilmington-Harbor City
8 Community Plans as the proposed hazardous uses (i.e., the Marine Terminal and tank
9 farms) would be located at interior locations of the Port, at least 1 mile from the
10 nearest sensitive uses in the nearby communities, and would be designed in a manner
11 consistent with all applicable safety regulations, including the Port of Los Angeles
12 RMP. Therefore, the Reduced Project would be consistent with both Community
13 Plans.

14 The Reduced Project Alternative would not generate population migration into the
15 area or create a demand for new housing units, as described in Section 3.15,
16 Population and Housing. As a result, it would be consistent with the RCPG
17 developed by the SCAG, and with the Regional Housing Needs Assessment. The
18 Reduced Project would be consistent with all applicable SCAG policies, as well as
19 the other applicable policies and plans that are listed in Table 2-16 in Chapter 2.

20 **CEQA Impact Determination**

21 Since the reduced Project would be consistent with applicable environmental goals and
22 policies contained in applicable plans, CEQA impacts related to **Impact LU-2** would be
23 less than significant.

24 *Mitigation Measures*

25 No mitigation is required.

26 *Residual Impacts*

27 The residual impact would be less than significant.

28 **NEPA Impact Determination**

29 Since the reduced Project would be consistent with applicable environmental goals and
30 policies contained in applicable plans, NEPA impacts related to **Impact LU-2** would be
31 less than significant.

32 *Mitigation Measures*

33 No mitigation is required.

34 *Residual Impacts*

35 The residual impact would be less than significant.

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

3 The Reduced Project Alternative would be compatible with the types of heavy
4 industrial, liquid bulk, dry bulk, and container terminals predominantly found in the
5 Project area. Similar to the proposed Project, operation of the Marine Terminal on Pier
6 400 Face C and Tank Farm Site 1 on Face D would put new industrial uses in close
7 proximity to a Least Tern Nesting Area located at the southernmost tip of Pier 400.
8 However, as discussed in Section 3.8.2.2, the presence of an adjacent nesting area does
9 not represent a land use inconsistency. Potential impacts on the least tern nesting area
10 are addressed in Section 3.3, Biological Resources and would be less than significant.
11 Since there is no significant physical environmental impact associated with the project's
12 proximity to the Least Tern Nesting Area, the impacts are considered less than
13 significant.

14 **CEQA Impact Determination**

15 Since the Reduced Project Alternative would not significantly affect least tern nesting,
16 and is consistent with adjacent industrial land uses, CEQA impacts related to **Impact**
17 **LU-3** would be less than significant.

18 *Mitigation Measures*

19 No mitigation is required.

20 *Residual Impacts*

21 Residual impacts would be less than significant.

22 **NEPA Impact Determination**

23 Since the Reduced Project Alternative would not significantly affect least tern nesting,
24 and is consistent with adjacent industrial land uses, NEPA impacts related to **Impact**
25 **LU-3** would be less than significant.

26 *Mitigation Measures*

27 No mitigation is required.

28 *Residual Impacts*

29 Residual impacts would be less than significant.

30 **Impact LU-4: The Reduced Project Alternative would not divide or**
31 **isolate neighborhoods, communities, or land uses.**

32 Reduced Project Alternative would not displace existing, or introduce new or
33 inconsistent land uses, similar to the proposed Project. Residences and other sensitive
34 uses located in San Pedro and Wilmington would be at least 0.5 mile (0.8 km) from the
35 nearest pipeline construction site, and over 1 mile (1.6 km) from a tank farm site or the
36 Marine Terminal. The proposed 42-inch and 36-inch pipelines would be underground

1 and constructed almost entirely on Port property. Although a portion of the proposed 24-
2 inch pipeline would be constructed through the parking lot of the College of
3 Oceaneering, as well as along the northernmost boundary of the Port, across Alameda
4 Street from Wilmington residences, this pipeline would similarly be placed underground
5 and would be located on Port property. No portion of the pipelines would be routed
6 through a residential community. Access to the surrounding internal Port and public
7 roadways would not be altered by implementation of the Reduced Project.
8 Furthermore, as all shipment of crude oil to the Ultramar/Valero Refinery would
9 occur by pipeline, no tanker truck trips are required to travel through community
10 streets in Wilmington or San Pedro.

11 Although the lease cap at Berth 408 in the Reduced Project Alternative would limit
12 crude oil throughput to less than the anticipated incremental demand, based on the
13 analysis in Section 2.5.2.2 and Appendix D1, existing terminals in the San Pedro Bay
14 Ports and associated pipeline systems could accommodate the remaining incremental
15 demand for crude oil importation without further buildout.

16 Therefore, no established neighborhoods would be directly or indirectly physically
17 disrupted or divided by Reduced Project Alternative construction or operation.

18 **CEQA Impact Determination**

19 Because the Reduced Project Alternative would not involve land use impacts with the
20 potential to divide or isolate neighborhoods or communities, there would be no
21 impacts for **Impact LU-4** under CEQA.

22 *Mitigation Measures*

23 No mitigation is required.

24 *Residual Impacts*

25 No impact.

26 **NEPA Impact Determination**

27 Because the Reduced Project Alternative would not involve land use impacts with the
28 potential to divide or isolate neighborhoods or communities, there would be no
29 impacts for **Impact LU-4** under NEPA.

30 *Mitigation Measures*

31 No mitigation is required.

32 *Residual Impacts*

33 No impact.

34 **Impact LU-5: The Reduced Project Alternative would not cause a**
35 **secondary impact to surrounding land uses.**

1 No significant direct land use impacts would occur as a result of Reduced Project
2 Alternative implementation, similar to the proposed Project. Neither would there be
3 consequent secondary effects on nearby land uses since adjacent land uses involve
4 compatible port-related activities and the characteristics of the Reduced Project
5 Alternative (having limited traffic generation or other effects with a potential for off-
6 site secondary effects) are such that secondary effects would not be expected to occur
7 outside the immediate vicinity.

8 Although the lease cap at Berth 408 in the Reduced Project Alternative would limit
9 crude oil throughput to less than the anticipated incremental demand, based on the
10 analysis in Section 2.5.2.2 and Appendix D1, existing terminals in the San Pedro Bay
11 Ports and associated pipeline systems could accommodate the remaining incremental
12 demand for crude oil importation without further buildout. Thus, the Reduced Project
13 Alternative would not result in secondary effects to surrounding land uses.

14 **CEQA Impact Determination**

15 Since the Reduced Project Alternative would not result in secondary effects to
16 surrounding land uses, there would be no impact related to **Impact LU-5** under
17 CEQA.

18 *Mitigation Measures*

19 No mitigation is required.

20 *Residual Impacts*

21 No impact.

22 **NEPA Impact Determination**

23 Since the Reduced Project Alternative would not result in secondary effects to
24 surrounding land uses, there would be no impact related to **Impact LU-5** under
25 NEPA.

26 *Mitigation Measures*

27 No mitigation is required.

28 *Residual Impacts*

29 No impact.

30 **3.8.4.3.4 Summary of Impact Determinations**

31 The following Table 3.8-2 summarizes the CEQA and NEPA impact determinations
32 of the proposed Project and its alternatives related to land use, as described in the
33 detailed discussion in Sections 3.8.4.3.1 through 3.8.4.3.3. This table is meant to
34 allow easy comparison between the potential impacts of the proposed Project and its
35 alternatives with respect to this resource. For each type of potential impact, the table
36 describes the impact, notes the CEQA and NEPA impact determinations, describes any

1 applicable mitigation measures, and notes the residual impacts (i.e., the impact
2 remaining after mitigation). All impacts, whether significant or not, are included in this
3 table.

4 **3.8.4.4 Mitigation Monitoring**

5 As no significant land use impacts are anticipated as a result of proposed Project
6 development, no mitigation or mitigation monitoring is required.

Table 3.8-2. Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives

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

Table 3.8-2. Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives (continued)

<i>Alternative</i>	<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.8 Land Use (continued)				
No Federal Action/No Project Alternative (continued)	LU-2: The No Federal Action/No Project Alternative would be consistent with the General Plan and adopted environmental goals and policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact.	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	LU-3: The No Federal Action/No Project Alternative would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: No impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: No impact NEPA: No impact
	LU-4: The No Federal Action/No Project Alternative could divide or isolate neighborhoods, communities, or land uses.	CEQA: Impact cannot be determined NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Impact cannot be determined NEPA: No impact
	LU-5: The No Federal Action/No Project Alternative could cause a secondary impact to surrounding land uses.	CEQA: Impact cannot be determined NEPA: No Impact	Mitigation not required Mitigation not required	CEQA: Impact cannot be determined NEPA: No Impact
Reduced Project Alternative	LU-1: The Reduced Project Alternative would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: No impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: No impact NEPA: No impact
	LU-2: The Reduced Project Alternative would be consistent with the General Plan and adopted environmental goals and policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact

Table 3.8-2. Summary Matrix of Potential Impacts and Mitigation Measures for Land Use Associated with the Proposed Project and Alternatives (continued)

<i>Alternative</i>	<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.8 Land Use (continued)				
Reduced Project Alternative (continued)	LU-3: The Reduced Project Alternative would not substantially affect the types and/or extent of existing land uses in the Project area.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	LU-4: The Reduced Project Alternative would not divide or isolate neighborhoods, communities, or land uses.	CEQA: No impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: No impact NEPA: No impact
	LU-5: The Reduced Project Alternative would not cause a secondary impact to surrounding land uses.	CEQA: No impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: No impact NEPA: No impact