

3.8

LAND USE AND PLANNING

1

2 **3.8.1 Introduction**

3 This section describes the affected environment and the regulatory setting for land
4 use and planning, as well as the impacts associated with land use and planning that
5 would result from the proposed Project and mitigation measures that would reduce
6 these impacts.

7 Land use and planning issues refer to the compatibility of the physical land uses of a
8 project with adjacent or surrounding land uses, as well as a project's consistency with
9 plans and policies that have regulatory jurisdiction over the project. This section
10 describes existing land uses that could be affected by the proposed Project and
11 alternatives, and the proposed Project's and alternatives' compliance with land use
12 plans, policies, and ordinances of the City of Los Angeles and the LAHD.

13 **3.8.2 Environmental Setting**

14 The proposed project site is at the southern end of the City of Los Angeles within the
15 boundaries of the Port of Los Angeles, and it is adjacent to and shares a common
16 border with the San Pedro Community Planning Area (San Pedro CPA), and a
17 common border with the San Pedro Specific Plan Area along Harbor Boulevard up to
18 9th Street. The entire proposed project area is contained within the Port of Los
19 Angeles Plan area, a portion of the City of Los Angeles General Plan, except for
20 improvements along Harbor Boulevard north of 5th Street, which is shared with the
21 City of Los Angeles and is outside of the Port of Los Angeles Plan area. The San
22 Pedro Coastal Specific Plan was established to be the implementing ordinance of the
23 Local Coastal Program for that portion of the San Pedro community within the
24 Coastal Zone and to promote a sense of community consistent with San Pedro's
25 maritime heritage while remaining consistent with the Port of Los Angeles Plan and
26 the Coastal Act policies. Specific characteristics of the San Pedro Community Plan
27 and Specific Plan are discussed below because they are adjacent to and relevant to
28 the proposed Project. However, the two primary governing regulatory documents for
29 the proposed Project are the Port of Los Angeles Plan, part of the General Plan of the

1 City of Los Angeles, and the Port Master Plan (PMP), each described in more detail
2 below in Section 3.8.3.3.

3 **3.8.2.1 Onsite Land Uses**

4 The LAHD administers the Port of Los Angeles, which is composed of 28 miles of
5 waterfront and 7,500 acres of land and water area. LAHD leases property for
6 automobile, container, omni (mixed use), lumber, cruise ship, liquid and dry bulk
7 terminal, and commercial fishing facilities. The Port also accommodates boat repair
8 yards, and provides slips for approximately 3,950 recreational vessels, 150
9 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter
10 vessels that handle sport fishing and harbor cruises. The Port has community
11 facilities that include the Cabrillo Beach Youth Camp, Banning's Landing, Cabrillo
12 Aquarium, and the Maritime Museum along with retail shops and restaurants
13 primarily along the west side of the Main Channel. Major Port activities include
14 commercial shipping and transfer of containerized cargo, liquid bulk cargo,
15 breakbulk, and dry bulk cargo; commercial fishing; recreation; and tourism.

16 As described fully in Section 2.2, "Existing Conditions," the variety of land uses
17 include public waterfront and open space areas, commercial development,
18 transportation and parking facilities, and cruise ship facilities and operations.
19 Figure 2-3 shows the existing conditions of the proposed project site and surrounding
20 area.

21 **3.8.2.2 Surrounding Land Uses**

22 The proposed project site extends from the Vincent Thomas Bridge to the federal
23 breakwater within the property of the LAHD and encompasses approximately 400
24 acres. The proposed project site and surrounding area is shown in Figure 2-2 in
25 Chapter 2, "Project Description." Adjacent properties include Port property to the
26 north (future site of China Shipping container terminal); multiple residential,
27 commercial/office, and retail/restaurant uses to the west; the Pacific Ocean to the
28 south; and additional Port facilities to the east across the Main Channel, including
29 Evergreen container terminal, ExxonMobil liquid bulk terminal, and Federal
30 Correctional Institution on Terminal Island.

31 **3.8.3 Applicable Regulations**

32 State, regional, and local governments provide regulatory guidance for land use
33 decisions. No federal land use planning regulations are applicable to the proposed
34 Project. Land use plans and policy documents set forth regulations pertaining to
35 allowed development. Land use plans, programs, and regulations related to the
36 proposed Project are discussed below.

3.8.3.1 State

3.8.3.1.1 State Lands Commission

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

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

3.8.3.1.2 California Coastal Commission

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

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

The California Coastal Act of 1976 (Coastal Act) also influences Port operations. The Coastal Act established the California Coastal Commission, which has made a series of recommendations for implementation. The Commission has been charged

1 to protect regional, state, and national interests in assuring the maintenance of the
2 long-term productivity and economic vitality of coastal resources necessary for the
3 well being of the people of the state; to avoid long-term costs to the public and a
4 diminished quality of life resulting from the misuse of coastal resources; and to
5 provide continued state coastal planning and management through the state coastal
6 commission (Public Resources Code 30004).

7 The California Coastal Commission is responsible for assisting in the preparation,
8 review, and certification of Local Coastal Programs/Local Coastal Plans (LCPs). The
9 LCPs are developed by municipalities for that portion of their jurisdiction that falls
10 within the coastal zone. Following certification of the LCP, regulatory responsibility
11 is then delegated to the local jurisdiction, although the Coastal Commission retains
12 jurisdiction over the immediate shoreline. The PMP acts as the LCP for the Port of
13 Los Angeles, as described in Section 3.8.3.3.1 of this document.

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

21 The standards for master plans, contained in Chapter 8 of the Coastal Act, require
22 environmental protection while expressing a preference for port-dependent projects.
23 Additionally, Section 30700 establishes the number and locations of California ports.
24 This section of the Coastal Act encourages existing ports to modernize and construct
25 necessary facilities within their boundaries in order to minimize or eliminate the
26 necessity for future dredging to create new ports. The logic behind this process is
27 that it is environmentally and economically preferable to locate major shipping
28 terminals and other existing maritime facilities in the major ports rather than creating
29 new ports in new areas of the state. Each commercial port in California has a
30 certified port master plan that identifies acceptable development uses. If a port
31 desires to conduct or permit developments that are not included in the approved port
32 master plan, the port must apply to the Coastal Commission for either a coastal
33 permit or an amendment to the master plan.

34 **3.8.3.2 Regional Plans and Programs**

35 **3.8.3.2.1 Southern California Association of Governments** 36 **Regional Comprehensive Plan and Guide**

37 The Southern California Association of Governments (SCAG) Regional
38 Comprehensive Plan and Guide (RCPG) integrates SCAG's planning policy for land
39 use and housing, solid waste, energy, air quality, open space and habitat, economy
40 and education, water, transportation, security and emergency preparedness, and
41 finance. The RCPG is built around the Compass Growth Vision and 2% Strategy

1 adopted by the Regional Council in April 2004, which are based on four key
2 principles: mobility—getting where we want to go; livability—creating positive
3 communities; prosperity—long-term health for the region; and sustainability—
4 preserving natural surroundings. SCAG is mandated by the federal government to
5 draw up a Regional Transportation Plan (RTP) every four years to address the
6 region’s transportation needs; the last RTP was adopted in April 2004. The Draft
7 2008 Regional Comprehensive Plan (RCP) has been released and is set to be
8 finalized in spring 2008.

9 The proposed Project is regionally significant per CEQA Guidelines (Section 15206)
10 because the proposed Project consists of more than 500,000 square feet of
11 commercial space. The following SCAG policies and principles may be applicable to
12 the proposed Project:

13 **Consistency with Regional Comprehensive Plan and Guide** 14 **Policies**

15 **3.01** The population, housing, and jobs forecasts, which are adopted by SCAG’s
16 Regional Council (RC) and that reflect local plans and policies shall be used by
17 SCAG in all phases of implementation and review.

18 **3.03** The timing, financing, and location of public facilities, utility systems, and
19 transportation systems shall be used by SCAG to implement the region’s growth
20 policies.

21 **Growth Management Chapter (GMC) Policies Related to the** 22 **Regional Comprehensive Plan and Guide Goal to Improve** 23 **the Regional Standard of Living**

24 **3.09** Support local jurisdictions’ efforts to minimize the cost of infrastructure and
25 public service delivery, and efforts to seek new sources of funding for development
26 and the provision of services.

27 **3.10** Support local jurisdictions’ actions to minimize red tape and expedite the
28 permitting process to maintain economic vitality and competitiveness.

29 **GMC Policies Related to the RCPG Goal to Improve Regional** 30 **Quality of Life**

31 **3.12** Encourage existing or proposed local jurisdictions’ programs aimed at
32 designing land uses which encourage the use of transit and thus reduce the need for
33 roadway expansion, reduce the number of auto trips and vehicle miles traveled, and
34 create opportunities for residents to walk and bike.

1 **3.13** Encourage local jurisdictions' plans that maximize the use of existing urbanized
2 areas accessible to transit through infill and redevelopment.

3 **3.16** Encourage developments in and around activity centers, transportation
4 corridors, underutilized infrastructure systems, and areas needing recycling and
5 redevelopment.

6 **3.17** Support and encourage settlement patterns, which contain a range of urban
7 densities.

8 **3.18** Encourage planned development in locations least likely to cause
9 environmental impact.

10 **3.19** Support policies and actions that preserve open space areas identified in local,
11 state, and federal plans.

12 **3.20** Support protection of vital resources such as wetlands, groundwater recharge
13 areas, woodlands, production lands, and land containing unique and endangered
14 plants and animals.

15 **3.23** Encourage mitigation measures that reduce noise in certain locations, measures
16 aimed at preservation of biological and ecological resources, measures that would
17 reduce exposure to seismic hazards, minimize earthquake damage, and to develop
18 emergency response and recovery plans.

19 **GMC policies related to the RCPG goal to provide social,
20 political, and cultural equity.**

21 **3.27** Support local jurisdictions and other service providers in their efforts to develop
22 sustainable communities and provide equality to all members of society, accessible
23 and effective services such as: public education, housing, health care, social services,
24 recreational facilities, law enforcement, and fire protection.

25 **Growth Visioning/Compass**

26 Principle 1: Improve mobility for all residents.

27 Principle 2: Foster livability in all communities.

28 Principle 3: Enable prosperity for all people.

29 Principle 4: Promote sustainability for future generations.

30 The RCPG transportation policies are based on the adopted 2004 RTP. The RTP
31 includes an action plan for implementation of strategies in support of the policies
32 adopted by the SCAG Regional Council. The 2004 RTP establishes a transportation

1 vision for an area that includes Los Angeles, Orange, San Bernardino, Riverside,
2 Ventura, and Imperial Counties. The RTP is a multimodal plan, representing a vision
3 for a better transportation system, integrated with the best possible growth pattern for
4 the region over the plan horizon of 2030. The RTP goals and policies include the
5 following:

- 6 ■ Maximize mobility and accessibility for all people and goods in the region;
- 7 ■ Ensure travel safety and reliability for all people and goods in the region;
- 8 ■ Preserve and ensure a sustainable regional transportation system;
- 9 ■ Maximize the productivity of our transportation system;
- 10 ■ Protect the environment, improve air quality and promote energy efficiency; and
- 11 ■ Encourage land use and growth patterns that complement our transportation
12 investments. (SCAG 2004:79).

13 **Draft 2008 Regional Comprehensive Plan**

14 The SCAG Draft 2008 RCP is scheduled to be finalized mid-2008. The Draft RCP
15 has the following overarching vision:

- 16 ■ To foster a Southern California region that addresses future needs while
17 recognizing the interrelationship between economic prosperity, natural resource
18 sustainability, and quality of life. Through measured performance and tangible
19 outcomes, the RCP serves as both an action plan for implementation of short-
20 term strategies and a call to action for strategic, long-term initiatives that are
21 guided by the following Guiding Principles for sustaining a livable region.

22 The RCP Guiding Principles include:

- 23 ■ Improve mobility for all residents. Improve the efficiency of the transportation
24 system by strategically adding new travel choices to enhance system connectivity
25 in concert with land use decisions and environmental objectives.
- 26 ■ Foster livability in all communities. Foster safe, healthy, walkable communities
27 with diverse services, strong civic participation, affordable housing and equal
28 distribution of environmental benefits.
- 29 ■ Enable prosperity for all people. Promote economic vitality and new economies
30 by providing housing, education, and job training opportunities for all people.
- 31 ■ Promote sustainability for future generations. Promote a region where quality of
32 life and economic prosperity for future generations are supported by the
33 sustainable use of natural resources.

1 **Transportation Chapter**

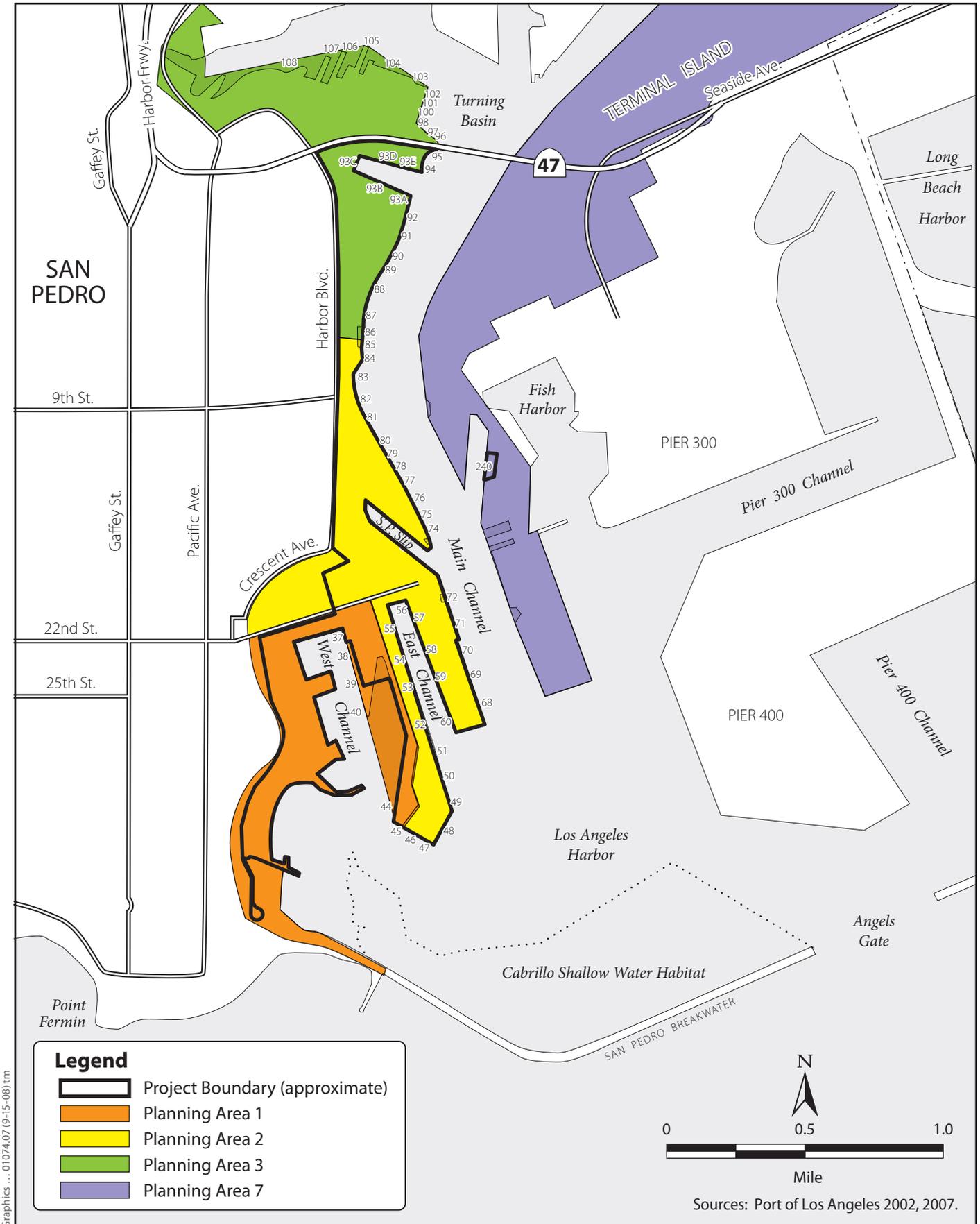
2 The transportation chapter of the RCP discusses a “Crisis in Transporting Goods”
3 (SCAG 2008:109) and identifies the “ability of the ports to handle unprecedented
4 growth in containerized cargo volumes is critical to the continued health of the local,
5 regional, and the national economy.” Further, the transportation chapter of the RCP
6 addresses the challenges and efforts of the San Pedro Bay ports to proactively plan
7 for “unprecedented growth in future cargo volumes and their impacts on our air and
8 surface transportation system.” (SCAG 2008:112). Some of the strategies include
9 on-dock rail capacity enhancements, PierPass Off-peak Program, Virtual Container
10 Yards, and Port Clean Air Action Plan Strategies (SCAG 2008).

11 **3.8.3.3 Local Plans and Programs**

12 **3.8.3.3.1 Port of Los Angeles Master Plan**

13 Written to guide development within the Port, the PMP (Port of Los Angeles 2002)
14 was certified in 1979 and was most recently revised in December 2003. The PMP
15 was certified by the California Coastal Commission and approved by the Board of
16 Harbor Commissioners. The PMP preceded the Port Plan, and divides the Port into
17 nine individual planning areas (PAs). The proposed project site is located across four
18 planning areas, including PA 1 (West Channel/Cabrillo Beach), PA 2 (West Bank),
19 and portions of PA 3 (West Turning Basin) and PA 7 (Terminal Island/Main
20 Channel). The land use classifications for the proposed project site planning areas
21 are shown in Figure 3.8-1 and are as follows:

- 22 ■ PA 1 (West Channel/ Cabrillo Beach)
 - 23 □ 1—General Cargo
 - 24 □ 2—Liquid Bulk
 - 25 □ 6—Recreational
 - 26 □ 7—Industrial
 - 27 □ 10—Other
- 28 ■ PA 2 (West Bank)
 - 29 □ 1—General Cargo
 - 30 □ 2—Liquid Bulk
 - 31 □ 4—Dry Bulk
 - 32 □ 5—Commercial Fishing
 - 33 □ 6—Recreational
 - 34 □ 7—Industrial
 - 35 □ 8—Institutional



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Figure 3.8-1
San Pedro Waterfront—Proposed Project Boundary and Planning Areas

- 1 □ 9—Commercial
- 2 □ 10—Other
- 3 ■ PA 3 (West Turning Basin)
- 4 □ 1—General Cargo
- 5 □ 8—Institutional
- 6 □ 9—Commercial
- 7 □ 10—Other
- 8 ■ PA 7 (Terminal Island/Main Channel)
- 9 □ 1—General Cargo
- 10 □ 2—Liquid Bulk
- 11 □ 4—Dry Bulk
- 12 □ 5—Commercial Fishing
- 13 □ 7—Industrial
- 14 □ 8—Institutional
- 15 □ 9—Commercial
- 16 □ 10—Other

17 Short-term plans for PA 1, as stated in the PMP, designate the area for primarily
 18 marine-oriented recreational uses that may include a public beach, a recreational
 19 park, a youth camping facility, and marina development. Pedestrian walkways would
 20 be provided throughout the area as well as a road along the base of the bluff to make
 21 recreational areas accessible. No major land use changes were anticipated in the
 22 foreseeable future, and preference will be given to public recreation and recreational
 23 boating facilities.

24 PA 2 short-term plans recommend the area be devoted to commercial, recreational,
 25 restaurant and tourist-oriented facilities, commercial fishing, general cargo, and dry
 26 and liquid bulk terminals. The development of this area would focus on maintaining
 27 existing land uses, expanding commercial and recreational opportunities, and
 28 improving internal circulation. The long-term goal for this area is to relocate
 29 hazardous and potentially incompatible cargo operations to Terminal Island and its
 30 proposed southern extension.

31 The short-term plan for PA 3 is oriented toward cargo handling, heavy industrial, and
 32 commercial land uses. Potentially, a major general cargo terminal for container and
 33 break-bulk operations, a marine oil terminal, a major shipyard, commercial air and
 34 sea service to Catalina Island, and/or a floating restaurant would be appropriate for
 35 this planning area. The long-range plan is make this area available for commercial
 36 shipping or industrial uses.

1 The short-term plans for PA 7 are oriented to commercial shipping, liquid bulk
2 handing, and heavy industrial and commercial activities. Within PA 7, there will be
3 at least three major cargo terminals, a major ship repair facility, two large scrap metal
4 operations, and major liquid bulk facilities. (Port of Los Angeles 2002.)

5 The PMP includes specific amendments to it over the years, including the addition of
6 the Risk Management Plan (RMP). (Refer to Section 3.7.3.3.2 of Section 3.7,
7 “Hazards and Hazardous Materials” for a description of this plan.) The RMP
8 provides guidance for existing activities and future development of the Port to
9 minimize or eliminate impacts on vulnerable resources from accidental releases. The
10 overall objective of the RMP is to minimize or eliminate the overlaps of hazardous
11 footprints and areas of substantial residential, visitor, recreational, and high density
12 working populations and direct high economic impact facilities identified as
13 hazardous.

14 **3.8.3.3.2 Port of Los Angeles Strategic Plan 2006–2011**

15 The Port of Los Angeles Strategic Plan has 11 objectives, each with initiatives/action
16 items that respond to the Strategic Plan’s Mission, “To be the world’s premier port in
17 planning, design, construction, and to promote a ‘grow green’ philosophy, while
18 embracing evolving technology and meeting our fiduciary responsibilities while
19 promoting global trade.” The following strategic objectives may be relevant to the
20 proposed Project and alternatives:

- 21 ■ Ensure the Port maintains and efficiently manages a diversity of cargo and land
22 uses; maximize land use compatibility and minimize land use costs.
- 23 ■ Maximize the efficiency and the capacity of current and future facilities.
- 24 ■ Define and address infrastructure requirements needed to support safe,
25 environmentally friendly, and efficient goods movement throughout the region.
- 26 ■ Maintain financial self-sufficiency and generate sufficient funds to implement
27 strategic and policy priorities.
- 28 ■ Transform the Port of Los Angeles into the greenest port in the world by raising
29 environmental standards and enhancing public health.
- 30 ■ Be the leading port for new, emerging and environmentally-friendly cargo
31 movement technology and energy sources.
- 32 ■ Transform the Port into a world-class model for safe and efficient operations,
33 crime prevention, counter-terrorism detection, and emergency incident response
34 and mitigation.
- 35 ■ Strengthen relations with local community members through meaningful
36 interaction and community focused programs.
- 37 ■ Realize the potential of the diversity of L.A.’s population by expanding
38 opportunity and inclusion. Develop more and higher quality jobs.

- 1 ■ Ensure Port leadership, staff, and facilities are in place to meet current and future
2 workforce needs.
- 3 ■ Make the Port a great place to work.

4 **3.8.3.3.3 City of Los Angeles General Plan**

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

10 The City of Los Angeles General Plan Land Use Element includes 35 local area
11 plans, known as Community Plans, as well as plans for the Port of Los Angeles and
12 Los Angeles International Airport.

13 **Port of Los Angeles Plan**

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

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

29 The Port of Los Angeles Plan designates the northern and western portions of the
30 project area, including the West Basin, as Commercial/Industrial land uses, which are
31 further classified as General/Bulk Cargo and Commercial/Industrial Uses/Non-
32 Hazardous uses. General Cargo includes container, break-bulk, neo-bulk, and
33 passenger facilities. Commercial uses include restaurants and tourist attractions (i.e.,
34 Ports O'Call), offices, retail facilities, and related uses. Industrial uses include light
35 manufacturing/maritime-related industrial activities, ocean-resource industries, and
36 related uses.

1 The remainder of the Port to the southwest is classified as Recreation. Recreational
2 uses include parks and beaches, such as the John S. Gibson Jr. Park, Bloch Field, and
3 the Cabrillo Beach Recreational Complex (comprising Inner and Outer Cabrillo
4 Beach, the Cabrillo Marine Aquarium, the Salinas de San Pedro Salt Marsh, the
5 Cabrillo Beach Youth Camp, the Cabrillo Beach boat launch ramp, and the fishing
6 pier on the Federal Breakwater).

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

9 **Port of Los Angeles Plan Objectives**

- 10 ■ **Objective 1.** To maintain the Port of Los Angeles as an important local, regional
11 and national resource and to promote and accommodate the orderly and
12 continued development of the Port so as to meet the needs of foreign and
13 domestic waterborne commerce, navigation, the commercial fishing industry and
14 public recreational users.
- 15 ■ **Objective 2.** To establish standards and criteria for the long-range orderly
16 expansion and development of the Port by the eventual aggregation of major
17 functional and compatible land and water uses under a system of preferences that
18 will result in the segregation of related Port facilities and operations into
19 functional areas.
- 20 ■ **Objective 3.** To coordinate the development of the Port of Los Angeles and the
21 development of adjacent communities as set forth in the community plans for San
22 Pedro and Wilmington-Harbor City; the development of the neighboring Port of
23 Long Beach; and the redevelopment plans for the Beacon Street area in San
24 Pedro and the Los Angeles Harbor Industrial Center in Wilmington.
- 25 ■ **Objective 4.** To assure priority for water and coastal dependent development
26 within the Port, while maintaining and, where feasible, enhancing, the coastal
27 zone environmental and public views of and access to coastal resources.
- 28 ■ **Objective 5.** To permit the Port to have the flexibility to adequately respond in
29 its development processes to the pressures and demands placed upon it by:
 - 30 a. Changing technologies in the ocean and land movement of waterborne
31 commerce
 - 32 b. Changing patterns in the commodity mix and form of waterborne commerce
 - 33 c. Changing developments in the Port of Long Beach and the surrounding
34 residential and industrial areas adjacent to and affected by the Port
 - 35 d. Changes in law and regulations affecting the environmental and economic
36 uses of the Port
 - 37 e. Changes in other U.S. ports affecting the Port's competitive position
- 38 ■ **Objective 7.** To promote efficient transportation routes within the Port
39 consistent with external systems, to connect employment, waterborne commerce,
40 commercial and recreational areas.

- 1 ■ **Objective 8.** To upgrade the existing rail transportation system to keep pace
2 with Port development and to abolish redundant trackage (with railroad company
3 concurrence) so that valuable land may be better utilized and operations
4 improved.
- 5 ■ **Objective 9.** To minimize conflicts between vehicular, pedestrian, railroad and
6 harbor-oriented industrial traffic, tourist and recreational traffic and commuter
7 traffic patterns within the Port.

8 **Port of Los Angeles Plan Policies**

- 9 ■ **Policy 1.** Facilities for the commercial fishing industry shall be protected and
10 where feasible, upgraded, and shall not be reduced or eliminated unless the
11 demand for them no longer exists or adequate alternative space can be provided.
- 12 ■ **Policy 2.** Marina, marina-related facilities and recreational boating facility
13 projects, to the extent feasible, shall be designed and located so as not to interfere
14 with the harbor-related needs of the commercial fishing industry or of vessels
15 engaged in waterborne commerce, transportation or services.
- 16 ■ **Policy 3.** The West Channel/Cabrillo Beach areas of the Port shall be oriented to
17 public recreation, commercial sport fishing, and recreational boating facilities.
- 18 ■ **Policy 4.** The West Bank of the Main Channel (southerly of the Vincent Thomas
19 Bridge) and East Channel areas of the Port shall be devoted to commercial,
20 restaurant, and tourist-oriented facilities, passenger terminals, facilities serving
21 the sport and commercial fishing industry, and non-hazardous general cargo and
22 container facilities.
- 23 ■ **Policy 5.** When a facility project involving a change in either land or water use
24 is proposed for those areas in the Port which are adjacent or contiguous to
25 residential, commercial or industrial areas in the surrounding communities, an
26 analysis of the location, design effect and operation of the proposed facility shall
27 be made to ensure the compatibility of such a Port facility with the provisions of
28 the Risk Management Plan and with existing and/or planned uses in adjacent
29 areas.
- 30 ■ **Policy 6.** The highest priority for any water or land area use within the
31 jurisdiction of the Port shall be for developments that are completely dependent
32 on harbor water areas and/or harbor land areas for their operations.
- 33 ■ **Policy 7.** Decisions to undertake individual and specific development projects
34 shall be based on considerations of alternative locations and designs to minimize
35 environmental impacts.
- 36 ■ **Policy 8.** In designing and constructing facilities in upland and waterfront areas
37 for public recreation, including boating facilities and marinas, adequate public
38 access shall be provided.
- 39 ■ **Policy 9.** Dredging or dike and fill projects may be accomplished solely for the
40 purpose of expanding or creating new waterfront land for Port-related facilities.
41 Dredging projects may only be undertaken for deepening, widening, lengthening,
42 or for the maintenance of ship channel approaches, ship channels, turning basins,
43 and berthing areas for navigation, for new or expanded facilities including

1 commercial fishing, marinas, recreational boating facilities, or for waterfront land
2 for Port-related facilities.

- 3 ■ **Policy 10.** Necessary facilities to accommodate deep-draft vessels and to
4 accommodate the demands of foreign and domestic waterborne commerce and
5 other traditional and water-dependent facilities shall be maintained and
6 developed to preclude the necessity for new ports elsewhere in the State.
- 7 ■ **Policy 11.** It shall be long-range Port development policy to have facilities used
8 for the storage or transfer of hazardous liquid and hazardous dry bulk cargoes
9 that are inappropriately located, phased out, and relocated to more appropriate
10 sites in areas relatively remote from adjacent communities. Such policy shall be
11 subject to the following criteria: (1) changes in economic conditions that affect
12 types of commodities traded in waterfront commerce; (2) the economic life of
13 existing facilities handling or storing hazardous cargoes; and (3) precautions
14 deemed necessary to maintain national security.
- 15 ■ **Policy 12.** Adequate fire and hazard protection facilities and equipment, which
16 meet with the approval of the City of Los Angeles Fire Department, shall be
17 provided in accordance with the Risk Management Plan.
- 18 ■ **Policy 13.** Road, rail and access systems within the Port and connecting links
19 with road, rail and access systems outside of the Port shall be located and
20 designed to provide necessary, convenient and safe access to and from land and
21 water areas consistent with the long-term preferred uses for the Port and
22 consistent with the applicable elements of the Los Angeles General Plan and the
23 Local Coastal Program.
- 24 ■ **Policy 14.** Programs designed to improve or modify roadway circulation in the
25 Port shall be developed, in part, to eliminate: hazardous situations caused by
26 inadequately protected rail/highway crossings; dual use of streets (by rails in the
27 pavement); service and other roads crisscrossing the tracks; and random use of
28 land areas by both highway and rail movement.
- 29 ■ **Policy 15.** When an existing facility in the Port requires alteration or
30 modifications to maintain its level of service or improve the safety of the facility
31 or its operations, such changes shall be made regardless of the fact that the
32 particular facility is not necessarily designated to remain in its current location on
33 a long-term basis.
- 34 ■ **Policy 16.** Location, design, construction and operation of all new or expanded
35 development projects under the Port's jurisdiction shall be based on the latest
36 safety standards appropriate to the intended facility.
- 37 ■ **Policy 18.** Port development projects shall be consistent with the specific
38 provisions of this Plan, the certified PMP, the California Coastal Act of 1976 and
39 other applicable federal, state, county and municipal laws and regulatory
40 requirements.
- 41 ■ **Policy 19.** The following long-range preferred water and land uses shall guide
42 future Port development:
 - 43 □ Area 1 West Channel/Cabrillo Beach: Public recreation and recreational
44 boating facilities and Port-related commercial uses.

- Area 2 West Bank: Commercial, recreation, commercial fishing, and non-hazardous cargo operations and support activities.
- Area 3 West Turning Basin: Non-hazardous general cargo operations, commercial shipping and other heavy commercial and industrial uses.
- Area 7 Terminal Island/Main Channel: Non-hazardous liquid and non-hazardous dry bulk cargo (within parameters of Policy No. 11), general cargo operations, and Port-related commercial and industrial uses and industrial uses.
- **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.

Port of Los Angeles Plan Programs

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

Risk Management

- Implementation of the Port Risk Management Plan, an element of the PMP.
- Relocation of hazardous and/or incompatible facilities to outer Port areas in accordance with the provisions of the Risk Management Plan.

Waterways and Navigation

- Dredging of the Main Entrance Channel (at the breakwater), and much of the Inner Harbor (Main Channel, Turning Basin, West Basin, East Basin Channel and East Basin) to a depth of 45 feet below mean lower low water (MLLW) to accommodate larger vessels.
- Development of a channel 65 feet deep, extending from the harbor entrance approaches north to a turning basin and channel in an east-west direction, for berthing deep-draft vessels.
- Widening of the entrance to the West Basin in order to provide for safer maneuvering of container vessels and other cargo ships entering or leaving the Basin.

Circulation

- Completion of the following highway improvements: extension of Miner Street from 22nd Street to Harbor Boulevard; extension of Harbor Boulevard to 22nd Street to connect with Marina Way; construction of a new street, Marina Way, between 22nd Street and Pacific Avenue near Stephen M. White Drive to improve access to the Cabrillo Beach area.

Recreational Facilities

- Development of a public recreational complex, including improvement of existing facilities, a new marina, youth facilities, public park, and camping facilities in the West Channel/Cabrillo Beach area.

Commercial Fishing

- Redevelopment and expansion of Fish Harbor, Southern Pacific Slip, and the Municipal Fish Market for the commercial fishing industry.

Zoning and General Plan Land Use Designations

As discussed above, the Port of Los Angeles Plan is a part of the General Plan of Los Angeles and is intended to promote an arrangement of land and water uses, circulation, and services that will encourage and contribute to the economic, social, and physical health; safety; welfare; and convenience of the Port within the larger framework of the city. The Port of Los Angeles Plan defines the same PAs as those defined within the PMP. The General Plan land use categories for PA 1 are public recreation, and includes recreational boating facilities and Port-related commercial uses. The land use categories for PA 2 are commercial, recreation, commercial fishing, and non-hazardous cargo operations and support activities. The land use categories for PA 3 are non-hazardous general cargo operations, commercial shipping, and other heavy commercial and industrial uses. The land use categories for PA7 are non-hazardous liquid and non-hazardous dry bulk cargo (within the parameters of Policy No. 11), general cargo, commercial fishing, Port-related commercial and industrial uses, and institutional uses. Policy 11 states: “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 waterborne commerce; (2) the economic life of existing facilities handling or storing hazardous cargoes; and (3) precautions deemed necessary to maintain national security.” (Port of Los Angeles Plan 1992.)

Most of the Port is zoned [Q]M2 (Qualified Light Industrial) or [Q]M3 (Qualified Heavy Industrial) by the City of Los Angeles Zoning Ordinance. The zoning designation for the majority of the land within the proposed project area was changed, by ordinance, from its original designation. These changes, reflected by a [Q], have brought Port zoning into consistency with the General Plan, as mandated by state law Government Code 65860(d). The city council approved the CPC-1986-782 AB 283 Citywide General Plan and Zoning Consistency Program, which establishes permanent qualified conditions that prohibit incompatible land uses within the Port and adjoining communities. Zoning for the proposed project site areas has been designated as [Q]M2, and [Q]M3. The following are allowed uses in the proposed project area by planning area:

Planning Area 1 West Channel/Cabrillo Beach [Q]M2:

- Supporting uses—warehouses; open and enclosed storage facilities; marine oil service stations; marine services including diving and water taxi services; marine research facilities; and public facilities including fire stations, utility systems, and customs houses.
- Commercial uses—business or professional offices; restaurants; boat sales, rental, and service; retail and service uses including boat supply, marine hardware and those retail and service uses permitted in the C1.5 zone; tourist attractions and exhibits and incidental specialty commercial uses.
- Recreation uses—parks, consistent with the Tidelands Grants; maritime-related museums; community buildings; marinas and related uses including offices, club houses, launching ramps, boat building and repair, dry boat storage and sport fishing facilities.

Planning Area 2 West Bank [Q]M2 and [Q]M3:

- General Cargo uses—passenger terminals; break-bulk terminals; neo-bulk terminals handling such cargoes as automobiles, lumber, and similar products.
- Supporting uses—warehouses; open and enclosed storage facilities; marine oil service stations; marine services including diving and water taxi services; marine research facilities; public facilities including fire stations, utility systems and customs houses; cold storage and freezing facilities; rail service and railroad yards; and tug/barge services.
- Commercial uses—business or professional offices; restaurants; boat sales, rental, and service; retail and service uses including boat supply, marine hardware and those retail and service uses permitted in the C1.5 zone; tourist attractions and exhibits and incidental specialty commercial uses.
- Commercial fishing uses—commercial fishing docks and berthing areas; fish processing and canning; and fish markets, wholesale, and retail.
- Recreation uses—parks, consistent with the Tidelands Grants; maritime-related museums; community buildings; marinas and related uses including offices, club houses, launching ramps, boat building and repair, dry boat storage and sport fishing facilities.

Planning Area 3 West Turning Basin [Q]M2 and [Q]M3:

- General Cargo uses—passenger terminals; break-bulk terminals; neo-bulk terminals handling such cargoes as automobiles, lumber, and similar products.
- Supporting uses—warehouses; open and enclosed storage facilities; marine oil service stations; marine services including diving and water taxi services; marine research facilities; and public facilities including fire stations, utility systems, and customs houses.
- Industrial uses—fabrication uses including boat/ship building and repair yards; and any use permitted in the MR2 zone.

Planning Area 7 Terminal Island/Main Channel [Q]M3:

- General Cargo uses—container terminals; passenger terminals; break-bulk terminals; and neo-bulk terminals handling such cargoes as automobiles, lumber, and similar products.
- Liquid Bulk uses—marine oil terminals; petrochemical and other chemical terminals; and other liquid bulk terminals for products such as molasses, animal oils and fats, vegetable oils, and related uses.
- Dry Bulk uses—metallic ore and non-metallic minerals terminals; coal and petroleum coke terminals; and dry chemicals and chemical products terminals, scrap metal terminals, grain terminals, and slurry terminals.
- Supporting uses—warehouses; open and enclosed storage facilities; marine oil service stations; marine services including diving and water taxi services; marine research facilities; public facilities including fire stations, utility systems, and customs houses; cold storage and freezing facilities; rail service sidings and railroad yards; and tug/barge services.
- Commercial uses—business or professional offices; restaurants; boat sales, rental, and service; and retail and service uses including boat supply, marine hardware, and those retail and service uses allowed in the C1.5 zone.
- Industrial uses—fabrication uses including boat/ship building and repair yards; and any use permitted in the MR2 zone. (Cham pers. comm.)

San Pedro Community Plan

The San Pedro Community Plan area defines a location immediately adjacent to the proposed project area and shares Harbor Boulevard as a boundary. The San Pedro Community Plan area is generally bounded on the north by Taper Avenue; on the east by John Gibson Boulevard, Harbor Boulevard, the West Channel of the Port, and Cabrillo Beach; on the south by the Pacific Ocean; and on the west by Los Angeles (the City of Rancho Palos Verdes).

The San Pedro Community Plan (City of Los Angeles 1999:II-2–II-3, III-41–III-43) sets forth goals and objectives to maintain the community’s individuality by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design, and economic vitality of the commercial corridors and industrial areas.
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.

- 1 ■ Planning the remaining commercial and industrial development opportunity sites
2 for needed job producing uses that improve the economic and physical condition
3 of the San Pedro Community Plan Area.

4 The proposed project site only shares a common boundary with the San Pedro
5 Community Plan, but it is entirely within the Port of Los Angeles Plan. Therefore,
6 only the relevant goals and objectives associated with adjacency issues, issues
7 relating to Harbor Boulevard, and the relationship between the two plans will be
8 discussed.

9 Relationship to the Port of Los Angeles

10 The Plan recognizes that the primary function of the Los Angeles Harbor is to
11 promote “commerce, navigation, and fisheries,” with a secondary emphasis on
12 providing water-oriented recreational opportunities. The Plan seeks to coordinate
13 harbor-related land uses and circulation system with those of adjoining areas by
14 providing adequate buffers and transitional uses between the harbor and the rest of
15 the community. Toward this end, the Plan makes the following recommendations for
16 consideration by the Harbor Commission, State Coastal Commission, and other
17 decision making bodies having jurisdiction over the Port.

18 **Goal 19:** Coordinate the development of the Port of Los Angeles with surrounding
19 communities to improve the efficiency and operational capabilities of the Port to
20 better serve the economic needs of Los Angeles and the region, while minimizing
21 adverse environmental impacts to neighboring communities from Port-related
22 activities.

- 23 ■ **Objective 19-1** To recognize the Port of Los Angeles as a regional resource and
24 the predominant influence on the economic well-being of the Community and to
25 promote its continued development as to meet the needs of the fishing industry,
26 recreational users, the handling of passengers and cargo, with special emphasis
27 on the accommodation of increasingly larger ships.

- 28 □ **Policy 19-1.1** That Cabrillo Beach and West Channel areas of the Port are
29 devoted to public recreation, commercial sport fishing, and recreational
30 boating facilities.

- 31 □ **Policy 19-1.2** That the West Bank of the main Channel (southerly of the
32 Vincent Thomas Bridge) and East Channel areas of the Port be devoted to
33 commercial, restaurant, and tourist-oriented facilities, passenger terminals,
34 facilities serving the sport and commercial fishing industry, and such general
35 cargo and container handling facilities as would not create or add to
36 significant traffic congestion problems on Harbor Boulevard which may
37 result from the generation of additional railroad or industrial traffic.

- 38 ■ **Objective 19-2** To coordinate the future development of the Port with the San
39 Pedro Community Plan, the Beacon Street Redevelopment Project, and
40 development of the Central Business District of San Pedro.

- 1 □ **Policy 19-2.1** The underutilized railroad lines in the West Channel/Cabrillo
2 Beach and West Bank areas of the Port should be phased out upon relocation
3 of the dry and liquid bulk transfer and storage facilities. Any rapid transit
4 terminal serving the adjacent San Pedro Community should be located
5 convenient to the Beacon Street Redevelopment area and Port O'Call
6 Village, utilizing the railroad right-of-way adjacent to Harbor Boulevard.
- 7 □ **Policy 19-2.2** Strengthen governmental inter-agency coordination in the
8 planning and implementation of Port projects for the purpose of facilitating
9 greater efficiency in Port operations and better serving the interest of
10 adjacent communities.
- 11 □ **Policy 19-2.3** The Port should commit resources toward providing public
12 amenities (commercial, recreational, and service oriented) that will benefit
13 the San Pedro community, consistent with the State Tidelands Grant, the
14 California Coastal Act of 1976, and the City Charter.

15 **3.8.3.3.4 San Pedro Coastal Specific Plan**

16 The City Council established the San Pedro Coastal Specific Plan (City of Los
17 Angeles 1990:1–2) for the San Pedro Community Plan area in 1990. Because San
18 Pedro is adjacent to the proposed Project and shares Harbor Boulevard as a common
19 boundary, the following purposes from this document that relate to the proposed
20 Project will be discussed:

- 21 ■ **Purpose 1.** The Coastal Act of 1976 declared that the California Coastal Zone is
22 a distinct and valuable resource of vital and enduring interest to all the people
23 and exists as a delicately balanced ecosystem. In order to protect, maintain, and
24 where feasible, enhance and restore the overall quality of this ecosystem, the
25 Coastal Act requires that local government prepare a Local Coastal Program for
26 those parts of the Coastal Zone within its jurisdiction.
- 27 ■ **Purpose 4.** The Specific Plan shall be the implementing ordinance of the Local
28 Coastal Program for that portion of the San Pedro community within the Coastal
29 Zone.

30 The proposed Project is adjacent to, but does not fall within the San Pedro
31 Coastal Specific Plan but shares Harbor Boulevard as its border.

- 32 ■ **Purpose 8.** Much of San Pedro is hilly, affording spectacular views of the ocean
33 and surrounding landforms. Scenic and visual qualities of coastal areas must be
34 considered and protected as a resource of public importance. A primary concern
35 of the Specific Plan is to protect ocean and coastal views as seen from public
36 areas such as highways, roads, benches, parks, trails, access ways, and other
37 public preserves. It is intended that development be designed and sited to protect
38 views to and along the ocean and scenic coastal areas, to minimize alteration of
39 natural landforms, to be visually compatible with the character of surrounding
40 areas, and to restore and enhance visual quality to the extent feasible.

3.8.4 Impacts and Mitigation Measures

3.8.4.1 Methodology

This analysis evaluates consistency or compliance for the proposed Project and associated infrastructure improvements from the Vincent Thomas Bridge to Cabrillo Beach within LAHD property and includes a variety of land uses (e.g., public waterfront and open space areas, commercial development, transportation and parking facilities, and expansion of the cruise ship facilities and operations.

3.8.4.2 Thresholds of Significance

The following criteria are based on the *L.A. CEQA Thresholds* (City of Los Angeles 2006) and are the basis for determining the significance of impacts associated with land use consistency and compatibility resulting from development of the proposed Project and alternatives. The following factors are used to determine significance for land use consistency and compatibility.

LU-1: A project would have a significant impact if it would be inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.

LU-2: A project would have a significant impact if it would be inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

LU-3: A project would have a significant impact if it would physically disrupt, divide, or isolate neighborhoods, communities, or land uses.

3.8.4.3 Impacts and Mitigation

The proposed Project would not result in any significant direct or indirect impacts related to land use. The analysis supporting this conclusion is described below.

3.8.4.3.1 Proposed Project

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

The proposed Project is completely located within the Port of Los Angeles Plan (which is the Port's equivalent to a Community Plan of the Los Angeles General

1 Plan). The proposed Project is also located within and under the jurisdiction of the
2 PMP.

3 The proposed Project is located within areas zoned [Q]M2 or [Q]M3 in the City of
4 Los Angeles Zoning Ordinance. Both the Port of Los Angeles Plan and the PMP
5 describe the four Planning Areas as PA 1, West Channel/Cabrillo Beach; PA 2, West
6 Bank; PA 3, West Turning Basin; and PA 7, Terminal Island/Main Channel.

7 Table 3.8-1, Land Use Consistency Analysis, illustrates how proposed land uses are
8 consistent with the Port Master Plan (after amendments), the Los Angeles Plan Land
9 Use Designations, and City Zoning Ordinances.

10 **Planning Area 1 (West Channel/Cabrillo Beach).** As described in Table 3.8-1, the
11 proposed project uses in Planning Area 1 would remain consistent with land use
12 designations contained within the Port of Los Angeles Plan, the PMP, and zoning for
13 the Port contained within the City of Los Angeles Zoning Ordinance. Specifically, in
14 the Port of Los Angeles Plan, the proposed project site calls for public recreation and
15 recreational boating facilities and port-related commercial uses. The PMP designates
16 this planning area for primarily marine-oriented recreational uses that may include a
17 public beach, a recreational park, a youth camping facility, and marina development.
18 A new roadway was recommended to be constructed along the base of the bluff to
19 service the recreational areas in the vicinity of Cabrillo Beach, and pedestrian
20 walkways are to be provided throughout the area. Most of these have been
21 accomplished through the Inner Cabrillo Beach, the Cabrillo Beach Youth Sports
22 Complex, and the Cabrillo Marinas (Phases I and II). The proposed Project is
23 consistent with these short-term and long-term objectives; specifically, extensive and
24 highly accessible multi-purpose public walkways including promenades and wharves
25 that connect public open space/recreation/parkways are a primary objective of the
26 proposed Project. City Zoning calls for supporting uses, commercial uses, and
27 recreational uses. The proposed Waterfront Promenade, Outer Harbor cruise berths
28 and terminals, and Waterfront Red Car are consistent with the planned uses pursuant
29 to the Port of Los Angeles Plan, the PMP, and zoning.

30 **Planning Area 2 (West Bank).** As described in Table 3.8-1, the proposed project
31 uses in Planning Area 2 would generally remain consistent with land use designations
32 contained within the Port of Los Angeles Plan, the PMP, and zoning for the Port
33 contained within the City of LA Zoning Ordinance.

34 The preferred long-range water and land uses for this planning area in the Port of Los
35 Angeles Plan include commercial, recreation, commercial fishing, and non-hazardous
36 cargo operations and support activities. The PMP recommends this planning area be
37 devoted to commercial, recreational, restaurant and tourist-oriented facilities,
38 commercial fishing, general cargo, and dry and liquid bulk terminals. The [Q]M2 or
39 [Q]M3 in the City's Zoning Ordinance allows for commercial fishing, recreation,
40 industrial, institutional, commercial, and other uses.

41 The proposed Waterfront Promenade, Downtown Harbor, 7th Street Harbor, 7th Street
42 Pier, Town Square, Downtown Civic Fountain, Ralph J. Scott Fireboat Display,
43 Outer Harbor cruise berths and terminals, Waterfront Red Car Maintenance Facility,

Planning Area	Existing Regulations			Proposed Project Elements	Consistency Analysis		
	Port of Los Angeles Plan Land Use Designations	PMP Land Use Classifications	City of LA Zoning Ordinance		Port of LA Plan	PMP	Zoning Ordinance
Planning Area 1 (West Channel/Cabrillo Beach)	<ul style="list-style-type: none"> Public Recreation Recreational Boating Facilities Port-related Commercial Uses 	<ul style="list-style-type: none"> General Cargo Liquid Bulk Recreational Industrial Other 	<ul style="list-style-type: none"> Supporting Uses Commercial Uses Recreational Uses 	<ul style="list-style-type: none"> Waterfront Promenade Outer Harbor cruise berths and terminals Waterfront Red Car 	<ul style="list-style-type: none"> Waterfront promenade is consistent with public recreation Cruise berths and terminals are consistent with Port-related commercial uses Waterfront Red Car is consistent with public recreation and Port-related commercial uses 	<ul style="list-style-type: none"> Waterfront promenade is consistent with recreational uses Cruise berths and terminals are consistent with industrial and other uses Waterfront Red Car is consistent with recreational and other uses 	<ul style="list-style-type: none"> Waterfront promenade is consistent with recreational uses Cruise berths and terminals are consistent with commercial uses Waterfront Red Car is consistent with recreational, commercial, and supporting uses
Planning Area 2 (West Bank)	<ul style="list-style-type: none"> Commercial Uses Recreation Uses Commercial Fishing Uses Non-Hazardous Cargo Operations and Support Activities 	<ul style="list-style-type: none"> General Cargo Liquid Bulk Dry Bulk Commercial Fishing Recreational Industrial Institutional Commercial Other 	<ul style="list-style-type: none"> General Cargo Uses Supporting Uses Commercial Uses Commercial Fishing Uses Recreation Uses 	<ul style="list-style-type: none"> Waterfront Promenade Downtown Harbor 7th Street Harbor 7th Street Pier Town Square Downtown water feature Ralph J. Scott Fireboat display Outer Harbor cruise berths and terminals Waterfront Red Car 	<ul style="list-style-type: none"> Waterfront Promenade is consistent with recreation uses Downtown Harbor is consistent with recreation and commercial uses 7th Street Harbor is consistent with recreation and commercial uses 7th Street Pier is consistent with recreation and commercial uses Town Square is consistent with recreation uses Downtown water 	<ul style="list-style-type: none"> Waterfront Promenade is consistent with recreational uses Continued operation of Mike’s fueling station adjacent to Waterfront promenade is inconsistent with Risk Management Plan of PMP. Downtown Harbor is consistent with recreational and commercial uses 7th Street Harbor is consistent with 	<ul style="list-style-type: none"> Waterfront Promenade is consistent with recreation and supporting uses Downtown Harbor is consistent with recreation and commercial uses 7th Street Harbor is consistent with recreation and commercial uses 7th Street Pier is consistent with recreation and commercial uses Town Square is consistent with

Planning Area	Existing Regulations			Proposed Project Elements	Consistency Analysis		
	Port of Los Angeles Plan Land Use Designations	PMP Land Use Classifications	City of LA Zoning Ordinance		Port of LA Plan	PMP	Zoning Ordinance
				Maintenance Facility <ul style="list-style-type: none"> • Ports O’Call development • Fishermen’s Park • Outer Harbor Park • San Pedro Park • Reuse of Warehouses No. 9 and 10 • Waterfront Red Car • Surface and structured parking • Programmatic institutional use of City Dock No. 1 	feature is consistent with recreation uses <ul style="list-style-type: none"> • Ralph J. Scott Fireboat display is consistent with recreation and commercial uses • Outer Harbor cruise berths and terminals are consistent with commercial uses • Waterfront Red Car Maintenance Facility is consistent with commercial uses • Ports O’Call development is consistent with commercial uses • Fishermen’s Park is consistent with recreation uses • Outer Harbor Park is consistent with recreation uses • San Pedro Park is consistent with recreation uses • Reuse of Warehouses No. 9 and 10 is consistent with recreation and commercial uses 	recreational and commercial uses <ul style="list-style-type: none"> • 7th Street Pier is consistent with recreational and commercial uses • Town Square is consistent with recreational uses • Downtown water feature is consistent with recreational uses • Ralph J. Scott Fireboat display is consistent with recreational and institutional uses • Outer Harbor cruise berths and terminals are consistent with commercial uses • Waterfront Red Car Maintenance Facility is consistent with commercial and industrial uses • Ports O’Call development is consistent with 	recreation uses <ul style="list-style-type: none"> • Downtown water feature is consistent with recreation uses • Ralph J. Scott Fireboat display is consistent with recreation, commercial, and supporting uses • Outer Harbor cruise berths and terminals are consistent with commercial uses • Waterfront Red Car Maintenance Facility is consistent with commercial uses • Ports O’Call development is consistent with commercial uses • Fishermen’s Park is consistent with recreation uses • Outer Harbor Park is consistent with recreation uses • San Pedro Park is

Planning Area	Existing Regulations			Proposed Project Elements	Consistency Analysis		
	Port of Los Angeles Plan Land Use Designations	PMP Land Use Classifications	City of LA Zoning Ordinance		Port of LA Plan	PMP	Zoning Ordinance
					<ul style="list-style-type: none"> • Waterfront Red Car is consistent with recreation and commercial uses • Surface and structured parking is consistent with recreation and commercial uses • Programmatic institutional use of City Dock No. 1 is consistent with commercial uses 	<ul style="list-style-type: none"> • commercial uses • Fishermen’s Park is consistent with recreational uses • Outer Harbor Park is consistent with recreational uses • San Pedro Park is consistent with recreational uses • Reuse of Warehouses No. 9 and 10 is consistent with recreational and commercial uses • Waterfront Red Car is consistent with recreational and commercial uses • Surface and structured parking is consistent with recreational and commercial uses • Programmatic institutional use of City Dock No. 1 is consistent with institutional uses 	<ul style="list-style-type: none"> • consistent with recreation uses • Reuse of Warehouses No. 9 and 10 is consistent with recreation and commercial uses • Waterfront Red Car is consistent with recreation and commercial uses • Surface and structured parking is consistent with recreation and commercial uses • Programmatic institutional use of City Dock No. 1 is consistent with commercial uses
Planning Area 3	• Non-Hazardous	• General	• General	• Waterfront	• Waterfront Promenade	• Waterfront	• Waterfront

Planning Area	Existing Regulations			Proposed Project Elements	Consistency Analysis		
	Port of Los Angeles Plan Land Use Designations	PMP Land Use Classifications	City of LA Zoning Ordinance		Port of LA Plan	PMP	Zoning Ordinance
(West Turning Basin)	General Cargo Operations <ul style="list-style-type: none"> Commercial Shipping Uses Industrial Uses 	Cargo <ul style="list-style-type: none"> Institutional Commercial Other 	Cargo Uses <ul style="list-style-type: none"> Supporting Uses Commercial Uses Industrial Uses 	Promenade <ul style="list-style-type: none"> North Harbor Inner Harbor Parking for cruise terminals Catalina Express LA Maritime Institute Tugboat offices and berthing space S.S. Lane Victory 	is consistent as a supporting use not requiring land use regulation <ul style="list-style-type: none"> North Harbor is consistent with industrial uses, supporting tugboat and other harborcraft operations Inner Harbor Parking for cruise terminals is consistent with commercial shipping uses, supporting the cruise passengers Catalina Express is consistent with commercial shipping uses LA Maritime Institute Tugboat offices and berthing space is consistent with commercial shipping support uses and industrial uses S.S. Lane Victory 	Promenade is consistent as a supporting or other use not requiring land use regulation <ul style="list-style-type: none"> North Harbor is consistent with commercial uses, supporting tugboat and other harborcraft operations Inner Harbor Parking for cruise terminals is consistent with commercial uses, supporting the cruise passengers Catalina Express is consistent with commercial uses LA Maritime Institute is consistent with institutional uses Tugboat offices and berthing space is consistent with commercial and general cargo support uses and industrial uses 	Promenade is consistent as a supporting use not requiring land use regulation <ul style="list-style-type: none"> North Harbor is consistent with commercial and industrial uses, supporting tugboat and other harborcraft operations Inner Harbor Parking for cruise terminals is consistent with commercial uses, supporting the cruise passengers Catalina Express is consistent with commercial uses LA Maritime Institute is consistent with supporting uses Tugboat offices and berthing space is consistent with commercial and general cargo support uses and

Planning Area	Existing Regulations			Proposed Project Elements	Consistency Analysis		
	Port of Los Angeles Plan Land Use Designations	PMP Land Use Classifications	City of LA Zoning Ordinance		Port of LA Plan	PMP	Zoning Ordinance
						<ul style="list-style-type: none"> S.S. Lane Victory is consistent with institutional uses 	<ul style="list-style-type: none"> S.S. Lane Victory is consistent with supporting uses
Planning Area 7 (Terminal Island/Main Channel)	<ul style="list-style-type: none"> Non-Hazardous Liquid and Non-Hazardous Dry Bulk Cargo (within parameters of Policy No. 11) General Cargo Commercial Fishing Port-Related Commercial and Industrial Uses 	<ul style="list-style-type: none"> General Cargo Liquid Bulk Dry Bulk Commercial Fishing Industrial Institutional Commercial Other 	<ul style="list-style-type: none"> General Cargo Uses Liquid Bulk Uses Dry Bulk Uses Supporting Uses Commercial Uses Industrial Uses 	<ul style="list-style-type: none"> New Berth 240 Fueling Station 	<ul style="list-style-type: none"> New Berth 240 Fueling Station is considered hazardous liquid bulk, and it is inconsistent with allowable land uses. Thus, the proposed Project actions include a General Plan Amendment to allow for hazardous liquid bulk facilities at this location. 	<ul style="list-style-type: none"> New Berth 240 Fueling Station is considered liquid bulk, and is consistent with allowable land uses under the PMP. 	<ul style="list-style-type: none"> New Berth 240 Fueling Station is considered liquid bulk, and is consistent with allowable land uses under the zoning ordinance.

1 Ports O'Call development, Fishermen's Park, Outer Harbor Park, San Pedro Park,
2 reuse of Warehouses No. 9 and 10, Waterfront Red Car, surface and structured
3 parking, and programmatic institutional use of City Dock No. 1 are consistent with
4 the planned land uses pursuant to the Port of Los Angeles Plan, the PMP, and zoning.

5 However, under the proposed Project, Mike's fueling station would continue
6 operating in its existing location (Berth 72 on the south side of the SP Slip, by the
7 Municipal Fish Market), and the proposed waterfront promenade would operate
8 within the general vicinity of Mike's fueling station. Mike's fueling station currently
9 handles and stores bulk materials considered hazardous with flashpoints below 140
10 degrees (F) per the Port's RMP under the PMP; therefore, it has a hazardous
11 footprint. (Refer to Section 3.7, "Hazards and Hazardous Materials," for additional
12 details regarding Mike's fueling station operations and the hazardous footprint.) The
13 waterfront promenade would bring visitors and the public close to the existing
14 hazardous footprint to Mike's fueling station. Therefore, the continued operation of
15 Mike's fueling station adjacent to the proposed waterfront promenade would not be
16 consistent with the PMP land use compatibility for this area and would pose a hazard
17 to vulnerable resources.

18 **Planning Area 3 (West Turning Basin).** As described in Table 3.8-1, the proposed
19 project uses in Planning Area 3 would remain consistent with land use designations
20 contained within the Port of Los Angeles Plan, the PMP, and zoning for the Port
21 contained within the City of LA Zoning Ordinance. Specifically, the preferred long-
22 range water and land uses for this planning area in the Port of Los Angeles Plan
23 include non-hazardous general cargo operation, commercial shipping, and other
24 heavy commercial and industrial uses. The PMP calls for cargo handling, heavy
25 industrial and commercial land uses, and key activities including a major general
26 cargo terminal, major shipyard, commercial air and sea service to Catalina Island,
27 and floating restaurant. Except for the floating restaurant, the proposed Project is
28 consistent with these short-term and long-term plans through proposed expansion of
29 the cruise industry, improvements to the World Cruise Center, and relocation of the
30 Catalina terminal. The [Q]M2 or [Q]M3 in the City's Zoning Ordinance allow for
31 general cargo, supporting uses, and industrial uses. The proposed Waterfront
32 Promenade, North Harbor, Inner Harbor parking for cruise terminals, Catalina
33 Express, LA Maritime Institute, tugboat offices and berthing space, and S.S. Lane
34 Victory are consistent with the planned uses pursuant to the Port of Los Angeles
35 Plan, the PMP, and zoning.

36 **Planning Area 7 (Terminal Island/Main Channel).** As described in Table 3.8-1,
37 the proposed project use (Berth 240 fueling station) in Planning Area 7 is currently
38 inconsistent with land use designations contained within the Port of Los Angeles Plan,
39 but it is consistent with the PMP and zoning for the Port contained within the City of
40 LA Zoning Ordinance. The preferred long-range water and land uses for this
41 planning area in the Port of Los Angeles Plan are non-hazardous liquid and non-
42 hazardous dry bulk cargo, general cargo, commercial fishing, Port-related
43 commercial and industrial uses, and institutional uses. The new Berth 240 fueling
44 station in the proposed Project is not consistent with the Port of Los Angeles Plan
45 because it is a hazardous liquid bulk facility. The PMP calls for the continuation of
46 existing uses, oriented to commercial shipping, liquid bulk handling, and heavy

1 industrial and commercial activities. The [Q]M3 in the City’s Zoning Ordinance
2 allow for general cargo, liquid bulk, dry bulk, commercial, industrial, and supporting
3 uses. The proposed fueling station is consistent with both the PMP and City’s
4 Zoning Ordinance because hazardous liquid bulk facilities are designed as a
5 permitted use.

6 The proposed Project would include a General Plan amendment to the Port of Los
7 Angeles Plan for the proposed Berth 240 fueling facility. The amendment would
8 change the land use designation to allow hazardous liquid bulk water and land uses at
9 Berth 240. The LAHD and Department of City Planning would be jointly
10 responsible for the amendment and would require a City Planning Commission
11 Recommendation Hearing and City Council approval.

12 **CEQA Impact Determination**

13 The proposed Project would generally be consistent with the Port of Los Angeles
14 Plan, the PMP, and City zoning [Q]M2 or [Q]M3 for the Port. The proposed Project
15 would require amendments to the PMP for the proposed water cuts to bring the
16 proposed Project into consistency with the PMP. Because the proposed Project
17 would be consistent with all applicable land use/zoning designations (after the
18 approval of the General Plan Amendment) and includes a physical separation of
19 terminal facilities from residential areas, impacts on land use would be less than
20 significant under CEQA.

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

31 **Mitigation Measures**

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

34 **Residual Impacts**

35 Impacts would be less than significant.

36 **NEPA Impact Determination**

37 The proposed Project would include in-water construction activities and
38 modifications to the existing San Pedro Waterfront along the west side of the Port’s
39 Main Channel, including increasing the open water area by approximately 6.82 acres

1 and increasing the use and value of deep water in the Outer Harbor and Main
2 Channel, which would not be a part of the NEPA baseline. These in-water activities
3 would occur within the Port of Los Angeles Plan area. Deepening berths, new berth
4 construction, and new wharf construction would not result in features that would be
5 inconsistent with adopted land use designations and plans. The proposed Project
6 includes provisions for an amendment to the PMP to accommodate the altered land
7 boundaries due to the cut activities.

8 The proposed Project would locate the proposed waterfront promenade adjacent to
9 Mike's fueling station, which stores and handles hazardous liquid bulk materials. As
10 identified in the CEQA analysis above, this would be inconsistent with the objective
11 of the RMP of the PMP, which has an objective of locating vulnerable populations
12 away from hazardous facilities. Since Mike's fueling station and the proposed
13 waterfront promenade are within federal jurisdiction, this land use inconsistency
14 would be a significant impact under NEPA. Implementation of Mitigation Measure
15 MM RISK-1 would reduce impacts to less-than-significant levels.

16 Mitigation Measures

17 Implement Mitigation Measure MM RISK-1.

18 Residual Impacts

19 Impacts would be less than significant.

20 **Impact LU-2: The proposed Project would be consistent with** 21 **the General Plan or adopted environmental goals or policies** 22 **contained in other applicable plans.**

23 Table 3.8-2 provides an analysis of the proposed Project's consistency with specific
24 goals/objectives/policies contained within the Port of Los Angeles Plan, SCAG
25 RCPG, Port of Los Angeles Strategic Plan, and those relevant to the Port contained
26 within the San Pedro Community Plan and the San Pedro Coastal Specific Plan.

27 The proposed Project includes new cruise terminals and berths, which would
28 maximize the productivity of the Port and increase overall efficiency for
29 transportation by water. Accordingly, the proposed Project would be consistent with
30 the SCAG RCPG and RTP policies associated with improving the efficiency of
31 transportation via water.

32 The proposed Project is consistent with California Tidelands Trust Act of 1911
33 because all property and improvements included in the proposed Project would be
34 dedicated to maritime-related uses and would therefore be consistent with the trust.
35 Additionally, the proposed Project is consistent with provisions of the California
36 Coastal Act because LAHD has certified the PMP that provides LAHD with coastal
37 development permit authority for actions/developments consistent with that master
38 plan. The proposed Project is consistent with the master plan's provisions, but

1 implementation of the proposed Project would require an PMP amendment due to
2 new water cuts and harbors not described in the current version of the plan.

3 However, the proposed Project is not consistent with the overall objective of the
4 PMP's RMP, which is essentially to minimize and reduce the physical association
5 between vulnerable populations and hazardous facilities. The RMP identifies Mike's
6 fueling station as a hazardous facility, and the proposed Project would locate the
7 proposed waterfront promenade adjacent to Mike's fueling station. This co-location
8 of a hazardous facility adjacent to a waterfront promenade that would be used by
9 vulnerable populations (e.g., visiting public, recreators) would contradict the overall
10 objective of the RMP. Furthermore, this policy inconsistency could result in direct
11 physical environmental impacts should Mike's fueling station have an accidental
12 release, spill, or explosion of hazardous materials during the public's use of the
13 waterfront promenade.

14 **CEQA Impact Determination**

15 As discussed above, the proposed Project would be consistent with the Port of Los
16 Angeles Plan, the PMP, the California Coastal Act, SCAG policies including the
17 RCPG, and the adjacent San Pedro Community Plan and San Pedro Coastal Specific
18 Plan. The proposed Project would be consistent with the General Plan and adopted
19 environmental goals, objectives, policies, and purposes contained in other applicable
20 plans.

21 The policy inconsistency between the proposed Project and the RMP of the PMP
22 could result in a physical environmental impact (i.e., accidental explosion or release
23 of hazardous materials from Mike's fueling station) that would affect vulnerable
24 populations (e.g., visiting public, recreators). Therefore, this policy inconsistency is
25 considered a significant impact under CEQA. Implementation of Mitigation Measure
26 MM RISK-1 would reduce impacts to less-than-significant levels.

27 Mitigation Measures

28 Implement Mitigation Measure MM RISK-1.

29 Residual Impacts

30 Impacts would be less than significant.

31 **NEPA Impact Determination**

32 The proposed Project would result in the dredging of the harbor cuts and new wharf
33 construction that would not be part of the NEPA baseline. These would occur within
34 the Port of Los Angeles Plan area. The proposed Project contains provisions for an
35 amendment to the PMP for the water cuts and new harbors. The policy inconsistency
36 between the proposed Project and the RMP of the PMP as described above in the
37 CEQA analysis could result in a physical environmental impact (i.e., accidental
38 explosion or release of hazardous materials from Mike's fueling station) that would
39 affect vulnerable populations (e.g., visiting public, recreators). Since Mike's fueling

Goal/Objective/Policy	Consistency Analysis
PORT OF LOS ANGELES PLAN—LOS ANGELES GENERAL PLAN	
<p>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.</p>	<p>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 a spectrum of recreational opportunities within the Port.</p>
<p>Objective 2: To establish standards and criteria for the long-range orderly expansion of the Port by the eventual aggregation of major functional and 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>The proposed Project is consistent with this objective. The proposed Project would include maritime-related activities, commercial, retail, and restaurants that are segregated where appropriate (e.g., Downtown Harbor, 7th Street Harbor, North Harbor, Outer Harbor Park, Cabrillo Beach, etc. would all be distinct geographical areas with uses that respond to each).</p>
<p>Objective 3: To coordinate the development of adjacent communities as set forth in the community plans for San Pedro and Wilmington-Harbor City; the development of the neighboring Port of Long Beach; and the redevelopment plans for the Beacon Street area in San Pedro and the Los Angeles Harbor Industrial Center in Wilmington.</p>	<p>The proposed Project is consistent with this objective. Extensive public outreach ensured that adjacent communities were able to communicate their needs, desires, and concerns with how the Port development would impact them. The Port is distinct from the San Pedro Community Plan area, but the shared Harbor Boulevard is designed to ensure a safe pedestrian/vehicular/Waterfront Red Car interface.</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. Development in the Port would be maritime-related; recreational, cruise, and commercial (including retail and restaurants) uses would be coastal dependent and supportive of these uses. Public views and access to the coastal resources would be protected and enhanced by improved vehicular and pedestrian linkages to the waterfront.</p>
<p>Objective 5: To permit the Port to have flexibility to adequately respond in its development processes to the pressures and demands placed upon it by:</p> <ul style="list-style-type: none"> - changing technologies in the ocean and land movement of waterborne commerce; - changing patterns in the commodity mix and form of waterborne commerce; - changing developments in the Port of Long Beach and the surrounding residential and industrial areas adjacent to and affected by the Port; - changes in laws and regulations affecting the environmental and economic uses of the Port; and - changes in other U.S. ports affecting the Port’s competitive position. 	<p>The proposed Project is consistent with this objective. The Project attempts to respond to evolving needs, desires, and economic pressures on the Port by expanding cruise operations, providing parks and other recreational opportunities, providing tourist-oriented commercial development, providing needed parking, and expanding the Red Line to provide service to more residents and visitors in a more efficient and safe manner.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>Objective 7: To promote efficient transportation routes within the Port consistent with external systems to employment, waterborne commerce, commercial and recreational areas.</p>	<p>The proposed Project is consistent with this objective. The proposed Project would provide three new harbors that would expand the breadth and depth of watercraft of all types the Port can accommodate. Sampson Way would be realigned and expanded to provide more efficient and safe vehicular movement through the Port, and the Waterfront Red Car would be realigned to allow it to more safely traverse through the project area. A contiguous and continuous multi-modal pedestrian promenade along the waterfront would separate vehicles from pedestrians and provide people with various ways to move through the Port area and public open spaces. Shuttle buses would also be used to transport cruise passengers to the Outer Harbor terminals from the parking areas in the World Cruise Center.</p>
<p>Objective 8: To upgrade the existing rail transportation system in order to keep pace with Port development and to abolish redundant trackage (with railroad company concurrence) so that valuable land may be better utilized and operations improved.</p>	<p>The proposed Project is consistent with this objective. The Waterfront Red Car line would be realigned and the SP Railyard would be removed at the bluff site to provide parking. The existing temporary Waterfront Red Car maintenance facility at 22nd Street and Miner Street would eventually be replaced at the SP Railyard bluff site.</p>
<p>Objective 9: To minimize conflicts between vehicular, pedestrian, railroad, and harbor-oriented industrial traffic, tourist and recreational traffic and commuter traffic patterns within the Port.</p>	<p>The proposed Project is consistent with this objective. Segregated land uses, realigned roads (Sampson Way), Waterfront Red Car realignment, multi-modal pedestrian walkways, and parking would minimize conflicts between the various means of traffic and pedestrians.</p>
<p>Policy 1: Facilities for the commercial fishing industry shall be protected and where feasible, upgraded, and shall not be reduced or eliminated unless the demand for them no longer exists or adequate alternative space can be provided.</p>	<p>The proposed Project is consistent with this policy. The existing commercial fishing fleet would be maintained within the SP slip, with a proposed “working promenade” to be developed around the perimeter of the slip.</p>
<p>Policy 2: Marina, marina-related facilities and recreational boating facility projects, to the extent feasible, shall be designed and located so as not to interfere with the harbor-related needs of the commercial fishing industry or of vessels engaged in waterborne commerce, transportation or services.</p>	<p>The proposed Project is consistent with this policy. Proposed new berths for cruise ship activity were designed to ensure they would not interfere with other commercial watercraft in the Port and the accompanying uses/commerce. Marina slips in the Ports O’Call area would be relocated to the approved future Cabrillo Way Marina.</p>
<p>Policy 3: The West Channel/Cabrillo Beach areas of the Port shall be oriented to public recreation, commercial sport fishing, and recreational boating facilities.</p>	<p>The proposed Project is consistent with this policy. The main goal with the Cabrillo Beach area is to ensure that a variety of recreational and open space options are available for the public’s enjoyment. No changes are proposed to these areas with the exception of extending the Waterfront Red Car and waterfront promenade to these areas.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>Policy 4: The West Bank of the Main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port shall be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industry, and non-hazardous general cargo and container facilities.</p>	<p>The proposed Project is consistent with this policy. The West Bank of the Main Channel would provide a variety of commercial services geared toward servicing the cruise ship clientele and visitors to the Port. Non-hazardous general cargo and container facilities would be allowed uses in this portion of the Port. However, the proposed Project includes de-industrialization of the project area, including demolition of Westway, removal of SP Railyard, decommissioning of the Jankovich & Son Company Fueling Station, cruise ship operations that replace the Pasha omni terminals at Berths 87 and 47, and reuse of the Crescent Warehouses Nos. 9 and 10.</p>
<p>Policy 5. When a facility project involving a change in either land or water use is proposed for those areas in the Port which are adjacent or contiguous to residential, commercial or industrial areas in the surrounding communities, an analysis of the location, design effect and operation of the proposed facility shall be made to ensure the compatibility of such a Port facility with the provisions of the Risk Management Plan and with existing and/or planned uses in adjacent areas.</p>	<p>The proposed Project is consistent with this policy. There are no residential uses in the proposed project area. However, commercial and industrial areas within the Port and their relationship with existing adjacent uses both inside and outside of the Port area were considered to ensure they were compatible. Uses would be segregated and themed where appropriate. All aspects of the proposed Project have been subjected to community participation and review by the public and a wide range of public officials. The demolition of Westway terminal and the decommissioning of Jankovich & Son Fueling station would remove existing risks and incompatibilities of land uses within the project area.</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. The Project would expand cruise ship activities, increase open water for a variety of watercraft and vessels, include lease renewals for existing water dependent uses, and relocate the Catalina Express. Water dependent uses would be given priority under the proposed Project.</p>
<p>Policy 7. Decisions to undertake individual and specific development projects shall be based on considerations of alternative locations and designs to minimize environmental impacts.</p>	<p>The proposed Project is consistent with this policy. Four design alternatives are being proposed as part of this EIS/EIR to ensure the Port expansion would occur in the most environmentally sensitive manner.</p>
<p>Policy 8. In designing and constructing facilities in upland and waterfront areas for public recreation, including boating facilities and marinas, adequate public access shall be provided.</p>	<p>The proposed Project is consistent with this policy. Contiguous and continuous public access along the full length of the Port is an important element of the proposed Project. Promenades, wharves, multi-modal pedestrian paths, and public open space would be included as part of the proposed Project.</p>
<p>Policy 9. Dredging or diking and fill projects may be accomplished solely for the purpose of expanding or creating new waterfront land for Port-related facilities. Dredging projects may only be undertaken for deepening, widening, lengthening, or for the maintenance of ship channel approaches, ship channels, turning basins, and berthing areas for navigation, for new or expanded facilities including commercial fishing, marinas, recreational boating facilities, or for waterfront land for Port-related facilities.</p>	<p>The proposed Project is consistent with this policy. Dredging activities are proposed as part of the Project to increase open water in the form of new harbors. The PMP would be amended to reflect the changes to accommodate new berths, harbors, and the pedestrian promenade.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>Policy 10. Necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water-dependent facilities shall be maintained and developed to preclude the necessity for new ports elsewhere in the State.</p>	<p>The proposed Project is consistent with this policy. The proposed Project is an attempt to ensure that the Port of Los Angeles remains competitive and relevant and new ports would not be necessary. Existing deep draft terminals would be used for existing and proposed new cruise berths.</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 maintain national security.</p>	<p>The proposed Project is consistent with this policy. Westway terminal would be demolished and Jankovich & Son Fueling station would be decommissioned in the Ports O’Call area.</p>
<p>Policy 12. Adequate fire and hazard protection facilities and equipment, which meet with the approval of the City of Los Angeles Fire Department, shall be provided in accordance with the Risk Management Plan.</p>	<p>The proposed Project is consistent with this policy. Existing fire department facilities are adequate to serve the proposed project area. See Section 3.13, “Utilities and Public Services,” for additional discussion of public services.</p>
<p>Policy 13. Road, rail and access systems within the Port and connecting links with road, rail and access systems outside of the Port shall be located and designed to provide necessary, convenient and safe access to and from land and water areas consistent with the long-term preferred uses for the Port and consistent with the applicable elements of the Los Angeles General Plan and the Local Coastal Program.</p>	<p>The proposed Project is consistent with this policy. All transportation systems within the Port have been carefully designed to promote an efficient and safe interface between vehicles of various types and pedestrians. The proposed Project does not include connecting links outside the Port, but the Waterfront Red Car could potentially be extended beyond the proposed project area in the future.</p>
<p>Policy 14. Programs designed to improve or modify roadway circulation in the Port shall be developed, in part, to eliminate: hazardous situations caused by inadequately protected rail/highway crossings; dual use of streets (by rails in the pavement); service and other roads crisscrossing the tracks; and random use of land areas by both highway and rail movement.</p>	<p>The proposed Project is consistent with this policy. Roadway circulations within the Port would be improved and modified to promote safe interface between pedestrians and vehicles. Intersections would be enhanced where necessary, and the Waterfront Red Car would be rerouted along Harbor and Sampson medians to ensure the safest route.</p>
<p>Policy 15. When an existing facility in the Port requires alteration or modifications to maintain its level of service or improve the safety of the facility or its operations, such changes shall be made regardless of the fact that the particular facility is not necessarily designated to remain in its current location on a long-term basis.</p>	<p>The proposed Project is consistent with this policy. The traffic impact analysis identifies mitigation improvements that would be necessary, which would be implemented as feasible. See Section 3.11, “Transportation and Circulation (Ground),” for additional analysis of traffic impacts.</p>
<p>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.</p>	<p>The proposed Project is consistent with this policy. All aspects of design of the Project would be reviewed by appropriate Port staff to ensure any and all safety standards and measures have been adhered to.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>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.</p>	<p>The proposed Project is consistent with this policy. As discussed throughout this land use section, the proposed Project would be consistent with local, state, and federal regulations for the Port.</p>
<p>Policy 19. The following long-range preferred water and land uses shall guide future Port development:</p> <p><i>Area 1 West Channel/Cabrillo Beach:</i> Public recreation and recreational boating facilities and Port-related commercial uses.</p> <p><i>Area 2 West Bank:</i> Commercial, recreation, commercial fishing, and non-hazardous cargo operations and support activities.</p> <p><i>Area 3 West Turning Basin:</i> Non-hazardous general cargo operations, commercial shipping and other heavy commercial and industrial uses.</p> <p><i>Area 7 Terminal Island/Main Channel:</i> Non-hazardous liquid and non-hazardous dry bulk cargo (within parameters of Policy No. 11), general cargo operations, and Port-related commercial and industrial uses and industrial uses.</p>	<p>The proposed Project is not fully consistent with this policy. As discussed in LU-1 above, the long-range preferred water and land uses in each of the three planning areas are reflected in the proposed project design and are consistent with both short-term and long-term goals as stated in the Port of Los Angeles Plan for Planning Areas 1, 2, and 3. However, the development of a fueling station at Berth 240 in Planning Area 7 would not be consistent with the allowable land uses since this use would be considered a hazardous liquid bulk facility. The proposed Project and alternatives include a General Plan Amendment to allow this use in Planning Area 7. Therefore, upon approval of the project, including the General Plan Amendment, the proposed Project would be consistent with this policy.</p>
<p>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.</p>	<p>The proposed Project is consistent with this policy. Recreation, community, and educational facilities (e.g., public swimming beaches, the Cabrillo Beach Youth Waterfront Sports Center, Cabrillo Marine Aquarium, and the Los Angeles Maritime Museum) would provide various educational opportunities geared towards oceanographic and marine research and related studies. City Dock No. 1 provides future opportunities for development of institutional research facilities. No specific plans have been developed at this time.</p>
<p>SAN PEDRO COMMUNITY PLAN—RELATIONSHIP TO THE PORT OF LOS ANGELES SECTION</p>	
<p>Goal 19: Coordinate the development of the Port of Los Angeles with surrounding communities to improve the efficiency and operational capabilities of the Port to better serve the economic needs of Los Angeles and the region, while minimizing adverse environmental impacts to neighboring communities from Port-related activities.</p>	<p>The proposed Project is consistent with this goal. The Port involves members of the surrounding communities as part of the public CEQA process, as well as facilitating the Port Community Advisory Committee’s (and various subcommittees) involvement in the Project.</p>
<p>Objective 19-1: To recognize the Port of Los Angeles as a regional resource and the predominant influence on the economic well-being of the Community and to promote its continued development as to meet the needs of the fishing industry, recreational users, the handling of passengers and cargo, with special emphasis on the accommodation of increasingly larger ships.</p>	<p>The proposed Project is consistent with this objective. The proposed Project reflects all of these objectives because it would maintain the existing fishing fleet in the SP slip, enhances and expands recreational opportunities, provides for increased cruise passengers, and accommodates larger cruise ships.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>Policy 19-1.1 That Cabrillo Beach and West Channel areas of the Port are devoted to public recreation, commercial sport fishing, and recreational boating facilities.</p>	<p>The proposed Project is consistent with this policy. The proposed Project would maintain these locations for recreation uses, including sport fishing and recreational boating.</p>
<p>Policy 19-1.2 That the West Bank of the main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industry, and such general cargo and container handling facilities as would not create or add to significant traffic congestion problems on Harbor Boulevard which may result from the generation of additional railroad or industrial traffic.</p>	<p>The proposed Project is consistent with this policy. As discussed in this land use section, the proposed Project is consistent with the Port of Los Angeles Plan and the PMP. The Project would de-industrialize the majority of the West Bank of the Main Channel, and includes a variety of commercial, restaurant, commercial and sports-fishing, cruise, and recreational uses.</p>
<p>Objective 19-2: To coordinate the future development of the Port with the San Pedro Community Plan, the Beacon Street Redevelopment Project, and development of the Central Business District of San Pedro.</p>	<p>The proposed Project is consistent with this objective. The proposed Project considered its relationship with adjacent communities and their community plans. The Port has ongoing communications with the Los Angeles Community Redevelopment Agency (CRA/LA) and Department of City Planning.</p>
<p>Policy 19-2.1 The underutilized railroad lines in the West Channel/Cabrillo Beach and West Bank areas of the Port should be phased out upon relocation of the dry and liquid bulk transfer and storage facilities. Any rapid transit terminal serving the adjacent San Pedro Community should be located convenient to the Beacon Street Redevelopment area and Port O’Call Village, utilizing the railroad right-of-way adjacent to Harbor Boulevard.</p>	<p>The proposed Project is consistent with this policy. The underutilized railroad lines are being phased out under the proposed Project along with the demolition of the Westway terminal. Rapid transit terminals are not a part of the proposed Project.</p>
<p>Policy 19-2.2 Strengthen governmental inter-agency coordination in the planning and implementation of Port projects for the purpose of facilitating greater efficiency in Port operations and better serving the interest of adjacent communities.</p>	<p>The proposed Project is consistent with this policy. Extensive public participation and inter-governmental coordination was involved in the proposed Project. Various state and federal laws, including the California Environmental Quality Act and the National Environmental Protection Act, provide for inter-agency review of plans for new projects adjacent to other communities.</p>
<p>Policy 19-2.3 The Port should commit resources toward providing public amenities (commercial, recreational, and service oriented) that will benefit the San Pedro community, consistent with the State Tidelands Grant, the California Coastal Act of 1976, and the City Charter.</p>	<p>The proposed Project is consistent with this policy. Public amenities including extensive access to waterfront via promenades, wharves, open space, and plazas. Several parks and commercial uses are in the proposed Project. The West Channel area of the Port would continue to be reserved for recreational uses. This area is the location of Cabrillo Beach, Cabrillo Marina, and the Watchorn Basin. This area is designated for recreational uses under the Port of Los Angeles Plan.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
SAN PEDRO COASTAL SPECIFIC PLAN	
<p>Purpose 1: The Coastal Act of 1976 declared that the California Coastal Zone is a distinct and valuable resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem. In order to protect, maintain, and where feasible, enhance and restore the overall quality of this ecosystem, the Coastal Act requires that local government prepare a Local Coastal Program for those parts of the Coastal Zone within its jurisdiction.</p>	<p>The proposed Project is consistent with this purpose. In compliance with the California Coastal Act, LAHD has a certified master plan that provides LAHD with coastal development permit authority for actions/developments consistent with the master plan. The Master Plan implements the Local Coastal Program.</p>
<p>Purpose 4: The Specific Plan shall be the implementing ordinance of the Local Coastal Program for that portion of the San Pedro community within the Coastal Zone.</p>	<p>The proposed Project is consistent with this purpose. The proposed Project would be adjacent to, but would not fall within the San Pedro Coastal Specific Plan; the plans would share Harbor Boulevard as a border. The PMP is the implementing regulatory document for the proposed Project.</p>
<p>Purpose 8: Much of San Pedro is hilly, affording spectacular views of the ocean and surrounding landforms. Scenic and visual qualities of coastal areas must be considered and protected as a resource of public importance. A primary concern of the Specific Plan is to protect ocean and coastal views as seen from public areas such as highways, roads, benches, parks, trails, access ways, and other public preserves. It is intended that development be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize alteration of natural landforms, to be visually compatible with the character of surrounding areas, and to restore and enhance visual quality to the extent feasible.</p>	<p>The proposed Project is consistent with this purpose. An important element of the proposed Project is a public promenade that would allow extensive access to the waterfront and the protection of ocean and coastal views. Additionally, building heights within the project area have been limited (to 2 stories) to maintain view corridors consistent with the street grid pattern (i.e., World Cruise Center parking structures, SP Railyard bluff parking structures).</p>
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS	
<p>3.01 The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council (RC) and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.</p>	<p>The proposed Project does not include residential units. This policy from the Regional Comprehensive Plan and Guide does not apply to the proposed Project.</p>
<p>3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.</p>	<p>The proposed Project includes a number of public facilities and expanded utility systems. However, the Project is self-contained and does not extend beyond the Port boundaries. Additionally, the Project is not considered a growth inducing land use because it would not cause a significant increase employment, and does not include residential uses. Upon certification of the EIS/EIR, SCAG may use the proposed Project to implement the region’s growth policies.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>3.09 Support local jurisdictions’ efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.</p>	<p>As a proprietary and self-supporting department, the Port is not supported by taxes. Instead, revenue is derived from fees for shipping services such as dockage, wharfage, pilotage, storage, property rentals, royalties and other Port services. Considered a landlord port, the Port of Los Angeles leases its property to tenants who then, in turn, operate their own facilities. The Port is open to support from SCAG to help minimize the cost of infrastructure and public services within the Port.</p>
<p>3.10 Support local jurisdictions’ actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.</p>	<p>The LAHD is a department within the City of Los Angeles, and discretionary permits are reviewed by this department to streamline the process. However, permits are subject to internal review, and all development within the Port is subject to USACE review and approval, as well as review and approval by the City Council, among others. A primary goal of the proposed Project is to ensure that the Port remains vital, responds to future economic goals and needs, and remains competitive.</p>
<p>3.12 Encourage existing or proposed local jurisdictions’ programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.</p>	<p>Elements of the proposed Project include expanded use of the Waterfront Red Car Line and expanded Promenade and multi-modal pedestrian path that aims to encourage alternative modes of transportation. The proposed Project is consistent with this policy.</p>
<p>3.13 Encourage local jurisdictions’ plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.</p>	<p>The proposed Project is an infill development project that proposes to redevelop underutilized land within the Port and deindustrialize portions of the Port closest to surrounding communities.</p>
<p>3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.</p>	<p>A primary purpose of the proposed Project is to create gathering areas and public open spaces, centralize commercial and retail uses, and provide opportunities for residents and visitors to enjoy the Port. The proposed project area is a redevelopment area and recycles several parcels of land that have been underutilized. The proposed Project is consistent with this policy.</p>
<p>3.18 Encourage planned development in locations least likely to cause environmental impact.</p>	<p>An element of the proposed Project is to deindustrialize portions of the Port and to lessen the environmental impact to the Port and to adjacent areas. The proposed Project is consistent with this policy.</p>
<p>3.20 Support protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.</p>	<p>The proposed Project’s land use design incorporated elements to safeguard the salt marsh and to identify and protect species and waterbodies. See Section 3.3, “Biological Resources,” and Section 3.14, “Water Quality, Sediments, and Oceanography,” for mitigation measures and further details. The proposed Project is consistent with this policy.</p>

<i>Goal/Objective/Policy</i>	<i>Consistency Analysis</i>
<p>3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.</p>	<p>This EIS/EIR analyzes impacts related to noise, biological resources, water resources, hazards and hazardous materials, and geology and soils (see relevant sections in this chapter). The Emergency Response Plan was discussed in Section 3.7, “Hazards and Hazardous Materials.” Mitigation measures are incorporated where appropriate. The proposed Project is consistent with this policy.</p>
<p>3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide equality to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.</p>	<p>An analysis of Public Services is contained in Section 3.13, “Utilities and Public Services.” An important element of this proposed Project is to encourage use and enjoyment of the Port by all socioeconomic groups and to ensure access to all. The proposed Project is consistent with this policy.</p>
<p>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS DRAFT 2008 RCP TRANSPORTATION CHAPTER</p>	
<p>Our region needs to do more now to plan for the unprecedented growth in future cargo volumes and their impacts on our air and surface transportation system. To that end, the San Pedro Bay ports are planning and developing programs to increase capacity and enhance operational efficiency in the handling of cargo, while minimizing the impacts of port goods movement activity on the environment and public health.</p>	<p>The proposed Project aims to respond to SCAG’s concerns and mandate to ensure the Port is able to increase capacity and operational efficiency while balancing the needs of the adjacent community and environment as a whole. The Port of Los Angeles Strategic Plan implements the proposed Project with the primary goals to increase efficiency and capacity of the Port, and to make it the greenest port possible. The proposed Project includes application of alternative maritime power (AMP) for cruise ships and Catalina Express vessels, and implements a number of green measures into the proposed project.</p>
<p>PORT OF LOS ANGELES STRATEGIC PLAN</p>	
<p>Ensure the Port maintains and efficiently manages a diversity of cargo and land uses; maximize land use compatibility and minimize land use conflicts.</p>	<p>The Strategic Plan initiatives note the Port has long-range land use 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 project area to eliminate existing risks and minimize land use conflicts, and provides compatible commercial and recreational uses together along the west side of the Main Channel.</p>
<p>Maximize the efficiency and the capacity of current and future facilities.</p>	<p>The proposed Project allows for future expansion of the Port’s commercial and recreational uses in a cohesive manner and has a build-out strategy for infrastructure and physical improvements to avoid disruption of Port activities as much as possible.</p>

Define and address infrastructure requirements needed to support safe, environmentally friendly, and efficient goods movement throughout the region.	The proposed Project aims to minimize conflicts between goods movement associated with cargo terminal operations and industrial land uses and public use areas of the Port by deindustrializing the project area and segregating the container and other bulk terminals from these areas.
Maintain financial self-sufficiency and generate sufficient funds to implement strategic and policy priorities.	The proposed Project includes extensive public infrastructure to enhance public access to the waterfront. The proposed cruise ship facilities and commercial uses are planned in order to recapture some of the costs associated with enhancing public access and amenities.
Transform the Port of Los Angeles into the greenest port in the world by raising environmental standards and enhancing public health.	The proposed Project has been subject to the Clean Air Action Plan (CAAP) and has undergone CEQA/NEPA analysis in this document, and where appropriate, mitigation measures have been imposed as an implementation strategy. Sections of this EIS/EIR create and implement action plans for clean water, clean soil, and groundwater and habitat management including habitat mitigation projects.
Be the leading port for new, emerging and environmentally-friendly cargo movement technology and energy sources.	The proposed Project does not include cargo movement. However, the cruise ships and Catalina Express vessels will implement AMP technologies to minimize environmental impacts on the community.
Transform the Port into a world-class model for safe and efficient operations, crime prevention, counter-terrorism detection, and emergency incident response and mitigation.	Land use plans incorporate elements to ensure safe navigation on water and land. Section 3.7, "Hazards and Hazardous Materials," analyzes issues relating to terrorism and emergency response and mitigation.
Strengthen relations with local community members through meaningful interaction and community focused programs.	This EIS/EIR includes a comprehensive public outreach process to ensure public participation and comments. The process has been inclusive of all who wished to comment and participate in the proposed Project.
Realize the potential of the diversity of L.A.'s population by expanding opportunity and inclusion. Develop more and higher quality jobs.	The proposed Project would provide jobs, and it is anticipated the majority of these jobs would be served by local residents.
Ensure Port leadership, staff and facilities are in place to meet current and future workforce needs.	This objective is beyond the scope of this EIR and is not analyzed here.
Make the Port a great place to work.	This objective is beyond the scope of this EIR and is not analyzed here.

1 station and the proposed waterfront promenade are within federal jurisdiction, this
2 policy inconsistency is considered a significant impact under NEPA. Implementation
3 of Mitigation Measure MM RISK-1 would reduce impacts to less-than-significant
4 levels.

5 Mitigation Measures

6 Implement Mitigation Measure MM RISK-1.

7 Residual Impacts

8 Impacts would be less than significant.

9 **Impact LU-3: The proposed Project would not physically** 10 **disrupt, divide, or isolate existing neighborhoods,** 11 **communities, or land uses.**

12 The proposed Project is adjacent to two communities—San Pedro and Wilmington—
13 and it would not divide or isolate the communities. Construction activities and
14 rerouting and enhancements to Harbor Boulevard and Sampson Way would
15 temporarily cause disruption to the San Pedro community during construction
16 periods. However, the improvements to Harbor Boulevard and Sampson Way would
17 serve to streamline vehicular traffic in to and out of the Port and away from adjacent
18 communities. Harbor Boulevard was originally allocated to be expanded to 3 or 4
19 lanes in each direction. LAHD ultimately minimized this impact by maintaining
20 Harbor Boulevard as 2 lanes in each direction and expanding Sampson Way from 1
21 to 2 lanes in each direction. Sampson Way is further removed from the community;
22 its expansion would result in less impact to the community and would not result in
23 the same physical separation as would Harbor Boulevard as was originally planned.
24 For further information regarding traffic impacts, see Section 3.11, “Transportation
25 and Circulation (Ground).” Additionally, the proposed Project would enhance
26 vehicular and pedestrian linkages to connect the communities to the Port and allow
27 residents and visitors to better access the coastal resources including the promenade,
28 recreational opportunities, open space, commercial, retail, restaurants, and
29 marinas/harbors.

30 The proposed Project would relocate live-aboards that may reside within the marinas
31 in the Ports O’Call area prior to demolition of the floating docks and slips in this
32 area. However, the relocation would be phased so as to not permanently displace
33 live-aboards. Existing boaters would be relocated to other marinas so as to not
34 disrupt the community. The approved Cabrillo Way Marina could accommodate the
35 relocated live-aboards because the Supplemental EIR for the project addressed
36 possible transplants from other marinas. The Cabrillo Way Marina is located within
37 a few miles of the existing marinas and would not significantly disrupt, divide, or
38 isolate the community, nor would the displacements require the development of
39 replacement slips elsewhere. Impacts would be less than significant.

1 **CEQA Impact Determination**

2 As discussed above, the proposed Project would not physically disrupt, divide, or
3 isolate the existing neighborhoods, communities, or land uses within the existing
4 proposed project area. The proposed Project would serve to further provide access to
5 the coast and Port recreational areas and would reroute Port traffic away from
6 existing residential and commercial neighborhoods. Impacts would be less than
7 significant.

8 Mitigation Measures

9 No mitigation is required.

10 Residual Impacts

11 Impacts would be less than significant.

12 **NEPA Impact Determination**

13 The proposed Project would include in-water construction activities, which would not
14 be part of the NEPA baseline. In-water construction activities would not result in
15 land use changes that would significantly disrupt, divide, or isolate an established
16 community. In-water construction and operation activities would be consistent with
17 the current and zoned land uses in the area. Therefore, impacts under NEPA would
18 be less than significant.

19 Mitigation Measures

20 No mitigation is required.

21 Residual Impacts

22 Impacts would be less than significant.

23 **3.8.4.3.2 Alternative 1—Alternative Development Scenario 1**

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

27 **CEQA Impact Determination**

28 This alternative is the same as the proposed Project with respect to allowable land
29 uses within the proposed project area or other adjacent areas. The consistency
30 analysis presented in Table 3.8-1 would apply for this alternative. Alternative 1
31 would result in significant impacts under CEQA because of the co-location of Mike's

1 fueling station with the proposed waterfront promenade. Impacts would be reduced
2 to less-than-significant levels with the implementation of Mitigation Measure
3 MM RISK-1.

4 Mitigation Measures

5 Implement Mitigation Measure MM RISK-1.

6 Residual Impacts

7 Impacts would be less than significant.

8 **NEPA Impact Determination**

9 Alternative 1 would include in-water construction activities (e.g., dredging, new
10 berths, wharf/dike construction, and upgrades to existing wharves), which would not
11 be part of the NEPA baseline. These activities would occur within the Port of Los
12 Angeles Plan area. These improvements would require an amendment to the PMP
13 for cut and dredging activities but would not result in features that are inconsistent
14 with adopted land use designations. However, as with the proposed Project,
15 Alternative 1 would be inconsistent with the objective of the RMP of the PMP to
16 locate vulnerable populations away from hazardous facilities. Therefore, this land
17 use inconsistency is a significant impact under NEPA. Implementation of Mitigation
18 Measure MM RISK-1 would reduce impacts to less-than-significant levels.

19 Mitigation Measures

20 Implement Mitigation Measure MM RISK-1.

21 Residual Impacts

22 Impacts would be less than significant.

23 **Impact LU-2: Alternative 1 would be consistent with the** 24 **General Plan or adopted environmental goals or policies** 25 **contained in other applicable plans.**

26 **CEQA Impact Determination**

27 This alternative is the same as the proposed Project with respect to consistency with
28 the Port of Los Angeles Plan, the SCAG RCPG, the Port of Los Angeles Strategic
29 Plan, and those goals and policies relevant to the Port contained within the San Pedro
30 Community Plan and the San Pedro Coastal Specific Plan. Therefore, the
31 consistency analysis presented in Table 3.8-2 would apply for this alternative.
32 However, like the proposed Project, Alternative 1 is not consistent with the policies
33 of the PMP's RMP. Therefore, Alternative 1 would result in significant impacts
34 under CEQA because of the co-location of Mike's fueling station with the proposed

1 waterfront promenade. Impacts would be reduced to less-than-significant levels with
2 the implementation of Mitigation Measure MM RISK-1.

3 Mitigation Measures

4 Implement Mitigation Measure MM RISK-1.

5 Residual Impacts

6 Impacts would be less than significant.

7 **NEPA Impact Determination**

8 Alternative 1 would include in-water construction activities (e.g., dredging, new
9 berths, wharf/dike construction, and upgrades to existing wharves), which would not
10 be part of the NEPA baseline. These activities would occur within the Port of Los
11 Angeles Plan area. These improvements would not result in features that are
12 inconsistent with adopted land use plans. However, implementation of Alternative 1
13 would result in policy inconsistencies between the RMP of the PMP as described in
14 the CEQA analysis above by locating the waterfront promenade next to Mike's
15 fueling station. Therefore, this policy inconsistency is considered a significant
16 impact under NEPA. Implementation of Mitigation Measure MM RISK-1 would
17 reduce impacts to less than significant.

18 Mitigation Measures

19 Implement Mitigation Measure MM RISK-1.

20 Residual Impacts

21 Impacts would be less than significant.

22 **Impact LU-3: Alternative 1 would not physically disrupt, 23 divide, or isolate existing neighborhoods, communities, or 24 land uses.**

25 **CEQA Impact Determination**

26 Alternative 1 would result in the same impacts as described for the proposed Project
27 and would not significantly disrupt, divide, or isolate existing neighborhoods,
28 communities, or land uses within the existing proposed project area.

29 Mitigation Measures

30 No mitigation is required.

1 Residual Impacts

2 Impacts would be less than significant.

3 **NEPA Impact Determination**

4 Alternative 1 would include in-water construction activities (e.g., dredging, new
5 berths, wharf/dike construction, and upgrades to existing wharves), which would not
6 be part of the NEPA baseline. These improvements would not result in features that
7 would significantly disrupt, divide, or isolate existing communities and would result
8 in less-than-significant impacts under NEPA.

9 Mitigation Measures

10 No mitigation is required.

11 Residual Impacts

12 Impacts would be less than significant.

13 **3.8.4.3.3 Alternative 2—Alternative Development Scenario 2**

14 **Impact LU-1: Alternative 2 would be consistent with the**
15 **adopted land use/density designation in the Community**
16 **Plan, redevelopment plan, or specific plan for the site.**

17 **CEQA Impact Determination**

18 This alternative is the same as the proposed Project with respect to allowable land
19 uses within the proposed project area or other adjacent areas. The consistency
20 analysis presented in Table 3.8-1 would apply for this alternative. Alternative 2
21 would result in significant impacts under CEQA because of the co-location of Mike’s
22 fueling station with the proposed waterfront promenade. Impacts would be reduced
23 to less-than-significant levels with the implementation of Mitigation Measure
24 MM RISK-1.

25 Mitigation Measures

26 Implement Mitigation Measure MM RISK-1.

27 Residual Impacts

28 Impacts would be less than significant.

1 **NEPA Impact Determination**

2 Alternative 2 would include in-water construction activities (e.g., dredging, new
3 berths, wharf/dike construction, and upgrades to existing wharves), which would not
4 be part of the NEPA baseline. These activities would occur within the Port of Los
5 Angeles Plan area. These improvements would require an amendment to the PMP
6 for cut and dredging activities but would not result in features that are inconsistent
7 with adopted land use designations. However, Alternative 2 would result in
8 significant impacts under NEPA because of the location of Mike’s fueling station
9 with the proposed waterfront promenade. Impacts would be reduced to less-than-
10 significant levels with the implementation of Mitigation Measure MM RISK-1.

11 Mitigation Measures

12 Implement Mitigation Measure MM RISK-1.

13 Residual Impacts

14 Impacts would be less than significant.

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

18 **CEQA Impact Determination**

19 This alternative is the same as the proposed Project with respect to consistency with
20 the Port of Los Angeles Plan, the SCAG RCPG, the Port of Los Angeles Strategic
21 Plan, and those goals and policies relevant to the Port contained within the San Pedro
22 Community Plan and the San Pedro Coastal Specific Plan. Therefore, the
23 consistency analysis presented in Table 3.8-2 would apply for this alternative.
24 However, like the proposed Project, Alternative 2 is not consistent with the policies
25 of the PMP’s RMP. Therefore, Alternative 2 would result in significant impacts
26 under CEQA because of the co-location of Mike’s fueling station with the proposed
27 waterfront promenade. Impacts would be reduced to less-than-significant levels with
28 the implementation of Mitigation Measure MM RISK-1.

29 Mitigation Measures

30 Implement Mitigation Measure MM RISK-1.

31 Residual Impacts

32 Impacts would be less than significant.

1 NEPA Impact Determination

2 Alternative 2 would include in-water construction activities (e.g., dredging, new
3 berths, wharf/dike construction, and upgrades to existing wharves), which would not
4 be part of the NEPA baseline. These activities would occur within the Port of Los
5 Angeles Plan area. These improvements would not result in features that are
6 inconsistent with adopted land use plans or programs. However, like the proposed
7 Project, Alternative 2 is not consistent with the policies of the PMP's RMP.
8 Therefore, Alternative 2 would result in significant impacts under NEPA because of
9 the co-location of Mike's fueling station with the proposed waterfront promenade.
10 Impacts would be reduced to less-than-significant levels with the implementation of
11 Mitigation Measure MM RISK-1.

12 Mitigation Measures

13 Implement Mitigation Measure MM RISK-1.

14 Residual Impacts

15 Impacts would be less than significant.

**16 Impact LU-3: Alternative 2 would not physically disrupt,
17 divide, or isolate existing neighborhoods, communities, or
18 land uses.****19 CEQA Impact Determination**

20 Alternative 2 would result in the same impacts as described for the proposed Project
21 and would not significantly disrupt, divide, or isolate existing neighborhoods,
22 communities, or land uses within the existing proposed project area.

23 Mitigation Measures

24 No mitigation is required.

25 Residual Impacts

26 Impacts would be less than significant.

27 NEPA Impact Determination

28 Alternative 2 would include in-water construction activities (e.g., dredging, new
29 berths, wharf/dike construction, and upgrades to existing wharves), which would not
30 be part of the NEPA baseline. These improvements would not result in features that
31 would significantly disrupt, divide, or isolate existing communities and would result
32 in less-than-significant impacts under NEPA.

1 Mitigation Measures

2 No mitigation is required.

3 Residual Impacts

4 Impacts would be less than significant.

5 **3.8.4.3.4 Alternative 3—Alternative Development Scenario 3**
6 **(Reduced Project)**

7 **Impact LU-1: Alternative 3 would be consistent with the**
8 **adopted land use/density designation in the Community**
9 **Plan, redevelopment plan, or specific plan for the site.**

10 **CEQA Impact Determination**

11 This alternative is the same as the proposed Project with respect to allowable land
12 uses within the proposed project area or other adjacent areas. The consistency
13 analysis presented in Table 3.8-1 would apply for this alternative. Alternative 3
14 would result in significant impacts under CEQA because of the co-location of Mike’s
15 fueling station with the proposed waterfront promenade. Impacts would be reduced
16 to less-than-significant levels with the implementation of Mitigation Measure
17 MM RISK-1.

18 Mitigation Measures

19 Implement Mitigation Measure MM RISK-1.

20 Residual Impacts

21 Impacts would be less than significant.

22 **NEPA Impact Determination**

23 Alternative 3 would include in-water construction activities (e.g., dredging, new
24 berths, wharf/dike construction, and upgrades to existing wharves), which would not
25 be part of the NEPA baseline. These activities would occur within the Port of Los
26 Angeles Plan area. These improvements would require an amendment to the PMP
27 for cut, and dredging activities but would not result in features that are inconsistent
28 with adopted land use designations. Alternative 3 would result in significant impacts
29 under NEPA because of the co-location of Mike’s fueling station with the proposed
30 waterfront promenade. Impacts would be reduced to less-than-significant levels with
31 the implementation of Mitigation Measure MM RISK-1.

1 Mitigation Measures

2 Implement Mitigation Measure MM RISK-1.

3 Residual Impacts

4 Impacts would be less than significant.

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

8 **CEQA Impact Determination**

9 This alternative is the same as the proposed Project with respect to consistency with
10 the Port of Los Angeles Plan, the SCAG RCPG, the Port of Los Angeles Strategic
11 Plan, and those goals and policies relevant to the Port contained within the San Pedro
12 Community Plan and the San Pedro Coastal Specific Plan. Therefore, the
13 consistency analysis presented in Table 3.8-2 would apply for this alternative.
14 However, like the proposed Project, Alternative 3 is not consistent with the policies
15 of the PMP's RMP. Therefore, Alternative 3 would result in significant impacts
16 under CEQA because of the co-location of Mike's fueling station with the proposed
17 waterfront promenade. Impacts would be reduced to less-than-significant levels with
18 the implementation of Mitigation Measure MM RISK-1.

19 Mitigation Measures

20 Implement Mitigation Measure MM RISK-1.

21 Residual Impacts

22 Impacts would be less than significant.

23 **NEPA Impact Determination**

24 Alternative 3 would include in-water construction activities (e.g., dredging, new
25 berths, wharf/dike construction, and upgrades to existing wharves), which would not
26 be part of the NEPA baseline. These activities would occur within the Port of Los
27 Angeles Plan area. These improvements would not result in features that are
28 inconsistent with adopted land use plans or programs. However, like the proposed
29 Project, Alternative 3 is not consistent with the policies of the PMP's RMP.
30 Therefore, Alternative 3 would result in significant impacts under CEQA because of
31 the co-location of Mike's fueling station with the proposed waterfront promenade.
32 Impacts would be reduced to less-than-significant levels with the implementation of
33 Mitigation Measure MM RISK-1.

1 Mitigation Measures

2 Implement Mitigation Measure MM RISK-1.

3 Residual Impacts

4 Impacts would be less than significant.

5 **Impact LU-3: Alternative 3 would not physically disrupt,**
6 **divide, or isolate existing neighborhoods, communities, or**
7 **land uses.**

8 **CEQA Impact Determination**

9 Alternative 3 would result in the same impacts as described for the proposed Project
10 and would not significantly disrupt, divide, or isolate existing neighborhoods,
11 communities, or land uses within the existing proposed project area.

12 Mitigation Measures

13 No mitigation is required.

14 Residual Impacts

15 Impacts would be less than significant.

16 **NEPA Impact Determination**

17 Alternative 3 would include in-water construction activities (e.g., dredging, new
18 berths, wharf/dike construction, and upgrades to existing wharves), which would not
19 be part of the NEPA baseline. These improvements would not result in features that
20 would significantly disrupt, divide, or isolate existing communities and would result
21 in less-than-significant impacts under NEPA.

22 Mitigation Measures

23 No mitigation is required.

24 Residual Impacts

25 Impacts would be less than significant.

3.8.4.3.5 Alternative 4—Alternative Development Scenario 4

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

CEQA Impact Determination

This alternative is the same as the proposed Project with respect to allowable land uses within the proposed project area or other adjacent areas. The consistency analysis presented in Table 3.8-1 would apply for this alternative. Alternative 4 would result in significant impacts under CEQA because of the co-location of Mike’s fueling station with the proposed waterfront promenade. Impacts would be reduced to less-than-significant levels with the implementation of Mitigation Measure MM RISK-1.

Mitigation Measures

Implement Mitigation Measure MM RISK-1.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Alternative 4 would include in-water construction activities (e.g., dredging, new berths, wharf/dike construction, and upgrades to existing wharves), which would not be part of the NEPA baseline. These activities would occur within the Port of Los Angeles Plan area. These improvements would require an amendment to the PMP for cut, and dredging activities but would not result in features that are inconsistent with adopted land use designations. However, like the proposed Project, Alternative 4 is not consistent with the policies of the PMP’s RMP. Therefore, Alternative 4 would result in significant impacts under NEPA because of the co-location of Mike’s fueling station with the proposed waterfront promenade. Impacts would be reduced to less-than-significant levels with the implementation of Mitigation Measure MM RISK-1.

Mitigation Measures

Implement Mitigation Measure MM RISK-1.

Residual Impacts

Impacts would be less than significant.

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

4 **CEQA Impact Determination**

5 This alternative is the same as the proposed Project with respect to consistency with
6 the Port of Los Angeles Plan, the SCAG RCPG, the Port of Los Angeles Strategic
7 Plan, and those goals and policies relevant to the Port contained within the San Pedro
8 Community Plan and the San Pedro Coastal Specific Plan. Therefore, the
9 consistency analysis presented in Table 3.8-2 would apply for this alternative.
10 However, like the proposed Project, Alternative 4 is not consistent with the policies
11 of the PMP's RMP. Therefore, Alternative 4 would result in significant impacts
12 under CEQA because of the co-location of Mike's fueling station with the proposed
13 waterfront promenade. Impacts would be reduced to less-than-significant levels with
14 the implementation of Mitigation Measure MM RISK-1.

15 Mitigation Measures

16 Implement Mitigation Measure MM RISK-1.

17 Residual Impacts

18 Impacts would be less than significant.

19 **NEPA Impact Determination**

20 Alternative 4 would include in-water construction activities (e.g., dredging, new
21 berths, wharf/dike construction, and upgrades to existing wharves), which would not
22 be part of the NEPA baseline. These activities would occur within the Port of Los
23 Angeles Plan area. These improvements would not result in features that are
24 inconsistent with adopted land use plans or programs. However, like the proposed
25 Project, Alternative 4 is not consistent with the policies of the PMP's RMP.
26 Therefore, Alternative 4 would result in significant impacts under NEPA because of
27 the co-location of Mike's fueling station with the proposed waterfront promenade.
28 Impacts would be reduced to less-than-significant levels with the implementation of
29 Mitigation Measure MM RISK-1.

30 Mitigation Measures

31 Implement Mitigation Measure MM RISK-1.

32 Residual Impacts

33 Impacts would be less than significant.

1 **Impact LU-3: Alternative 4 would not physically disrupt,**
2 **divide, or isolate existing neighborhoods, communities, or**
3 **land uses.**

4 **CEQA Impact Determination**

5 Alternative 4 would result in the same impacts as described for the proposed Project
6 and would not significantly disrupt, divide, or isolate existing neighborhoods,
7 communities, or land uses within the existing proposed project area.

8 Mitigation Measures

9 No mitigation is required.

10 Residual Impacts

11 Impacts would be less than significant.

12 **NEPA Impact Determination**

13 Alternative 4 would include in-water construction activities (e.g., dredging, new
14 berths, wharf/dike construction, and upgrades to existing wharves), which would not
15 be part of the NEPA baseline. These improvements would not result in features that
16 would significantly disrupt, divide, or isolate existing communities and would result
17 in less-than-significant impacts under NEPA.

18 Mitigation Measures

19 No mitigation is required.

20 Residual Impacts

21 Impacts would be less than significant.

22 **3.8.4.3.6 Alternative 5—No-Federal-Action Alternative**

23 Alternative 5 eliminates all of the proposed project elements that would require a
24 federal permit. The federal project basically consists of all harbor cuts and dredging
25 activities; removal of existing and construction of new bulk-heads, wharves, pilings,
26 piers, rock slope protection, floating docks, and promenades that cover waters of the
27 United States; and ocean disposal of dredge material. This alternative differs from
28 the proposed Project in the following ways:

- 29 ■ Due to the fact that these elements would require the involvement of the USACE
30 for federal permitting purposes, there would not be a North Harbor, a Downtown
31 Harbor, a 7th Street Harbor, a 7th Street Pier, a Berth 240 facility, a Ports O'Call
32 promenade, a California Coastal Trail, a City Dock No. 1 promenade (at

Warehouse No. 1), an Outer Harbor promenade, a Cabrillo Beach Youth Camp promenade, and a salt marsh promenade.

- The three existing cruise berths in the Inner Harbor would remain. None of the wharf work proposed under the proposed Project would occur. The existing terminal at Berth 91 would be demolished and a new 200,000 square foot terminal would be developed to serve Berths 91 and 87. This alternative does not include a new cruise ship berth in the Outer Harbor and is a reduction of two berths in the Outer Harbor when compared to the proposed Project.

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

CEQA Impact Determination

Under Alternative 5, no development would occur within United States waters, and no development requiring a USACE permit would occur. However, all development on land would occur as discussed in Section 2.5.1.5, including transportation improvements. The upland development would be consistent with land use designations for the proposed project area and would not result in significant impacts.

Alternative 5 would not facilitate the Port of Los Angeles Plan and PMP objectives of accommodating the orderly and continued development of the Port so as to meet the foreign and domestic waterborne commerce, navigation, the commercial fishing industry, and public recreational needs. Furthermore, Alternative 5 would not provide the Port with sufficient ability to accommodate forecasted growth.

Furthermore, Alternative 5 would include the co-location of Mike's fueling station with the proposed waterfront promenade and the continued operation of the Jankovich fueling station at the current location at Berth 74 near Ports O'Call. In addition, the new fuel facility at Berth 240 would not be built or operated; therefore, the Jankovich fueling station would not be upgraded and would operate under the existing conditions. This alternative would subject users of Ports O'Call to significant safety risks associated with operations of the Jankovich fueling station in this location due to the hazardous footprint that extends well into the Ports O'Call area.

The co-location of Mike's fueling station and the waterfront promenade and the continued operation of Jankovich fueling station next to Ports O'Call would be inconsistent with the PMP's RMP. Additionally, this inconsistency could create a physical environmental impact should Mike's fueling station or Jankovich fueling station have an accidental release, spill, or explosion of hazardous materials. Therefore, the operation of Alternative 5 would result in a land use inconsistency that would result in significant impacts under CEQA. Implementation of Mitigation Measures MM RISK-1 and MM RISK-2 would reduce impacts to less-than-significant levels.

1 Mitigation Measures

2 Implement Mitigation Measures MM RISK-1 and MM RISK-2 (see Section 3.7,
3 “Hazards and Hazardous Materials”).

4 Residual Impacts

5 Impacts would be less than significant.

6 **NEPA Impact Determination**

7 Under this alternative, no development would occur within the in-water proposed
8 project area (e.g., no dredging, or altering of the existing coastline; no new wharf
9 construction). The upland components of the proposed Project are consistent with
10 the applicable planning programs land use designations. However, the USACE does
11 not have jurisdiction over upland land use decisions. In addition, the No-Federal-
12 Action Alternative is identical to the NEPA baseline. Therefore, no impacts would
13 occur.

14 Mitigation Measures

15 No mitigation is required.

16 Residual Impacts

17 No impacts would occur.

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

21 **CEQA Impact Determination**

22 The upland development under Alternative 5 would be consistent with goals and
23 policies contained within relevant plans and programs. However, since development
24 of the promenade, piers, and new harbors would not occur under Alternative 5,
25 buildout would not attain the same level of recreational benefits and public amenities
26 in accordance with the State Tidelands Grant, the California Coastal Act of 1976, and
27 the City Charter (Policy 19-2.3 of San Pedro Community Plan).

28 Since no in-water development would occur under Alternative 5, Berth 240 would
29 not be constructed and the Jankovich fueling station would remain adjacent to the
30 proposed expansion of Ports O’Call. Additionally, Mike’s fueling station would
31 remain at its existing location and the proposed waterfront promenade would be built
32 and operated adjacent to it. The proximity of these two hazardous liquid bulk
33 facilities to vulnerable resources (i.e., Ports O’Call and the proposed waterfront
34 promenade) would result in an inconsistency with the overall objective of the PMP’s
35 RMP. As with the proposed Project, this inconsistency could result in a significant

1 physical environmental impact. Implementation of Mitigation Measures MM RISK-
2 1 and MM RISK-2 would reduce impacts to a less-than-significant level.

3 Mitigation Measures

4 Implement Mitigation Measures MM RISK-1 and MM RISK-2.

5 Residual Impacts

6 Impacts would be less than significant.

7 **NEPA Impact Determination**

8 Under this alternative, no development would occur within the in-water proposed
9 project area (e.g., no dredging, or altering of the existing coastline; no new wharf
10 construction). The USACE does not have jurisdiction over upland land use
11 decisions. In addition, the No-Federal-Action Alternative is identical to the NEPA
12 baseline. Therefore, no impacts would occur.

13 Mitigation Measures

14 No mitigation is required.

15 Residual Impacts

16 No impacts would occur.

17 **Impact LU-3: Alternative 5 would not physically disrupt,**
18 **divide, or isolate existing neighborhoods, communities, or**
19 **land uses.**

20 **CEQA Impact Determination**

21 Alternative 5 would improve existing conditions on land via improvements to Harbor
22 Boulevard and Sampson Way that would serve to consolidate traffic into and out of
23 the Port and help alleviate spillover effects to adjacent neighborhoods. However,
24 Alternative 5 would result in no improvements to cruise ship activities, wharves,
25 promenades that extend over the water, etc., within the Port area. Additionally, this
26 alternative would not displace marinas or live-aboards. Therefore, Alternative 5
27 would not disrupt, divide, or isolate existing neighborhoods, communities, or land
28 uses within the existing proposed project area. No impacts would occur under
29 CEQA.

30 Mitigation Measures

31 No mitigation is required.

1 Residual Impacts

2 No impacts would occur.

3 **NEPA Impact Determination**

4 Under this alternative, no development would occur within the in-water proposed
5 project area (e.g., no dredging, or altering of the existing coastline; no new wharf
6 construction). The USACE does not have jurisdiction over upland land use
7 decisions. In addition, the No-Federal-Action Alternative is identical to the NEPA
8 baseline. Therefore, no impacts would occur.

9 Mitigation Measures

10 No mitigation is required.

11 Residual Impacts

12 No impacts would occur.

13 **3.8.4.3.7 Alternative 6—No-Project Alternative**

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

17 **CEQA Impact Determination**

18 Under Alternative 6, no development would occur within the proposed project area.
19 Therefore, Alternative 6 would not conflict with a community plan and/or
20 redevelopment plan area designations. However, Alternative 6 would not facilitate
21 the Port of Los Angeles Plan and PMP objectives of accommodating the orderly and
22 continued development of the Port so as to meet the foreign and domestic waterborne
23 commerce, navigation, the commercial fishing industry, and public recreational
24 needs. Furthermore, Alternative 6 would not provide the Port with sufficient ability
25 to accommodate forecasted growth. Alternative 6 would not result in impacts under
26 CEQA.

27 Mitigation Measures

28 No mitigation is required.

29 Residual Impacts

30 No impacts would occur.

1 **NEPA Impact Determination**

2 This alternative is not applicable to NEPA.

3 Mitigation Measures

4 Not applicable.

5 Residual Impacts

6 Not applicable.

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

10 **CEQA Impact Determination**

11 Because no new developments would occur within the proposed project area under
12 this alternative, buildout would not attain the goals identified in the San Pedro
13 Community Plan related to providing public recreational opportunities and amenities
14 that would benefit the San Pedro community consistent with the State Tidelands
15 Grant, the California Coastal Act of 1976, and the City Charter (Policy 19-2.3 of San
16 Pedro Community Plan). Further, this alternative would not accommodate the Port
17 of Los Angeles Plan and Port Master Plan objectives of accommodating the orderly
18 and continued development of the Port so as to meet the foreign and domestic
19 waterborne commerce, navigation, the commercial fishing industry, and public
20 recreational needs.

21 Finally, under Alternative 6 Mike’s fueling station would remain in its current
22 location; however, no vulnerable resources (e.g., a waterfront promenade with
23 recreating public) would be introduced adjacent to it. Therefore, there would be no
24 policy inconsistency impacts related to Mike’s fueling station. Jankovich fueling
25 station would also remain in its current location near Ports O’ Call. The continued
26 operation of the Jankovich tank farm would not differ from existing baseline
27 conditions; however, continued operation of the facility would not comply with
28 applicable policies guiding development within the Port, specifically the PMP and
29 the RMP. However, since the Jankovich fueling station would remain as it currently
30 exists under Alternative 6, there is no difference between the CEQA baseline and
31 Alternative 6 and impacts would not occur.

32 Mitigation Measures

33 No mitigation is required.

34 Residual Impacts

35 No impacts would occur.

1 **NEPA Impact Determination**

2 This alternative is not applicable to NEPA.

3 Mitigation Measures

4 Not applicable.

5 Residual Impacts

6 Not applicable.

7 **Impact LU-3: Alternative 6 would not physically disrupt,**
8 **divide, or isolate existing neighborhoods, communities, or**
9 **land uses.**

10 **CEQA Impact Determination**

11 Alternative 6 would not expand, consolidate, or improve existing conditions (e.g.,
12 land transportation, water transportation, cruise ship activity, commercial, retail,
13 restaurants, public amenities, promenades, open space, etc.) within the Port area.
14 Additionally, this alternative would not displace marinas or live-aboards. Therefore,
15 Alternative 6 would not disrupt, divide, or isolate existing neighborhoods,
16 communities, or land uses within the existing proposed project area. No impacts
17 would occur under CEQA.

18 Mitigation Measures

19 No mitigation is required.

20 Residual Impacts

21 No impacts would occur.

22 **NEPA Impact Determination**

23 This alternative is not applicable to NEPA.

24 Mitigation Measures

25 Not applicable.

26 Residual Impacts

27 Not applicable.

1 **3.8.4.3.8 Summary of Impact Determinations**

2 Table 3.8-3 summarizes the CEQA and NEPA impact determinations of the proposed
3 Project and its alternatives related to land use, as described in the detailed discussion
4 in Sections 3.8.4.3.1 through 3.8.4.3.7. This table is meant to allow easy comparison
5 between the potential impacts of the proposed Project and its alternatives with respect
6 to this resource. Identified potential impacts may be based on federal, state, and City
7 of Los Angeles significance criteria; LAHD criteria; and the scientific judgment of the
8 report preparers.

9 For each type of potential impact, the table describes the impact, notes the CEQA and
10 NEPA impact determinations, describes any applicable mitigation measures, and
11 notes the residual impacts (i.e., the impact remaining after mitigation). All impacts,
12 whether significant or not, are included in this table.

1 **Table 3.8-3.** 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	<p>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.</p>	CEQA: Significant	<p>MM RISK-1. Removal of all hazardous materials with flashpoints below 140 degrees from Mike’s fueling Station. Mike’s fueling station will cease to handle hazardous materials with flashpoints below 140 degrees per the letter sent from LAHD to Mike Albano dated June 16, 2008, regarding the successor permit to revocable permit No. 98-14 prior to the operation of the proposed waterfront promenade. Products with a flashpoint below 140 degrees will not be permitted within the project area (i.e., San Pedro Waterfront Project area). The successor permit to RP No. 98-14 to allow the operation for Mike’s fueling station and continued lease of Mike’s fueling station will only allow handling of products above said threshold. Prior to the operation of the waterfront promenade, Mike’s fueling station will submit written confirmation identifying the complete removal of all hazardous materials on site with a flashpoint below 140 degrees as directed by the letter dated June 16, 2008. At the time of the written confirmation, Mike’s fueling station will also provide copies all Material Safety Data Sheets (MSDS) for each product stored in bulk on site. (See Section 3.7, “Hazards and Hazardous Materials.”)</p>	CEQA: Less than significant
		NEPA: Significant		Implement Mitigation Measure MM RISK-1.

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Significant	Implement Mitigation Measure MM RISK-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM RISK-1.	NEPA: Less than significant
	LU-3: The proposed Project would not physically disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 1	LU-1: Alternative 1 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Significant	Implement Mitigation Measure MM RISK-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM RISK-1.	NEPA: Less than significant
	LU-2: Alternative 1 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Significant	Implement Mitigation Measure MM RISK-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM RISK-1.	NEPA: Less than significant
	LU-3: Alternative 1 would not physically disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
Alternative 2	LU-1: Alternative 2 would be consistent with the	CEQA: Significant	Implement Mitigation Measure MM RISK-1.	CEQA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	NEPA: Significant	Implement Mitigation Measure MM RISK-1.	NEPA: Less than significant
	LU-2: Alternative 2 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Significant	Implement Mitigation Measure MM RISK-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM RISK-1.	NEPA: Less than significant
	LU-3: Alternative 2 would not physically disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Alternative 3	LU-1: Alternative 3 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Significant	Implement Mitigation Measure MM RISK-1.
NEPA: Significant			Implement Mitigation Measure MM RISK-1.	NEPA: Less than significant
LU-2: Alternative 3 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.		CEQA: Significant	Implement Mitigation Measure MM RISK-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM RISK-1.	NEPA: Less than significant
LU-3: Alternative 3 would not physically disrupt, divide, or isolate existing neighborhoods, communities, or land uses.		CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
Alternative 4	LU-1: Alternative 4 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Significant	Implement Mitigation Measure MM RISK-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM RISK-1.	NEPA: Less than significant
	LU-2: Alternative 4 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Significant	Implement Mitigation Measure MM RISK-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM RISK-1.	NEPA: Less than significant
	LU-3: Alternative 4 would not physically disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
Alternative 5	LU-1: Alternative 5 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	CEQA: Significant	Implement Mitigation Measure MM RISK-1. MM RISK-2: Avoid development within the Jankovich fueling station hazard footprint. Any Ports O’Call development proposed under Alternative 5 will be developed outside of the hazardous footprint of the Jankovich fueling station. Furthermore, Fishermen’s Park will not be developed within the hazardous footprint of the fueling station. This may be accomplished by developing the new uses outside of the hazard footprint, ceasing operations at the Jankovich fueling station, relocating the station, developing a blast barrier, relocating the aboveground storage tanks, upgrading the equipment to bring the existing facilities into compliance with current safety and environmental standards, or some combination thereof. (See Section 3.7, “Hazards and Hazardous Materials.”)	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	LU-2: Alternative 5 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: Significant	Implement Mitigation Measures MM RISK-1 and MM RISK-2.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	LU-3: Alternative 5 would not physically disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: No impact	No mitigation is required.	NEPA: No impact
Alternative 6	LU-1: Alternative 6 would	CEQA: No impact	No mitigation is required.	CEQA: No impact

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	NEPA: Not applicable†	Not applicable	NEPA: Not applicable
	LU-2: Alternative 6 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
	LU-3: Alternative 6 would not physically disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
<p>Notes:</p> <p>* Impact descriptions for each of the alternatives are the same as for the proposed Project, unless otherwise noted.</p> <p>† The term not applicable is used in cases where a particular impact is not identified as a CEQA- or NEPA-related issue in the threshold of significance criteria, or where there is no federal action requiring a NEPA determination of significance.</p>				

1 3.8.4.4 Mitigation Monitoring

2 **Table 3.8-4.** Mitigation Monitoring for Land Use and Planning

Impact LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site. (Also applies to Impact LU-1 for Alternatives 1–5.)	
Mitigation Measure	MM RISK-1. Removal of all hazardous materials with flashpoints below 140 degrees from Mike’s fueling Station. Mike’s fueling station will cease to handle hazardous materials with flashpoints below 140 degrees per the letter sent from LAHD to Mike Albano dated June 16, 2008, regarding the successor permit to revocable permit No. 98-14 prior to the operation of the proposed waterfront promenade. Products with a flashpoint below 140 degrees will not be permitted within the project area (i.e., San Pedro Waterfront Project area). The successor permit to RP No. 98-14 to allow the operation for Mike’s fueling station and continued lease of Mike’s fueling station will only allow handling of products above said threshold. Prior to the operation of the waterfront promenade, Mike’s fueling station will submit written confirmation identifying the complete removal of all hazardous materials on site with a flashpoint below 140 degrees as directed by the letter dated June 16, 2008. At the time of the written confirmation, Mike’s fueling station will also provide copies all Material Safety Data Sheets (MSDS) for each product stored in bulk on site.
Timing	Prior to operation of the waterfront promenade
Methodology	LAHD notified Mike’s fueling station of obligation to remove hazardous materials with flashpoints below 140 degrees in June 16, 2008 letter, Mike’s fueling station will submit written confirmation identifying the complete removal of all hazardous materials on site with a flashpoint below 140 degrees prior to the operation of the waterfront promenade. At the time of the written confirmation, Mike’s fueling station will also provide copies all Material Safety Data Sheets (MSDS) for each product stored in bulk on site
Responsible Parties	LAHD
Residual Impacts	Less than significant
Impact LU-1: Alternative 5 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.	
Mitigation Measure	MM RISK-2: Avoid development within the Jankovich fueling station hazard footprint. Any Ports O’Call development proposed under Alternative 5 will be developed outside of the hazardous footprint of the Jankovich fueling station. Furthermore, Fishermen’s Park will not be developed within the hazardous footprint of the fueling station. This may be accomplished by developing the new uses outside of the hazard footprint, ceasing operations at the Jankovich fueling station, relocating the station, developing a blast barrier, relocating the aboveground storage tanks, upgrading the equipment to bring the existing facilities into compliance with current safety and environmental standards, or some combination thereof.

Timing	During construction of the North Harbor.
Methodology	Prepare a work plan for the abandonment and removal of the pipeline and submit to the California State Fire Marshal for approval. No work will proceed until California State Fire Marshal has approved the work plan, then all work related to the abandonment and removal of the plan will follow the approved work plan.
Responsible Parties	LAHD will coordinate with the California State Fire Marshall.
Residual Impacts	Less than significant
Impact LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans. <i>(Also applies to Impact LU-2 for Alternatives 1-5.)</i>	
Mitigation Measure	Implement Mitigation Measure MM RISK-1.
Impact LU-2: Alternative 5 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	
Mitigation Measure	Implement Mitigation Measure MM RISK-2.

1

2 **3.8.5 Significant Unavoidable Impacts**

3 No significant unavoidable impacts on land use would occur during construction or
4 operation of the proposed Project or any of the alternatives.

5