Chapter 2
Project Description

2.1 Introduction

This chapter provides background information related to the proposed Project and describes proposed Project elements, including the three phases of Project construction. This section also provides a discussion of the baseline and a description of the Project alternatives evaluated in the Draft EIR.

2.2 Background and Project Overview

2.2.1 Background

The ALBS was established in the Port in 1903 and was originally located on Mormon Island in Wilmington, California; the original lease was with the Banning family. The operation was moved to its current location (1046 Seaside Avenue on Terminal Island, Berth 258) in 1924, and now occupies approximately 7.7 acres (2.35 acres of land and 5.35 acres of water) at Berth 258, under Revocable Permit No. 07-15. It is the last remaining large-capacity dry dock boat repair facility within the Port. Following is a summary of existing operations and capacity:

- ALBS is considered a mid-sized shipyard and can dry dock vessels up to 260 feet long.
- ALBS is a full-service shipyard that provides maintenance and repair of tugboats, government vessels, fireboats, ferries, barges, offshore oil equipment, research vessels, and yachts.
- Operations include normal maintenance and repair activities found at a boat yard such as water or sand blasting, and painting of vessels.
- The majority of vessels serviced by ALBS are from the Pacific Coast region, with approximately 60 percent of vessels serviced being local (within the Port Complex), but furthest being from Seattle, Washington (to the north) and Mexico (to the south).
- Currently the out of water (landside) vessel repair capacity at the ALBS accommodates five vessels through use of its four marine railways, one floating dry dock, and dock space for dockside repairs.

- The ALBS services on average 120 to 130 vessels per year and has between 70 to 100 employees on-site depending on workload. The hours of operation of the facility span two shifts, 7:45 a.m. to 4:15 p.m., and 3:30 p.m. to 11:00 p.m.

- Currently the vessel repair capacity at the ALBS is comprised of four marine railways, one floating dry dock for repair and maintenance, and dock space for dockside repairs. Operations include normal maintenance and repair activities found at a boat yard such as water or sand blasting, and painting of vessels.

2.2.2 Project Overview

In June 2008, the ALBS submitted an application to the LAHD (through LAHD's Application for Discretionary Project [ADP] process) for a 30-year lease renewal and a Coastal Development Permit to modernize and upgrade their existing boat shop. The proposed Project represents the first major upgrade to the facility since 1924. The proposed Project would redevelop the existing ALBS to modernize the facility, comply with the NPDES permit and Water Discharge Requirement (WDR), and to improve its ability to repair ships and vessels. Improvements would include replacing obsolete facilities with new facilities, improving site hydrology to address NPDES stormwater requirements, maintenance dredging to ensure adequate vessel access to the site, and constructing two CDFs over two phases of the Project. A CDF is an engineered landfill designed to safely sequester sediment that has been deemed unsuitable for open water disposal such that the contaminated material is not in contact with the surrounding water. The proposed Project's CDFs would beneficially reuse contaminated dredge materials and result in approximately 0.9 acre of new land for increased vessel maintenance and repair, including use of the area by the proposed 600- and 100-ton boat hoists. Creation of this new land area would require an amendment to change the land use of this acreage from water to Maritime Support in the Port's Master Plan.

Construction would include demolishing and reconstructing a number of existing buildings, maintenance dredging to a depth of -22 feet MLLW plus an additional -2 feet overdredge[1] (for a total of approximately 19,000 cy of sediment), creation of the CDFs containing cement-stabilized dredged materials, and installing new equipment (i.e., 600-and 100-ton boat hoists). In addition, the proposed Project would remove historical sediment and soil contamination. Refer to Section 2.5.1 below for a detailed description of the proposed Project elements.

The proposed Project would also require a permit from the USACE to demolish the existing wharfs, perform maintenance dredging, construct the two new piers (for use of the boat hoists), and to construct the CDFs. The USACE is conducting a separate analysis under the NEPA separately from this CEQA analysis. The USACE has made a preliminary determination that an EIS is not required for the proposed work and is currently in the process of completing an Environmental Assessment for the proposed Project. A Public Notice was circulated by the USACE in conjunction with the application for the dredge permit from October 9, 2009 through November 9, 2009.

[1] Overdredge refers to the amount of dredging that is allowed over what is stated in the dredging permit. Dredging is somewhat imprecise, and as a result, a certain amount of overdredge is allowed under the USACE Dredge Permit.

2.3 Project Purpose, Need and Objectives

2.3.1 Project Purpose

The basic purpose of the proposed Project is to improve the safety and efficiency of marine ship building and repair, expand the maintenance and repair capabilities of the operation, modernize the site in order to comply with existing and future water quality regulations, update the ALBS NPDES and WDR permits, and take advantage of the opportunity to remove legacy contaminated soils for disposal off-site and contaminated bottom sediment for use in the CDFs.

2.3.2 Project Need

There are several critical needs for the proposed Project. First, because of the nature of ship repair and maintenance facilities and activities, there are a number of pathways by which pollutants and wastes from ALBS could be discharged to the Harbor. Contaminants generated during the repair and maintenance operations may enter Harbor waters, degrading both water and sediment quality. Stormwater discharges associated with industrial activity at ship repair and maintenance sites constitute one potentially significant pathway by which pollutants and wastes could be discharged to the Harbor. Three remaining marine railways and any disturbance/resuspension of the contaminated sediment are also a continual source of legacy contamination that affects Fish Harbor.

Second, the proposed Project also represents the first major upgrade to the facility since 1924. The existing infrastructure at ALBS is aging and dilapidated, and the trend in growing vessel size and tonnage capacity cannot be accommodated safely and efficiently at the existing facility. The layout of the facility is not conducive to an efficient operation; with only four marine railways and one floating dry dock, the facility is limited in the number of vessels that can be dry docked for repair and maintenance at one time, with the maximum being five.

Third, consistent with federal, state and regional goals and strategies for management of contaminated dredged material in the Los Angeles Region (discussed further below), development of a nearshore CDF to sequester contaminated sediment is needed to ensure protection of aquatic resources from the discharge of contaminated dredged materials into the water, as well as to provide the dredging community with greater certainty and predictability regarding the sediment testing results and the decision-making process concerning disposal options. A nearshore CDF involves placing contaminated dredged materials inside a diked nearshore area or island constructed with containment and control measures providing a location for permitted safe disposal and confinement for contaminated sediment.

Lastly, legacy soil contamination exists within the landside portions of the site. A Remedial Action Plan has been developed for the ALBS site that recommends the excavation and off-site disposal of approximately 7,571 cy of contaminated soil (mostly contained under the buildings proposed for demolition) as part of the proposed Project.

2.3.3 Project Objectives

A statement of the objectives sought by the proposed Project is required by CEQA Guidelines Section 15124(b) (Cal. Code Regs., tit. 14, Sections 15000 et seq). The definition of the Project objectives is important as it aids the lead agency in formulating a reasonable range of alternatives to the proposed Project that also can achieve, at least in part, the objectives of the proposed Project. The CEQA Guidelines also provide that the statement of objectives should include the underlying purpose of the Project. The objectives of the proposed Project, and how they would be met, are described below:

- **Place ALBS in compliance with its WDR and NPDES requirements by re-contouring the site, removing three existing marine railways and constructing a storm water collection and treatment system.**

  One of the major components of the Project is the installation of facilities to change the direction of the flow of stormwater on the site. In 2007 ALBS renewed its NPDES permit and WDR from Los Angeles RWQCB (previously issued in 1997) for discharges from their operation (RWQCB, 2007). ALBS discharges the process water from various boat shop activities and harbor water to Fish Harbor through an on-site storm drain and media filtration system located on the platform outside the machine shop into Fish Harbor. Currently, stormwater runoff from Seaside Avenue is directed through a man-made trough located about 30 feet from the machine shop (Building C2) and discharges to Fish Harbor. Process water associated with hydroblasting is captured, treated and discharged to the sewer system.

  To comply with the 2007 permit, the site would be re-contoured to drain stormwater away from harbor waters for treatment before discharge. Under the proposed Project, dikes would be used to redirect the flow of stormwater around the remaining buildings. A raised curb/step would be constructed around Buildings C2 and A1, with either trench drains and/or catch basins. A new storm drain system would be constructed in conjunction with the installation of an oil/water separator to capture the flow from the storm drains for treatment in the new oil/water separator facility prior to discharging into Fish Harbor or the sewer system.

  In addition, as part of the proposed Project, an aboveground storage tank would be installed at the northwest corner of the Project site to temporarily hold process water prior to discharge into the sewer system.

  Location and operation of the marine railways is a source of pollutant discharge. To comply with the 2007 NPDES permit, ALBS relocated Marine Railway No. 4 inland, to completely remove vessels away from harbor waters. The three other marine railways remain a potential source of pollutant discharge into harbor waters and are proposed for removal as part of the proposed Project.

- **Demolish existing wharfs, piers and buildings/structures to allow for the subsequent creation and use of two CDF cells, which will sequester contaminated sediment and expand use of the boat shop.**

  The proposed Project would demolish the wharf, piers and four buildings and two structures. Each of the two CDF units would be conducted in different phase (referred to as the Phase 1 CDF and Phase 2 CDF). Removal of structure H1 and the wharf demolition would take place to make way for the Phase 1 CDF. Piers associated with the three marine railways (No. 1 through 3) and structure H2 would be demolished to accommodate construction of the Phase 2 CDF.

- **Dredge sediment to accommodate deeper draft vessels, remove contaminated sediment to improve water quality, and promote regional sediment management objectives by beneficially reusing dredged material to create two CDFs.**

  The depth of the harbor approaches to ALBS has been reduced by sedimentation. Also, the area contains sediment contaminated with heavy metals and other hazardous compounds that have accumulated over the years. The proposed Project would dredge accumulated sediment from the area off-shore of ALBS to the documented design depth of -22 feet below MLLW (-22 feet below MLLW with an allowable overdredge an additional –2 feet, per the Master Dredge Permit[2]), allowing safe transit of larger vessels to the facility.

  As detailed in Table 2-1, in 1997, California Senate Bill 673 (SB 673) required the California Coastal Commission (CCC) and the Los Angeles RWQCB to jointly establish and participate in the multiagency Los Angeles Basin Contaminated Sediments Task Force (CSTF) to develop, based on the recommendations of the task force, a long-term management plan for the management of contaminated dredge material in the Los Angeles Region. The CSTF developed a Long-Term Management Strategy (Strategy). This Strategy includes recommendations on regional sediment management efforts, including a proposed long-term goal of beneficially reusing all contaminated sediments. As part of the proposed Project, approximately 19,000 cy of sediments would be dredged and treated using a cement slurry. Two CDFs would be constructed by pile driving sheet piles into the harbor bottom, creating sealed bulkheads rising to an elevation of 12 feet MLLW then backfilling the two CDFs with treated dredge material. This would sequester the contaminated sediment away from Fish Harbor water and provide a beneficial reuse of this material, while improving water quality.

[2] Dredging is imprecise and while the target depth is -22 ft MLLW, the USACE dredge permit allows a two foot overdredge without violating the permit's conditions.

- **Remove buildings/structures in order to modernize and reconfigure the facility, to optimize and expand the existing boat shop operation at the present location and continue to meet a regional need for marine vessel repair.**

  Currently, ALBS can simultaneously remove five vessels from the water via the four existing marine railways and floating dry dock. This is the limit of the capacity of the current operation. The proposed Project would create the Phase 1 CDF in conjunction with constructing new piers to support the installation of 600- and 100-ton boat hoists. Once installed, the boat hoists would provide flexibility to ALBS' operation, as operations would no longer be limited by the number of railways and dry docks. Now redundant, the three marine railways (No. 1 through 3) would be removed to provide space for construction of the Phase 2 CDF. The large railway (No. 4) and the floating dry dock would remain.

  Buildings D, C1, A2 and A3 would need to be demolished to create additional open space and improved layout for ALBS operations and allow the boat hoists access to the Phase 2 CDF. Installation of the 600-ton capacity boat hoist, would enable ALBS to accommodate the building and repair of deeper draft vessels. In order to operate the proposed 600- and 100-ton boat hoists, four buildings (Buildings D, C1, A2 and A3) and two structures (H1 and H2) would need to be demolished (refer to Figure 2-4, Boat Hoists - Preliminary Turn Radius, later in this chapter, regarding the space configuration and requirements associated with the boast hoists). When fully operational, the boat hoists would be able to bring boats completely landside where they can be safety worked on out of harbor waters (which lessens likelihood of discharges to Fish Harbor).

- **Replace aging infrastructure and construct a new building to support improved operations.**

  The proposed Project would require installation of new electrical utilities, water lines, utility protection, yard lighting, security lighting, as well as construction of a new two-story, 2,400 square foot office to support the new operation.

- **Clean-up site legacy contaminants from the historical use of the site as a boat shop, including contaminants located beneath existing pavement and buildings.**

  To redevelop the site, demolition of four buildings (Buildings D, C1, A2 and A3) and two structures (H1 and H2) and removal of existing asphalt/concrete paving is necessary. With the buildings and pavement removed, the site could be reconfigured and re-contoured, which requires excavation and relocation of soil. At this time, soil would be tested on-site and if it is contaminated at levels above the regulatory thresholds for hazardous waste, it would be disposed of off-site at an approved disposal facility. Clean soil would be imported, if necessary, to bring the site to designed elevations. It is estimated that approximately 7,600 cy of soil and 2,471 cy of asphalt would be removed to an off-site location. The resulting removal of this legacy landside contaminated soil would also result in removing a source of potential public exposure and discharge into Fish Harbor.

- **Enter a 30-year lease renewal between ALBS and LAHD changing the facility's leasehold from 7.7 acres (2.35 acres of land and 5.35 acres of water) to 7.3 acres (4.1 acres of land and 3.2 acres of water)**

  ALBS has applied for a thirty year renewal of their existing leasehold with expansion of the premises by 9,304 square feet (sq ft) of land and 43,368 sq ft of water. Additionally, from the existing leasehold, 0.9 acres would be converted from water to land by the creation of the two CDFs. This would require an amendment to the PMP. While the new lease reduces the overall facility size from 7.7 to 7.3 acres, it adds an additional 1.7 acres of land to the boat yard.

2.4 Project Location and Setting

2.4.1 Regional Setting

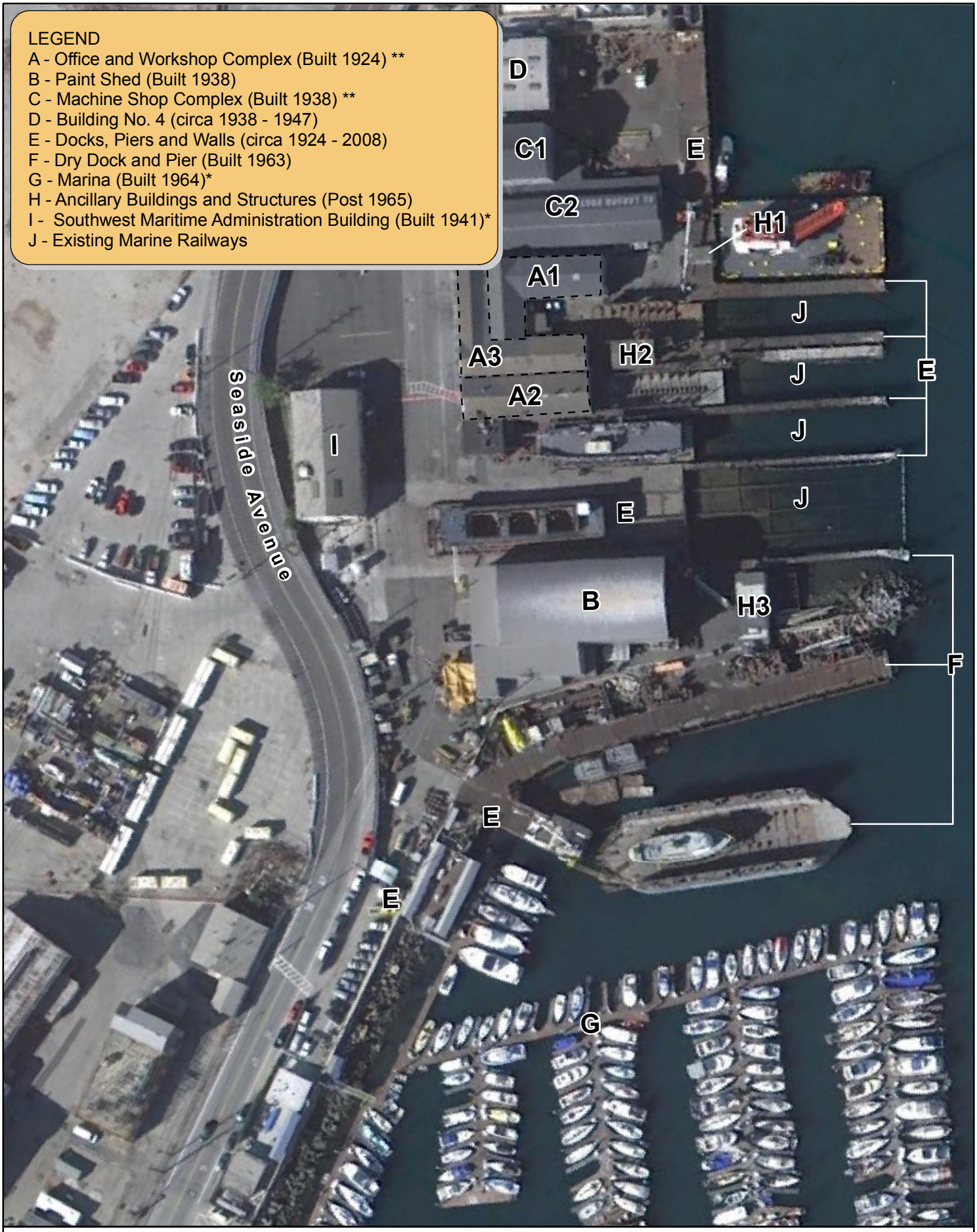
The San Pedro Bay Port Complex, located in the San Pedro Bay approximately 20 miles south of downtown Los Angeles, serves as one of the country's primary gateways for international trade. The Port consists of 28 miles of waterfront, approximately 300 commercial berths, and 7,500 acres of land and water. The Port is administered under the California Tidelands Trust Act of 1911 by the LAHD. The LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a property owner by leasing Port properties to more than 300 tenants. The Port contains 25 major terminals, including facilities to handle automobiles, containers, dry bulk products, liquid bulk products, and cruise ships, as well as extensive transportation infrastructure for cargo movement by truck and rail. The Port accommodates commercial fishing, canneries, shipyards, and boat repair yards; provides slips for 6,000 pleasure craft, sport fishing boats, and charter vessels; and supports community and educational facilities such as a public swimming beach, the Boy/Girl Scout Camp, the Cabrillo Marine Aquarium, and the Maritime Museum.

2.4.2 Project Site and Surrounding Uses

The Project site is located on Terminal Island, within the Port in an area known as Fish Harbor. The site is within the Port of Los Angeles Plan area of the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles from downtown Los Angeles (see Figure 1-1 in Chapter 1, Introduction).

The ALBS facility is located at 1046 Seaside Avenue, and the boat shop occupies Berth 258 at the entrance to Fish Harbor (see Figure 1-2 in Chapter 1, Introduction). The ExxonMobil terminal and Southern California Ship Services are to the northwest, fisheries and canning facilities are to the north (across Fish Harbor) with the ExxonMobil/General Petroleum facility (a fuel depot) along the northern Project site boundary, Fish Harbor is to the east, the Southwest Marine Administration Building and former Southwest Marine Shipyard site are to the west and a boat marina (Al Larson Marina) and Reservation Point/Coast Guard Station Los Angeles /Federal Prison are to the south.

As shown on Figure 2-1, the redevelopment area of the Project site includes the following existing facilities (note that letter designations correspond to those in the legend of Figure 2-1):



* Not part of the project.
** Potentially Historic Buildings.

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Feet

Port of Los Angeles
Al Larson Boat Shop Improvement Project
Project Site - Existing Conditions
Figure 2-1

A. Office and Workshop Complex (approximately 7,821 sq ft) – Consists of three adjoining structures used as stock room and tool room (Building A1), offices, carpenter shop, winch houses and bathrooms Storage (Building A2) and storage (Building A3). The buildings are eligible for listing on the California Register of Historic Resources (CRHR) and may qualify for designation as City of Los Angeles Historic-Cultural Monuments (HCM);

C. Machine Shop Complex (approximately 8,190 sq ft) – Consists of two structures: the machine and electrical shops (Building C1) built in 1938 and welding shop and storage (Building C2) added between 1939 and 1947. The buildings are eligible for listing on the CRHR and may qualify for designation as HCM;

D. Building No. 4 (approximately 3,440 sq ft) – Built circa 1938-1947, this utilitarian building is used for storage and has been used by U.S. Navy;

E. Docks, Piers, Walls, and existing Marine Railways;

F. Floating Dry Dock and Pier; and

H. Ancillary Storage Structures (H1, H2, and H3). Structure H1 is used as a salt water pump room, H2 is used for storage, and H3 is used as a sandblasting room and for storage.

The lease area of the Project site also includes the following, which are located outside of the redevelopment boundaries, and would not be modified as a part of the proposed Project:

B. Paint Shed (approximately 12,226 sq ft) – Built in 1938; and

Roadway access to the property is available from Seaside Avenue, which is west of the site and was realigned adjacent to the Project site in 2009. Realignment of Seaside Avenue allowed the Marine Railway No. 4 to fully remove vessels out of the water for repairs, which is in compliance with the Los Angeles RWQCB direction (in accordance with the 2007 NPDES permit renewal). Removal of vessels completely from the water prevents vessels from over-handing or being in water during sandblasting or painting, thus protecting water quality.

2.5 Proposed Project

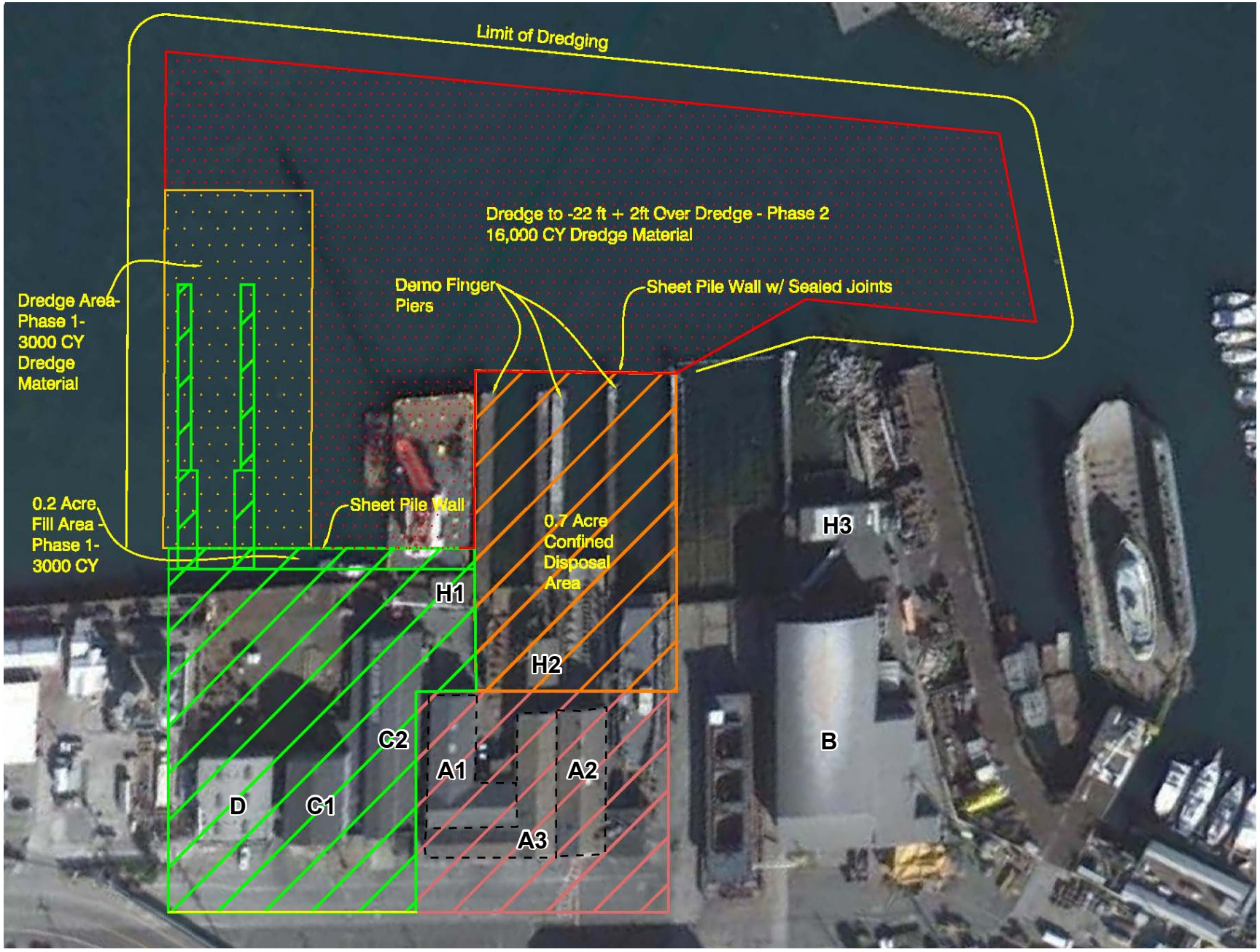
This section describes the elements of the proposed Project, the anticipated construction phasing and operations.

2.5.1 Project Elements

To minimize operational impacts to the facility during construction, the proposed Project would be constructed in three phases (Figure 2-2). The basic elements of the three phases are as follows, along with a description of the phasing:

Phase 1

- Demolish the existing 200-foot creosote-treated timber wharf and piles within the Phase 1 footprint.
- Demolish Buildings D, C1, and structure H1 in the Phase 1 footprint.
- Construct a sealed steel sheet pile bulkhead to form the perimeter of the CDF cell.
- Dredge approximately 3,000 cy within the Phase 1 footprint to a depth of -22 feet MLLW, plus an additional 2-foot overdredge allowance. The dredged material would be treated and placed in the CDF cell.
- Install two concrete finger piers supported by 62 (24-inch) octagonal concrete piles for each pier (126 total) to support new 600- and 100-ton boat hoists.
- Install new 600- and 100-ton boat hoists on the new piers along the north end of the Project site.
- Install facilities consistent with the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements (RWQCB, 2001), including new storm drain system within the Phase 1 footprint and the installation of an oil/water separator.
- Construct a raised curb/step around Buildings C2 and A1.
- Remove pavement, excavate (from open area and building footprints) and export for disposal approximately 2,000 cy of contaminated landside contaminated soil from Phase 1 area followed by import of approximately 2,000 cy of clean soil to approximately the same elevation of the Phase 1 CDF (12 feet MLLW).
- Grading, high-strength paving, and lighting improvements within the Phase 1 footprint.



A - Office and Workshop Complex
B - Paint and Shed
C - Machine Shop Complex
D - Building No. 4
H - Ancillary Buildings and Structures

LEGEND:
PHASE 1
PHASE 2
PHASE 3

CDM Smith

Port of Los Angeles
Al Larson Boat Shop Improvement Project
Project Site Plan
Figure 2-2

During Phase 1, an existing 200-foot creosote-treated timber wharf, piles and structure H1, would be demolished and the waste would be transported to an appropriate landfill;[3] however, the existing riprap revetment[4] under the wharf would remain. A boom would be placed around the perimeter of the work area to contain floating debris that may be generated during the removal process. The creosote debris, which is not suitable for disposal in a municipal landfill, would be transported to a disposal facility which accepts creosote wood waste. Once the timber wharf has been removed, a sealed steel sheet pile bulkhead[5] would be constructed in approximately the same outline as the wharf, with a 10-foot offset from the face of the wharf to form the perimeter of the CDF cell located within the footprint of Phase 1. The sheet pile would be driven into the harbor bottom to a minimum depth of -47 feet MLLW.

The CDF cell would be approximately 200 foot wide and would be up to 32 feet in length. Prior to dredging, a continuous, floating silt curtain would be installed that would completely encompass the area being dredged. Then, working from a barge, a clamshell bucket and crane would dredge approximately 3,000 cy within the Phase 1 footprint to a depth of -22 feet MLLW, plus an additional a 2-foot overdredge allowance.

The dredged material would be placed in a scow and a binder would be added to the sediment and mechanically mixed prior to permanent placement in the CDF cell. Cement stabilization, an immobilization technology, stabilizes and solidifies contaminated dredged material. This process involves stabilization and solidification of contaminated dredged material with cement-based additive mixes to bind contaminants in the material into the least soluble, mobile, or toxic form and enhances the physical properties of the material. Cement stabilization is very successful in immobilizing contaminants (such as polychlorinated biphenyl [PCBs]) generally not mobile through air, soil, and water (Wiles and Barth, 1992). Cement stabilization binds soluble constituents, reduces chloride mobility, and significantly reduces compaction times.

There is no access for a cement truck at the ALBS wharf; therefore, scows would be tugged to an accessible area approximately 0.23 mile north from the dredge location (dredge location is shown in the area labeled Phase 1 on Figure 2-2, and the proposed location for dredge material storage and concrete mixing is shown on Figure 1-2). Two scows would be used for this process. The material would be allowed to stabilize in the scow (approximately 1 to 2 days) and would be returned to ALBS and placed behind the sheet pile bulkhead and into the CDF using the clamshell bucket. There is no bulking factor in regards to filling the CDF; the stabilized material is placed in the CDF cell, and hardens within a 24-hour period.

The first phase of the Project would also include the construction of two concrete finger piers and the installation of 600- and 100-ton boat hoists on the new piers at the north end of the Project site to increase ALBS's ability to handle larger and heavier ships in dry dock (Figure 2-2). By constructing the new finger piers as part of Phase 1, this would allow the existing marine railways to continue operating during construction. Two concrete finger piers supported by 62 (24-inch) octagonal concrete piles for each pier (126 total) would be constructed to support the new 600- and 100-ton boat hoists.

[3] Five landfills within Los Angeles County, one within Orange County, and two within Riverside County accept treated wood waste (TWW).
[4] Rock or other material used to armor shorelines, and other shoreline structures, to protect against erosion.
[5] Interlocking sheets of steel placed in the ground to contain the contaminated soil material.

The final stage of Phase 1 would consist of completing upland improvements within the footprint of Phase 1. Buildings C1 (potentially historic), and Building D would be demolished to provide access for the 600- and 100-ton boat hoists from the new piers into the backland where vessel repair would occur. Existing pavement within the Phase 1 footprint would also be demolished, contaminated soil would be removed (disposal of approximately 2,000 cy of contaminated soil followed by import of approximately 2,000 cy of clean soil), the area would be graded, and the areas within the Phase 1 footprint would be paved with new high strength pavement, including the new surface area created by construction of the CDF to support operation of the boat hoists. In addition, BMPs including storm drains and an oil/water separator would be installed. The new pavement elevations would be designed to drain stormwater away from Fish Harbor waters to be collected by the storm drain system for treatment in the proposed oil/water separator facility prior to discharge into Fish Harbor.

A raised curb/step would be constructed around Buildings C2 and A1 (in the Phase 2 area), and a combination of either trench drains and/or catch basins to capture the flow and direct it away from the buildings and to into the new oil/water separator unit(s). Along the north side of the remaining buildings, a small retaining structure would be constructed to allow the grades for Phase 1 to be raised. On the south side of the wall, a concrete curb and trench drain would be constructed to capture any drainage from the Phase 1 area would be required.

Phase 2

- Removal of the piers associated with the existing marine railways for the existing boat hoist (the rails associated with the existing lift system would remain because this area would be contained within the second CDF).
- Demolish structure H2.
- Construction of a second sealed sheet pile bulkhead for the second CDF
- Dredge approximately 16,000 cy of material to -22 feet MLLW (plus an additional 2-foot overdredge allowance) to provide navigation for the upgraded facilities. The dredged material would be treated and placed in the CDF cell.
- Excavate approximately 2,800 cy of contaminated landside soil for disposal followed by import of approximately 2,800 cy of clean material to bring the upland area to approximately the same elevation as the Phase 2 CDF (approximately 12 feet MLLW).
- Install facilities consistent with the SUSMP provisions, including new storm drain system within the Phase 2 footprint that directs storm water to the oil/water separator installed in Phase 1.
- Grading, high strength pavement, and lighting improvements within the Phase 2 footprint.

To begin Phase 2, the piers for the existing boat hoist railway and structure H2 would be removed to construct the second CDF. The rails associated with the existing railway system would remain, being covered with treated dredge material and contained within the Phase 2 CDF. Asphalt in open areas would also be removed. In addition, excavation of approximately 2,800 cy of contaminated landside soil for disposal would occur followed by import of approximately 2,800 cy of clean material. Prior to dredging, a continuous, floating silt curtain would be installed that would completely encompass the area being dredged. The second cell of the CDF would be constructed by installing sealed sheet pile bulkhead.

In Phase 2, approximately 16,000 cy of material would be dredged to -22 feet MLLW (plus an additional 2-foot over-dredge allowance) to improve navigation for the upgraded facilities. As in Phase 1, the dredged material would be stored on a scow and treated by the cement stabilization method. As the treatment process is completed, the material would be placed in a newly constructed CDF cell within the footprint of Phase 2. The CDF cell would be approximately 145 feet wide and would be up to 140 feet in length. Clean material would be imported to fill in any remaining space in the CDF, if necessary, bringing the upland area to the same elevation as the sealed steel sheet pile bulkhead/wall (12 feet MLLW). As in Phase 1, the sheet pile would be driven into the harbor bottom to a minimum depth of -47 feet MLLW.

The final stage of Phase 2 consists of paving the remaining areas within the Phase 2 footprint with high strength pavement (required to support operation of the boat hoists). The pavement would cover the entire Phase 2 footprint, including the new surface area created by the CDF.

Phase 2 would also include a new storm drain system that directs storm water to the oil/water separator installed in Phase 1. The final elevation of the material inside the CDF would be approximately 5 feet higher than the existing wharf to ensure the new surface is the same elevation as the upland area so the water would be able to drain inland into the oil/water separator before discharge into the harbor, complying with the requirements of the ALBS NPDES permit and WDR. The joints of the sheet piles would be sealed to prevent an exchange of water between the cement stabilized sediments inside the CDF cells and the marine environment.

Phase 3

- Demolish Buildings A2 and A3, landside of the Phase 2 CDF.
- Remove asphalt, excavate approximately 2,800 cy of contaminated landside soil form the Phase 3 footprint area , including from the footprints of the demolished buildings, export the contaminated soil for disposal and import of approximately 2,800 cy of clean fill.
- Implement landside improvements including grading, paving, existing utility protection, electrical relocations, yard lighting, shop air and installation of new storm drain system.
- Construct a new 2,400 square foot, two-story office building on the reconfigured site to replace Buildings A2, A3, C1, and D that were demolished in Phases 1 and 2.

Phase 3 would consist of the demolition of the remaining buildings landside of the second CDF (Buildings A2 and A3, both potentially historic). Landside improvements would include removal of contaminated soil, grading, pavement, existing utility protection, electrical relocations, yard lighting, installation of new storm drain lines, installation of high strength pavement (required to support the operation of the boat hoists) and construction of a new office building. Upon project completion, lighting improvements would consist of 40-foot perimeter lightpoles, with fixtures directed toward the interior to accommodate nighttime operations. The lights would emit five footcandles of light. Additional security lighting would be provided in the employee parking area and at the property perimeter as necessary.

Subsequent to the completion of the new CDF's, an amendment to the PMP would be required to incorporate the land created by the CDF units.

2.5.2 Construction Schedule

Construction of the proposed Project is anticipated to commence in 2012 and last for approximately three years. The proposed Project would be constructed in three phases to allow ALBS to continue operating during the three year construction period. See Figure 2-2 for proposed Project components and phasing.

Phase 1 would last approximately one year, employing approximately 30 people. Phase 2 would last approximately six to ten months and would employ 30 people. Phase 3 would last approximately six months and would employ 20 people. Construction would take place on the site Monday through Friday (with some Saturdays) from 7:00 a.m. until 3:30 p.m.

2.5.3 Project Operations

Operation of the proposed Project would occur under a new 30-year lease. The new lease term would begin in 2012. The new lease involves the entire ALBS facility. Refer to Figure 2-3, for proposed Project boundary in relation to the existing and proposed (future) lease.

The proposed Project would replace three of the marine railways systems with the 600- and 100-ton boat hoists. The removal of the three marine railway systems in Phase 2 would lead to more flexible scheduling of vessel repairs, allowing ALBS to remove more vessels from the water and accommodate the repair and maintenance of those vessels at any one time, thus maximizing the efficiency of the operation. In addition, with the introduction of the boat hoists, there would no longer be the need to solely depend upon the use of the existing railways, which require the tides to be high enough to launch the vessel safely, and are limited to four simultaneous vessel removals for maintenance and repair. With the new hoist operations, ALBS would be able to launch vessels without these tidal delays and increase ALBS's capacity for simultaneous servicing to as many as 12; thereby optimizing the operation. Also, after building demolition, the boat hoists would allow for better utilization of available space at the facility by allowing the backlands to be accessed for use for dry docking (placement on land) of vessels for maintenance and repair. Elimination of the marine railways together with site re-contouring, installation of a new storm water drainage system and water treatment system (oil/water separator) would reduce discharge of stormwater pollutants into harbor waters.

Existing Lease
Area to be added to lease
Excluded
Buildings to be demolished
Buildings to remain
Redevelopment Area

CDM Smith

Port of Los Angeles
Al Larson Boat Shop
Improvement Project
Current and Future Lease Conditions
Figure 2-3

Upon completion of the proposed Project, hours of operation would remain the same and work would continue to occur in two shifts (7:45 a.m. to 4:15 p.m. and 3:30 p.m. to 11:00 p.m.). The number of employees on-site would increase from between 70 and 100 to between 90 and 130, depending on work load. More employees would be on-site during the morning shift, with approximately 80 employees, while approximately 15 employees would be on-site during the evening shift. In addition, the number of vessels served by ALBS during a year are projected to increase under the proposed Project from between 120 and 130 to between 240 and 304.

2.6 CEQA Baseline

CEQA provides for an EIR to assess the significance of a project's impacts in comparison with a baseline that consists of the physical environmental conditions at and near the project site as they exist prior to a final decision whether to approve the project. Baseline conditions are normally, but not always, measured at the time of commencement of environmental review of the proposed project. CEQA Guidelines, Section 15125, subdivision (a), provides:

> *An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.*

By providing that existing conditions at the time environmental analysis commences will "normally" constitute the CEQA baseline, the Guidelines recognize that lead agencies have discretion to formulate a different baseline in appropriate situations (e.g., *Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors*, 87 Cal. App. 4th 99, 126 (2001).

To determine significance, impacts resulting from implementation of the proposed Project and alternatives are compared to a baseline condition. The difference between the Project and the baseline impact levels is then compared to a threshold to determine if the difference between the two is significant. The CEQA baseline is the set of conditions that prevailed at the time the Notice of Preparation (NOP). The NOP was published in September 2010. For purposes of the EIR, the CEQA baseline will include the ALBS configuration and operational activity for the 12-month period preceding the NOP date (September 2009 to August 2010). This information is considered representative of the physical conditions at the time the NOP was published.

2.7 Alternatives

2.7.1 Alternatives Evaluated in this Draft EIR

This document evaluates a reasonable range of alternatives to the proposed Project. The identification by the LAHD of a reasonable range of alternatives is informed by the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601), the Coast Act (PRC Div. 20 Sections 30700 *et seq*.) and the LAHD's Leasing Policy (LAHD, 2006). The Port is one of only five locations in the state identified in the Coastal Act (PRC Sections 30700 and 30701) for the purposes of

international maritime commerce. These mandates identify the Port and its facilities as a primary economic/coastal resource of the State and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, and operations of a harbor. Activities should be water dependent and the LAHD is required to give highest priority to navigation, shipping and necessary support, and access facilities to accommodate the demands of foreign and domestic waterborne commerce. Leaving the premises vacant for any extended time is not consistent with the legal mandates of the LAHD. Based on existing demand and capacity limitations on industrial Port uses and Tidelands Trust purposes, the majority of the industrial facilities adjacent to deep water are needed to accommodate maritime commerce, specifically containerized cargo over the long term.

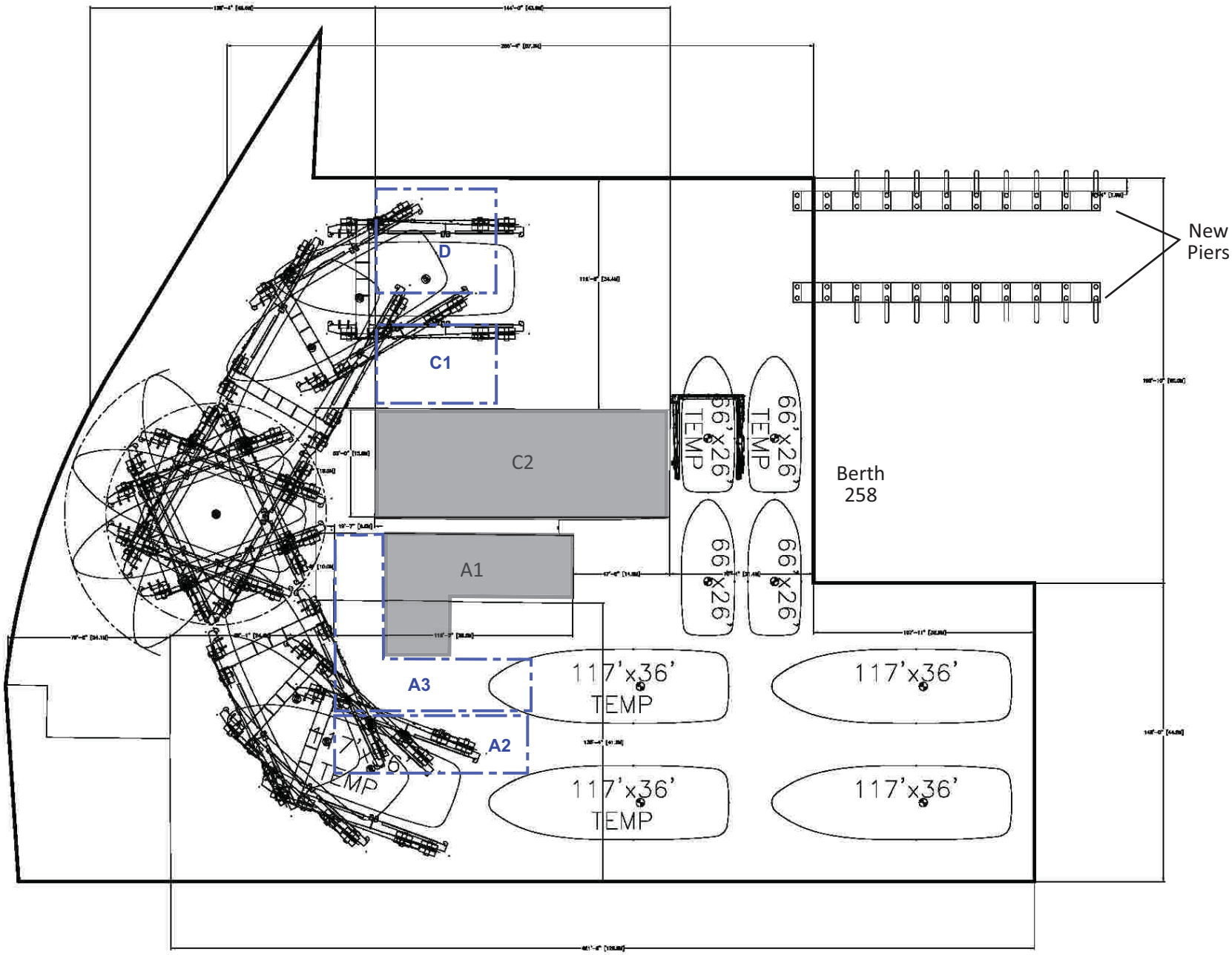
Not including the proposed Project, seven alternatives were considered during preparation of this Draft EIR. All of these alternatives (in addition to the proposed Project) have the potential to meet some of the proposed Project objectives. This section presents a short description of the seven alternatives that are carried forward in the detailed impacts analysis in Chapter 6, Analysis of Alternatives.

2.7.1.1 Alternative 1 – Reduced Project: Water Quality Improvements

Under this alternative, ALBS would not implement any of the proposed improvements on the site. However, in order to comply with the Los Angeles Regional Water Quality Control Board (RWQCB) requirements and remain in operation, they would implement measures on the site to redirect water away from Fish Harbor. Under this alternative, ALBS would place dikes around buildings, berms around the wharf edges, or change the slope of the site so that stormwater runoff would drain away from Fish Harbor into an oil/water separator before discharge. Under this alternative, minor changes to the existing operations would occur due to impediments from the dikes and berms. ALBS would continue to operate on the site under a new 30-year lease. The new lease term would begin in 2012; however, the lease would involve the existing site and no new land would be created or added to the lease.

2.7.1.2 Alternative 2 – Reduced Project: Limited Demolition

This alternative would be very similar to the proposed Project; however, not all of the three potentially historic buildings (A2, A3, or C1) would be demolished. Most of the other Project components would be constructed/implemented (i.e., drainage improvements, soil clean-up, dredging, 100-ton boat hoist, and CDFs). However, due to the retention of some of the potentially historic buildings, some of these components would not be implemented to their fullest extent, or, as is the case with the 600-ton boat hoist, not implemented at all (due to reduced clearance as a result of the retention of buildings slated for demolition as part of the proposed Project – see Figure 2-4). In particular, the clean-up of landside legacy contaminants would not fully occur, as some of the potentially historic buildings would remain (i.e., contaminated soils beneath the buildings and asbestos from the buildings themselves would remain). Further, the maneuverability and versatility of the boat hoists would be limited due to site constraints. No new structures would be constructed on the site, since some of the potentially historic buildings would remain available for reuse. Under this alternative, ALBS would continue to operate on the site under a new 30-year lease for the new area. The new lease term would begin in 2012.



Legend

Buildings to be demolished

Buildings to remain

CDM Smith

Port of Los Angeles
Al Larson Boat Shop Improvement Project
Boat Hoists – Turn Radius
Figure 2-4

2.7.1.3 Alternative 3 – Retention of Historic Buildings

This alternative would contain most of the elements of the proposed Project; however, none of the potentially historic buildings (A2, A3, and C1) would be demolished. No new structure would be constructed on the site, since the historic buildings would remain. As compared to the proposed Project, this alternative would reduce the development of the site by not demolishing/relocating any of the potentially historic buildings, which would preclude the use of the 600-ton hoist accessing the ALBS backland and land area created by the construction of the Phase 2 CDF. Under this alternative, ALBS would continue to operate on the site under a new 30-year lease for the new area. The new lease term would begin in 2012.

2.7.1.4 Alternative 4 – Relocation of Historic Buildings

This alternative would be the same as the proposed Project; however, all of the potentially historic buildings would be moved to another location within the Port. The relocation site would be one of two redevelopment project sites within the Port: the San Pedro Waterfront project, or the Wilmington Waterfront project (see Figure 6-2 in Chapter 6, Analysis of Alternatives). Relocation to either of the redevelopment project sites would be consistent with the LAHD's "Procedures to Implement the Real Estate Leasing Policy," which incorporates long-range facility planning and objectives in the two redevelopment project areas. All of the components of the proposed Project would be constructed under this alternative, as all of the potentially historic buildings slated for demolition would be removed from the site. Under this alternative, ALBS would continue to operate on the site under a new 30-year lease for the new area. The new lease term would begin in 2012.

2.7.1.5 Alternative 5 – Alternate Site

This alternative would involve construction and operation of ALBS at a different location elsewhere within the Port under a new 30-year lease for the alternate site. LAHD has identified four possible alternate sites and each alternate site is similar in size as the existing ALBS site. ALBS would operate on one of the alternate sites at the same level and capacity as the proposed Project. Under this alternative, ALBS would not renew its existing lease at the Project site and would be required to return the site to its pre-lease conditions, meaning all remaining structures would be demolished and legacy contaminants within the landside soils would have to be cleaned. No CDFs would be created and instead the dredge material would be hauled off-site to a licensed landfill. It is assumed that no dredging would occur at the new site. Returning the existing ALBS site to pre-lease conditions would also include the elimination of the flow of runoff from Seaside Avenue through the site into Fish Harbor. For more details on the alternate sites see Figure 6.3 in Chapter 6, Analysis of Alternatives.

2.7.1.6 Alternative 6 – No Project

Under CEQA, the Lead Agency is required to evaluate a No Project Alternative that represents what would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved based on current plans and consistent with available infrastructure and community services. Under this alternative, no development would occur on the site and no action would be taken by the tenant to bring the site into compliance with the applicable surface water quality standards. Currently, ALBS has a revocable permit and month to month lease with the LAHD to operate on the site.

ALBS is required to implement improvements to bring the site into compliance with the current NPDES permit. Without implementation of measures to ensure compliance with the NPDES permit, ALBS would be forced to cease operation. Upon cessation of the existing operation on the site, ALBS would be required to clear the site, including contaminated soil and sediment, and return it to its original condition. This site would then be available for use consistent with its zoning: shipbuilding/ship repair facilities, light manufacturing and industrial activities, or ocean resource-oriented industries.

2.7.1.7 Alternative 7 – No Federal Action

The No Federal Action Alternative represents what would reasonably be expected to occur in the foreseeable future if the USACE Permit was not approved.[6] Under the No Federal Action Alternative, there would be no dredging, no CDF construction (no removal of historic sediment and soil contamination), and no construction of the concrete piers for the 600- and 100-ton boat hoist. However, the landside construction could occur and a new lease would be issued to ALBS. Under this alternative, ALBS would continue to operate on the site under a new 30-year lease. The new lease term would begin in 2012.

2.8 Relationship to Existing Statutes, Plans, Policies, and Other Regulatory Requirements

One of the primary objectives of the CEQA process is to ensure that the proposed Project is consistent with applicable statutes, plans, policies, and other regulatory requirements. Table 2-1 lists the statutes, plans, policies, and other regulatory requirements applicable to the proposed Project and alternatives. Additional analysis of plan consistency is contained in individual resource sections of Chapter 3, Environmental Analysis, and, in particular, in Section 3.8, Land Use.

[6] The proposed Project would require a permit from the USACE to perform maintenance dredging and to construct the CDFs.

Table 2-1: Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Act/Plan/Policy	Description
California Coastal Act of 1976	The Coastal Act (PRC Div. 20 Sections 30700 *et seq.*) identifies the Port and its facilities as a "primary economic and coastal resources of the state, and an essential element of the national maritime industry" (PRC Section 30701). The LAHD is responsible for modernizing and constructing necessary facilities to accommodate deep-draft vessels along with the demands of foreign and domestic waterborne commerce as well as other traditional and water-dependent and related facilities to preclude the necessity for developing new ports elsewhere in the state (Sections 30007.5 and 30701 [b]). The Act also establishes that 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 such harbor water areas and/or harbor land areas for their operations (Sections 30001.5 [d], 30255 and 31260). The Coastal Act further provides that the Port should "Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities." (Section 30708 [c]). Under the California Coastal Act, water areas may be diked, filled, or dredged when consistent with a certified port master plan only for specific purposes, including: (1) construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities that are required for the safety and the accommodation of commerce and vessels to be served by port facilities; and (2) new or expanded facilities or waterfront land for Port-related facilities. In accordance with provisions of the Coastal Act, the Port has a certified PMP that provides the Port with Coastal Development Permit authority for actions/developments consistent with that PMP. Items that are inconsistent with the Master Plan, such as new fills in water, would require a PMP Amendment through the Coastal Commission. The proposed Project is consistent with the Plan's provisions, but implementation of the proposed Project will require an amendment of the PMP because the proposed Project improvements are not described in the current version of the Plan.
Coastal Zone Management Act	Section 307 of the Coastal Zone Management Act (CZMA) requires that all federal agencies with activities directly affect the coastal zone, or with development projects within that zone, comply with the state coastal acts (in this case, the California Coastal Act of 1976) to ensure that those activities or projects are consistent, to the maximum extent practicable. The California Coastal Commission will use this EIR when considering whether to find the proposed Project consistent with the Coastal Act, and the USACE will use that approval as a demonstration that the proposed Project is in compliance with the CZMA.
Port Master Plan (PMP)	The PMP (POLA, 1979) provides for the development, expansion, and alteration of the Port (both short-term and long-term) for commerce, navigation, fisheries, Port-dependent activities, and general public recreation. Those objectives are consistent with the provisions of the California Coastal Act (1976), the Charter of the City of Los Angeles, and applicable federal, state, and municipal laws and regulations. Creation of the CDFs would require an amendment to change the land use of this acreage from water to Maritime Support. The proposed Project's proposed uses are consistent with the Plan but will necessitate an amendment of the PMP.

Table 2-1: Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Act/Plan/Policy	Description
Local Coastal Program	Under provisions of the California Coastal Act, the PMP is incorporated into the Local Coastal Program of the City of Los Angeles. The LAHD has coastal development permit authority for activities in Fish Harbor. Therefore, if the proposed Project would be consistent with the PMP, the proposed Project would also be considered consistent with the Local Coastal Program. Authority under the California Coastal Plan would be granted if the PMP were amended to include the proposed Project.
California Tidelands Trust Act, 1911	Submerged lands and tidelands within the Port, which are under the Common Law Public Trust, were legislatively granted to the City of Los Angeles pursuant to Chapter 656, Statutes of 1911 as amended. Those properties are held in trust by the City and administered by the LAHD to promote and develop commerce, navigation and fisheries, and other uses of statewide interest and benefit, including but not limited to, commercial, industrial, and transportation uses, public buildings and public recreational facilities, wildlife habitat, and open space. The proposed Project is under the jurisdiction of the Port, as granted under the State Tidelands Trust, and would be funded by Trust revenues. All property and improvements included in the proposed Project would be dedicated to boat shop operations which is a maritime-related use and would therefore be consistent with the Tidelands Trust.
California Senate Bill 673 (SB 673)	In 1997, California Senate Bill 673 (SB 673) required the California Coastal Commission (CCC) and the LARWQCB to jointly establish and participate in the multiagency Los Angeles Basin Contaminated Sediments Task Force (CSTF) to develop, based on the recommendations of the task force, a long-term management plan for the management of contaminated dredge material in the Los Angeles Region. The CSTF led by the CCC and the Los Angeles RWQCB, and with regular participation by the USACE, U.S. Environmental Protection Agency (USEPA), California Department of Fish and Game (CDFG), Southern California Coastal Water Research Project (SCCWRP), City of Long Beach, Los Angeles County Department of Beaches and Harbors, Port of Long Beach, LAHD and Heal the Bay, developed a Long-Term Management Strategy (Strategy). This Strategy includes recommendations on regional coordination of sediment management efforts, a process for evaluating contaminated sediment generated by dredging projects, a proposed long-term goal of beneficially reusing all contaminated sediments, and a commitment to continue working on future treatment and reuse issues.
San Pedro Bay Ports Clean Air Action Plan (CAAP)	The Port, in conjunction with the Port of Long Beach and with guidance from AQMD, CARB, and USEPA, has developed the CAAP, which was approved by the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006 and revised by a 2010 update. The CAAP focuses on reducing diesel particulate matter (DPM), NO_X, and SO_X, with two main goals: (1) to reduce Port-related air emissions in the interest of public health, and (2) to disconnect cargo growth from emissions increases. The Plan includes near-term measures implemented largely through the CEQA/NEPA process and new leases at both ports. The proposed Project includes air quality control measures outlined in the CAAP, both as mitigation that will be imposed via permits and lease provisions and as standard measures that will be implemented through the lease, agreements with other agencies and business entities, and Port contracting policies.

Table 2-1: Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Act/Plan/Policy	Description
Port Real Estate Leasing Policy	The purpose of this Policy is to provide a framework that governs leasing and rental decisions as they relate to tenant retention, selecting new tenants, development of new agreements and, as appropriate, modifications to existing agreements by amendments. The proposed Project would be consistent with the Leasing Policy in that it would incorporate environmental remediation provisions and CAAP provisions that would be implemented through the lease.
Port Strategic Plan	The Port of Los Angeles Strategic Plan (LAHD, 2008) identifies the mission of the Port and provides 12 strategic objectives for the 5-year planning period. The mission includes promotion of "grow green" philosophy combined with fiduciary responsibility and promotion of global trade. The 12 strategic objectives include minimization of land use conflicts, maximizing the efficiency and the capacity of current and future facilities, addressing needed infrastructure requirements, maintaining financial self-sufficiency, raising environment standards and enhancing public health, promoting emerging and environmentally friendly cargo movement technology and energy sources, enhancing public safety and emergency incident response, providing for safe and efficient operations and homeland security, strengthening local community relations, developing more and higher quality jobs, ensuring current and future workforce needs, and making the Port a great place to work. The proposed Project is consistent with the Strategic Plan because it would help to maximize the efficiency and capacity of ship building and repair facilities, improve environmental standards and enhance public health, and provide for safe and efficient operations.
Port Risk Management Plan	The Risk Management Plan, an amendment to the PMP, was adopted in 1983, per requirements of the CCC. The purpose of the Risk Management Plan is to provide siting criteria relative to vulnerable resources and the handling and storage of potentially hazardous cargo such as crude oil, petroleum products, and chemicals. The Risk Management Plan provides guidance for future development of the Port to minimize or eliminate the hazards to vulnerable resources from accidental releases (LAHD, 1983). The proposed Project design is consistent with the Risk Management Plan.
Ports of Los Angeles and Port of Long Beach Water Resources Action Plan	The Water Resources Action Plan (WRAP) was prepared by the Ports of Los Angeles and Long Beach, in coordination with their cities, the USEPA, and the Los Angeles RWQCB (POLA and POLB, 2009). The WRAP's purpose is to improve and maintain water and sediment quality in San Pedro Bay. The WRAP provides the framework and mechanisms for the Ports to achieve the goals and targets that will be established in the relevant TMDLs and to comply with the Industrial Activities, Construction Activities, and Municipal permits issued to the Ports and their respective Cities and tenants through the NPDES program. The WRAP identifies multiple current and potential control measures to minimize effects to water and sediment quality. These include Land Use Control Measures, On-Water Control Measures, Sediment Control Measures, and Watershed Control Measures. The WRAP is considered a living document, and the Ports will modify it as circumstances warrant and programs become more fully developed. The proposed Project is consistent with the WRAP, which includes control measures to minimize effects to water and sediment quality, such as Land Use Control Measures, On-Water Source Control Measures, Sediment Control Measures, and Watershed Control Measures.

Table 2-1: Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Act/Plan/Policy	Description
City of Los Angeles General Plan – Port of Los Angeles Plan	The Port of Los Angeles Plan is part of the General Plan for the City of Los Angeles (City of Los Angeles, 1982). This plan provides a guide to the continued development and operation of the Port. It is designed to be consistent with the PMP discussed above. Because the proposed Project would be consistent with the PMP it would also be consistent with the goals of the General Plan.
City of Los Angeles – San Pedro Community Plan	The San Pedro Community Plan (City of Los Angeles, 1999a) serves as a basis for future development of the community. It is also the land use plan portion of the City's Local Coastal Program for San Pedro. The Port, although contiguous to San Pedro, is not part of the San Pedro Community Plan area. However, the San Pedro Community Plan does make recommendations regarding the Port, particularly for areas adjacent to commercial and residential areas of San Pedro. Although the proposed Project site is not contiguous with San Pedro the proposed Project would be consistent with these recommendations as the Port has taken into consideration the nearby residential and commercial communities of San Pedro during project development through the scoping process.
City of Los Angeles – Wilmington-Harbor City Community Plan	The Wilmington-Harbor City Community Plan (City of Los Angeles, 1999b) serves as a basis for future development of the community. The Port, although contiguous to Wilmington, is not part of the Wilmington Community Plan area. However, the Wilmington Plan does make recommendations regarding the Port. Although the proposed Project site is not contiguous with Wilmington–Harbor City the proposed Project would be consistent with these recommendations as the LAHD has taken into consideration the nearby residential and commercial communities of Wilmington during project development through the scoping process.
City of Los Angeles General Plan – Air Quality Element	The City of Los Angeles General Plan has an Air Quality Element (City of Los Angeles, 1992) that contains general goals, objectives, and policies related to improving air quality in the region. Policy 5.1.1 relates directly to the Port and requires improvements in harbor operations and facilities to reduce emissions. The LAHD is actively planning for and implementing such improvements. The proposed Project is consistent with the Air Quality Element in that it incorporates CAAP measures to reduce air quality impacts.
Water Quality Control Plan – Los Angeles River Basin	The Water Quality Control Plan for the Los Angeles River Basin (Region 4) (Basin Plan) was adopted by the Los Angeles RWQCB in 1978 and updated in 1994 (Los Angeles RWQCB, 1994). The Basin Plan designates beneficial uses of the basin's water resources. The Basin Plan describes water quality objectives, implementation plans, and surveillance programs to protect or restore designated beneficial uses of the Basin's water resources. The proposed Project would be operated in conformance with objectives of the Water Quality Control Plan because it would be required by the lease to comply with the General Industrial permit for storm water and the specific requirements of the NPDES Permit and WDR from the Los Angeles RWQCB.

Table 2-1: Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Act/Plan/Policy	Description
Water Quality Control Policy – Enclosed Bays and Estuaries of California	In 1995, the State Water Resources Control Board (SWRCB) amended a water quality control policy that provides principles and guidelines to prevent degradation and to protect the beneficial uses of waters of enclosed bays and estuaries (SWRCB, 1995). The Los Angeles Harbor is considered to be an enclosed bay under this policy. Activities such as the discharge of effluent, thermal wastes, radiological waste, dredge materials, and other materials that adversely affect beneficial uses of the bay and estuarine waters are addressed. Waste discharge requirements developed by the Los Angeles RWQCB, among other requirements, must be consistent with this policy. The proposed Project would be constructed and operated in conformance with objectives of the Water Quality Control Policy through controls on construction activities (dredging and fill, wharf construction) and on operations (stormwater and other discharges).
Air Quality Management Plan	The federal Clean Air Act (CAA) and its subsequent amendments establish the National Ambient Air Quality Standards (NAAQS) and delegate the enforcement of these standards to the states. In areas that exceed the NAAQS, the CAA requires states to prepare a State Implementation Plan (SIP) that details how the NAAQS will be achieved within mandated time frames. The CAA identifies emission reduction goals and compliance dates based on the severity of the ambient air quality standard violation within an area. The California Clean Air Act (CCAA) outlines a program to attain the more stringent California Ambient Air Quality Standards (CAAQS) for O_3, NO_2, SO_2, and CO by the earliest practical date. The Lewis Air Quality Act of 1976 established the SCAQMD, created SCAQMD jurisdiction over the four-county South Coast Air Basin, and mandated a planning process requiring preparation of an Air Quality Management Plan (AQMP). The 2007 AQMP (SCAQMD, 2007) proposes emission reduction strategies that will enable the South Coast Air Basin to achieve the national and most state ambient air quality standards within the mandated time frames. The proposed Project would be required to comply with rules and regulations used to regulate sources of air pollution in the South Coast Air Basin, which include control measures found in the AQMP. Further, the proposed Project would be consistent with this plan because construction and operation of the proposed Project are consistent with SCAG regional employment and population growth forecasts, which were used in the development of the 2007 AQMP.
California Air Resources Board – Emission Reduction Plan for Ports and Goods Movement	The California Air Resources Board (CARB) approved the Emission Reduction Plan for Ports and Goods Movement (CARB, 2006) on April 20, 2006. All of the proposed mitigations in this EIR were developed to be consistent with the CAAP (POLA and POLB, 2006 and amended 2010; see Section 1.7.2.1 in Chapter 1, Introduction, in this Draft EIR), which in turn was developed to be consistent with CARB goals and reduction strategies.

Table 2-1: Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Act/Plan/Policy	Description
Assembly Bill (AB) 32	On September 27, 2006, Governor Schwarzenegger signed AB 32, the Global Warming Solutions Act. The Act caps California's greenhouse gas emissions at 1990 levels by 2020. This legislation represents the first enforceable statewide program in the U.S. to cap all GHG emissions from major industries that includes penalties for noncompliance. It requires the CARB to establish a program for statewide greenhouse gas emissions reporting and to monitor and enforce compliance with this program. The proposed Project would improve the operational efficiency of the site, including the elimination of obsolete and energy inefficient buildings to be replaced by a new smaller building that would comply with the City's green building code. Additionally, the proposed Project would be required to comply with Port requirement such as the CAAP to reduce air emissions. The proposed Project would thereby implement energy and emission reduction requirements in compliance with greenhouse gas emission reduction strategies and would thus be in compliance with AB 32.
Southern California Association of Governments (SCAG) Regional Plans	SCAG is responsible for developing regional plans for transportation management, growth, and land use, as well as developing the growth factors used in forecasting air emissions within the South Coast Air Basin. SCAG has developed a Regional Comprehensive Plan (RCP), a Regional Housing Needs Assessment, Regional Transportation Plan (RTP), and in cooperation with the SCAQMD, the AQMPs. The proposed Project would not generate a measurable change in population distribution, nor would it result in a change to housing demand on a regional or local scale. It would fit within population and housing projections for the local area and region as a whole and thus would be consistent with these plans.
Congestion Management Plan	The Congestion Management Program (CMP) is a state-mandated program intended as the analytical basis for transportation decisions made through the State Transportation Improvement Program process (LACMTA, 2010). The CMP was developed to: (1) link land use, transportation, and air quality decisions; (2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and (3) propose transportation projects that are eligible to compete for state gas tax funds. The CMP includes a Land Use Analysis Program, which requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system. For development projects, an EIR is required based on local determination and must incorporate a Transportation Impact Analysis into the EIR. This Draft EIR includes a transportation impact analysis (Section 3.12, Traffic and Transportation) and thus is consistent with the CMP.
Water Quality Laws, Regulations and Plans	A number of federal and state laws, regulations, and plans pertain to the proposed Project, including the River and Harbor Act of 1899, Section 10; federal Water Pollution Control Act (as amended by the Clean Water Act of 1977), Section 404; Marine Protection, Research, and Sanctuaries Act of 1972, Section 103; California Hazardous Waste Control Act; SWRQB, Enclosed Bays and Estuaries Plan; Water Quality Control Plan for the Los Angeles River Basin (Region 4B), adopted by the Los Angeles RWQCB; and Sections 401 and 402 of the Clean Water Act of 1977. An objective of the proposed Project is to place ALBS in compliance with its NPDES and WDR requirement, and it would implement features to improve water quality such as stormwater management controls and cleanup of legacy contaminants in Fish Harbor. It is thereby consistent with water quality laws, regulations, and plans.

Table 2-1: Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Act/Plan/Policy	Description
Air Quality Laws, Regulations and Plan	A number of federal and state laws, regulations, and plans pertain to the proposed Project, including the Clean Air Act, Title 40 CFR Parts 50 and 51 as amended; Prevention of Significant Deterioration, Titles 40 CFR Part 51.24 and 40 CFR Part 52.21; California Clean Air Act; AQMP of the City of Los Angeles General Plan, Air Quality Element; and SCAQMD Regulations X111 and XV, New Source Review and Rules 212, 401, 403, and 431.2. Refer to Section 3.2, Air Quality, Meteorology and Greenhouse Gases, in this Draft EIR for discussion of applicable air quality laws, regulations and plans.
Transportation Laws, Regulations and Guidelines	A number of federal and state laws, regulations, and plans pertain to the proposed Project, including the California Public Utilities Commission Guidelines; Federal Highway Administration Guidelines; California Transportation Guidelines; California Administrative Code Section 65302 (f)-Noise Element; Federal Aid Highway Program Manual 7-7-3; USACE Regulation 1105-2-100; National Environmental Compliance, 91-190; U.S. Coast Guard Regulations Pertaining to Navigation Safety and Waterfront Facilities. The proposed Project would comply with all applicable transportation laws, regulations and guidelines.
Biological Resources Protection	A number of federal and state laws, regulations, and plans pertain to the proposed Project, including the Endangered Species Act of 1973, as amended; Marine Mammal Protection Act; Migratory Bird Conservation Act; Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972; California Endangered Species Act; Section 302 of the Marine Protection, Research, and Sanctuaries Act of 1972; United States Fish and Wildlife Act of 1956 (16 USC 742a et seq.); Fish and Wildlife Coordination Act (16 USE 661 et seq.); Magnuson-Stevens Fishery Conservation and Management Act, as amended through 1996; Executive Order 13112, Invasive Species; Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 (P.L 01-646), as amended by the National Invasive Species Act of 1996; Ballast Water Management for Control of Nonindigenous Species Act of 1999 (PRC Sections 71200-71271). The proposed Project would not result in a substantial disruption of biological communities. Creation of the CDFs would result in the direct loss of approximately 0.9 acres of marine habitat in Fish Harbor, however, mitigation to offset this loss would be applied in compliance with laws, regulations, and plans related to biological resources projection and thereby, the proposed Project would be consistent with these requirements.
Cultural Resources Protection	National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 CFR 800); the Archaeological and Historical Preservation Act and Executive Order 11593 “Protection and Enhancement of the Cultural Environment.” In compliance with federal laws, regulations, and other guidelines, LAHD will use this Draft EIR and resource evaluation studies to consult with the State Historic Preservation Office (SHPO) regarding determination that the proposed Project area contains significant historic resources. The proposed Project would result in the demolition of three buildings that are potentially historic. Prior to demolition of these buildings, a Historic American Building Survey (HABS) Level II documentation would be conducted in compliance with the Secretary of the Interior’s Standards for Architectural and Engineering Documentation, and thus the proposed Project would be in consistent with laws, regulations, and guidelines pertaining to cultural resources protection.

Table 2-1: Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Act/Plan/Policy	Description
NEPA	The proposed Project would also require a permit from the USACE to perform maintenance dredging and to construct the CDFs. The USACE is conducting its NEPA analysis separately from this CEQA analysis and a preliminary determination has been made that an EIS is not required for the proposed work. The USACE is currently in the process of completing an Environmental Assessment for the proposed Project. A Public Notice was circulated by the USACE in conjunction with the application for the dredge permit from October 9, 2009 through November 9, 2009. By completing an Environmental Assessment, the proposed Project would be consistent with NEPA.
Environmental Justice	Executive Order 12898 requires that "to the greatest extent practicable, each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." California adopted legislation addressing environmental justice in 1999 with the passage of Senate Bill (SB) 115 (Government Code Section 65040.12[c]), which established the Governor's Office of Planning and Research as the lead agency responsible for implementation of federal and state environmental justice policies in California. SB 115 defines environmental justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws and policies." In 2000, the Governor signed the related SB 89 requiring that the Secretary for Environmental Protection convene a Working Group to assist CalEPA in developing an environmental justice strategy. This Draft EIR includes an environmental justice analysis (Chapter 4) and is thus consistent with requirements and policies pertaining to environmental justice.

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