

ES

EXECUTIVE SUMMARY

1 ES.1 Introduction

2 This Draft Program Environmental Impact Report (PEIR) evaluates environmental
3 impacts related to the Port Master Plan Update (PMPU or proposed Program). The
4 Draft PEIR has been prepared by the Los Angeles Harbor Department (LAHD) as the
5 lead agency pursuant to the California Environmental Quality Act (CEQA) and
6 California Public Resources Code (PRC) Section 21000 *et seq.* A Notice of
7 Preparation (NOP) was prepared pursuant to CEQA (CEQA Guidelines Section
8 15082) to inform responsible agencies and the public of the LAHD's intention to
9 prepare this Draft PEIR. The NOP included an Initial Study (IS) that described the
10 proposed Program and summarized potential impacts of the proposed Program. The
11 NOP was released for agency and public comment on July 26, 2012, and the
12 comments that were received have informed the preparation of this Draft PEIR.

13 The PMPU serves as a long-range plan to establish policies and guidelines for future
14 development at the Port of Los Angeles (Port), located in San Pedro Bay
15 approximately 20 miles south of downtown Los Angeles (Figure ES-1). (A copy of
16 the Draft PMPU as it existed at the time of the Draft PEIR is included as Appendix
17 A. The Draft PMPU is subject to modifications; however, no substantial revisions are
18 anticipated at this time.) The PMPU focuses on the portion of the Port that is within
19 the coastal zone (i.e., the Port's coastal zone boundary), as required under the
20 California Coastal Act (CCA) (Figure ES-2). In general, the PMPU area is bounded
21 by the community of Wilmington to the north, lands surrounding the Consolidated
22 Slip to the northeast, the City of Los Angeles boundary and lands surrounding the
23 Cerritos Channel to the east, the Pacific Ocean to the south, and the community of
24 San Pedro to the west.

25 The Draft PEIR describes the affected resources and evaluates the potential impacts
26 to those resources as a result of implementing the proposed Program, and will be
27 used to inform decision makers and the public about the potential environmental
28 impacts. The PEIR analyzes potential environmental impacts from a Port-wide
29 perspective that is programmatic in nature. Project-specific analysis would be
30 undertaken in environmental documents prepared when the proposed appealable/fill
31 projects are initiated and carried forward for environmental review.

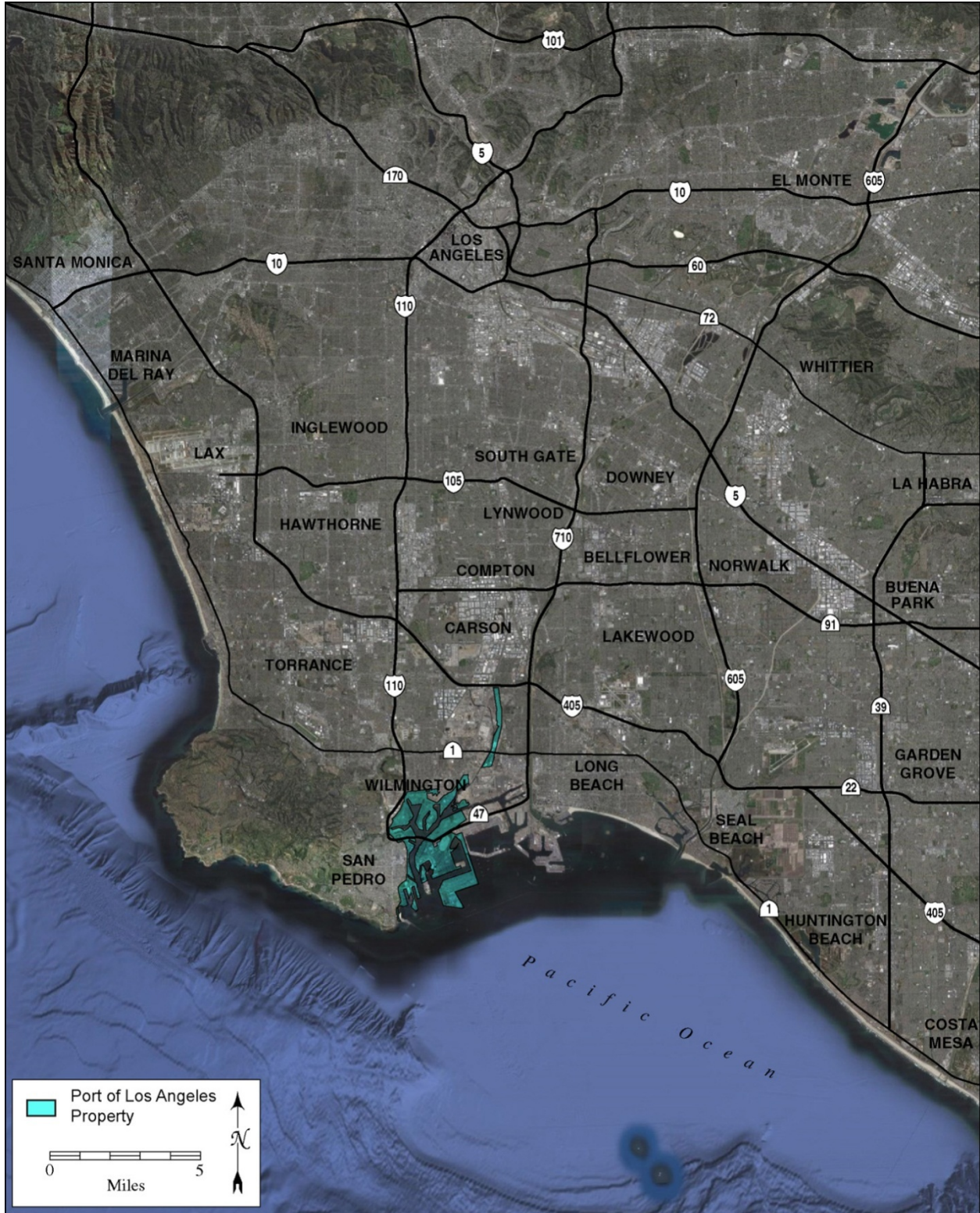


Figure ES-1. Regional Location

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Figure ES-2. PMPU and Coastal Zone Boundaries

1 This Executive Summary has been prepared in accordance with CEQA Guidelines
2 Section 15123(b), which states that the Environmental Impact Report (EIR) should
3 contain a brief summary of the proposed actions and its consequences and should
4 identify: 1) each significant effect with proposed mitigation measures and
5 alternatives that would reduce or avoid that effect; 2) areas of controversy known to
6 the lead agency; and, 3) issues to be resolved including the choice among alternatives
7 and whether or how to mitigate significant effects. The Executive Summary
8 references various chapters and sections in the Draft PEIR where detailed
9 information and analysis can be reviewed.

10 **ES.2 CEQA and the Purpose of a Program EIR**

11 CEQA was enacted by the California Legislature in 1970 and requires public agency
12 decision makers to consider the environmental impacts of their actions. In accordance
13 with CEQA Guidelines Section 15121(a), the purpose of an EIR is to serve as an
14 informational document that “will inform public agency decision-makers and the public
15 generally of the significant environmental impact of a project, identify possible ways to
16 minimize the significant impacts, and describe reasonable alternatives to the project.”

17 Although this proposed Program requires discretionary approval from the LAHD
18 and, therefore, would normally be subject to the requirements of CEQA, a PMP
19 amendment is subject to approval by the California Coastal Commission (CCC),
20 which operates under its own regulatory programs that replace the EIR with a
21 comparable form of environmental review. This Draft PEIR has been prepared in
22 accordance with the requirements of CEQA to assist the CCC in conducting
23 mandated environmental review and is, therefore, considered the appropriate
24 document because it is a type of EIR that is prepared for a series of actions that can
25 be characterized as one large program and that are related as follows, per CEQA
26 Guidelines Section 15168:

- 27 ■ Geographically;
- 28 ■ As logical parts in the chain of contemplated actions;
- 29 ■ In connection with issuance of rules, regulations, plans, or other general criteria
30 to govern the conduct of a continuing program; or,
- 31 ■ As individual activities carried out under the same authorizing statutory or
32 regulatory authority, and having generally similar environmental impacts that can
33 be mitigated in similar ways.

34 Subsequent activities in the program must be examined in light of the PEIR to
35 determine whether an additional environmental document must be prepared. If a later
36 activity would have impacts that were not examined in the PEIR, a new IS would
37 need to be prepared leading to either an EIR or a Negative Declaration. If the agency
38 finds that no new impacts would occur or no new mitigation measures would be
39 required, the agency can approve the activity as being within the scope of the project
40 covered by the PEIR and no new environmental document would be required. An
41 agency should incorporate feasible mitigation measures and alternatives developed in
42 the PEIR into subsequent actions in the program (CEQA Guidelines Section 15168).

43 The use of a PEIR may serve as a first-tier document for later CEQA review of
44 individual projects included within a program. A PEIR is intended as a process to

1 simplify the task of preparing subsequent environmental documents (CEQA
2 Guidelines Section 15168). Accordingly, a PEIR can:

- 3 ■ Provide the basis in an IS for determining whether the later activity may have any
4 significant impacts;
- 5 ■ Be incorporated by reference to deal with regional influences, secondary impacts,
6 cumulative impacts, broad alternatives, and other factors that apply to the
7 program as a whole; and/or,
- 8 ■ Focus an EIR on a subsequent project to permit discussion solely of new impacts
9 that had not been considered before.

10 In general, the LAHD expects that although this PEIR will help focus the review of
11 the proposed appealable/fill projects, most of the projects that are included in this
12 PEIR would require separate environmental documents.

13 This Draft PEIR is being provided to the public for review and comment, and to
14 assist them in participating in the planning process. After public review and
15 comment, a Final PEIR will be prepared, including responses to comments on the
16 Draft PEIR received from agencies, organizations, and individuals. The Final PEIR
17 will provide the basis for decision making by the CEQA lead agency, as described
18 below, and other responsible agencies.

19 **ES.2.1 Program Purpose and Objectives**

20 The overall purpose of the PMPU is to create a consolidated planning document that
21 clarifies LAHD's short- and long-term plans in an easily accessible manner. The PMPU
22 is needed to update historically outdated language in the 1980 Port Master Plan (PMP), as
23 amended, with policies and guidelines that reflect current community and environmental
24 conditions and account for trends in foreign and domestic waterborne commerce,
25 navigation, and fisheries that influence needs for future development in the Port.

26 The overall objectives of the PMPU are to:

- 27 ■ Develop the Port in a manner that is consistent with federal, state, county, and
28 city laws, including the CCA and Charter of the City of Los Angeles;
- 29 ■ Integrate economic, engineering, environmental, and safety considerations into
30 the Port development process for measuring the long-term impact of varying
31 development options on the Port's natural and economic environment;
- 32 ■ Promote the orderly, long-term development and growth of the Port by
33 establishing functional areas for Port facilities and operations; and,
- 34 ■ Allow the Port to adapt to changing technology, cargo trends, regulations, and
35 competition from other U.S. and foreign ports.

36 **ES.2.2 CEQA Baseline**

37 CEQA Guidelines state that "an EIR must include a description of the physical
38 environmental conditions in the vicinity of the project, as they exist at the time the

1 notice of preparation is published...from both a local and regional perspective. This
2 environmental setting will normally constitute the baseline physical conditions by
3 which the Lead Agency determines whether an impact is significant. The description
4 of the environmental setting shall be no longer than is necessary to provide an
5 understanding of the significant effects of the proposed project and its alternatives”
6 (CEQA Guidelines Section 15125[a]).

7 The PEIR must identify significant impacts that would be expected to result from
8 implementation of the PMPU by comparing the proposed Program to a baseline
9 condition. The difference between the proposed Program and the baseline is then
10 compared to a threshold of significance to determine if the difference between the
11 two is considered significant. The baseline normally represents existing conditions in
12 the vicinity of a proposed project as they exist at the time the NOP is published
13 (CEQA Guidelines Section 15125). For the purposes of this PEIR, the baseline is
14 calendar year 2011, the time period which is considered representative of existing
15 conditions and for which the most recent and relevant data are available.

16 It is important to acknowledge that growth in the port complex will increase
17 substantially by 2035 with or without implementation of the PMPU. Therefore, the
18 cumulative analysis for some resources in Chapter 4.0, Cumulative Analysis,
19 includes a comparison of expected future conditions with and without the PMPU.
20 This comparison is included in the PEIR for informational purposes only and does
21 not constitute the baseline condition by which the LAHD will determine whether an
22 impact is significant.

23 ES.3 Proposed Program

24 The PMPU addresses all elements required under CCA Chapter 8, Article 3 (Section
25 30711[a] and [b]), including permitted uses, design and location of land use areas,
26 estimates of development effects on environmental resources, and anticipated
27 projects listed as appealable.

28 The PEIR includes the following elements in the program description:

- 29 ■ Changes to the number and boundaries of existing planning areas;
- 30 ■ Changes to existing PMP land use categories;
- 31 ■ Revisions to allowable land uses within the planning areas;
- 32 ■ Descriptions of the proposed appealable/fill projects; and,
- 33 ■ A list of the other projects that have been approved in a certified CEQA
34 document and/or are undefined (i.e., in the conceptual design stage) that are
35 identified for public disclosure purposes consistent with the PMPU.

36 ES.3.1 Background

37 LAHD operates the Port under the legal mandates of the Port of Los Angeles
38 Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601; California
39 Tidelands Trust Act of 1911) and the CCA (PRC Division 20, Section 30700, *et*
40 *seq.*), which identify the Port and its facilities as a primary economic/coastal resource

1 of the state and an essential element of the national maritime industry for promotion
2 of commerce, navigation, fisheries, and harbor operations. Activities should be
3 water-dependent and give highest priority to navigation, shipping, and necessary
4 support and access facilities to accommodate the demands of foreign and domestic
5 waterborne commerce. LAHD is chartered to develop and operate the Port to benefit
6 maritime, commercial, navigation, and fishery uses, and functions as a landlord by
7 leasing Port properties to more than 300 tenant businesses.

8 **ES.3.2 Overview**

9 The PMPU would serve as a long-range plan to establish policies and guidelines for
10 future use of Port lands within the coastal zone, as required under the CCA. Port
11 lands outside the coastal zone are not subject to Coastal Development Permits
12 (CDPs), and therefore are not evaluated in the PEIR. The PMPU would also update
13 existing PMP language related to the procedures to approve or deny CDPs, as well as
14 the process to review liquid bulk development proposals.

15 The PMPU would consolidate areas characterized by predominant land use patterns,
16 thereby reducing the number of planning areas, and would allocate a single allowable
17 land use to most sites. The PMPU includes all required sections under CCA Chapter
18 8, Article 3 (Section 30711[a] and [b]), including permitted uses, design and location
19 of land use areas, estimates of the effects of development on environmental
20 resources, and anticipated projects listed as appealable. The PMPU would include
21 appealable/fill projects and other projects that have been approved in a certified
22 CEQA document and/or are currently undefined (i.e., in the conceptual design stage).
23 The proposed appealable/fill projects included in the PMPU are in various planning
24 stages and are expected to be initiated or completed within the next 5 years.

25 This PEIR focuses on land use changes that would result in changes and/or
26 intensification of activities with the potential for impacting the physical environment,
27 as well as the proposed appealable/fill projects, as defined under CCA Section 30715.
28 The PEIR does not analyze the impacts of other projects included in the PMPU that
29 have already been evaluated in a certified CEQA document. Furthermore, since some
30 projects included in the PMPU are in the conceptual design stage, sufficient project
31 details are not available to support a programmatic evaluation of potential impacts.
32 These other projects are listed in the PEIR for purposes of public disclosure and are
33 addressed in Chapter 4.0, Cumulative Analysis.

34 **ES.3.3 Changes to Existing Planning Areas**

35 The PMPU would result in three principal changes to the existing planning areas:

- 36 ■ Consolidate the number of land uses within the planning areas and specify a
37 single land use for most sites;
- 38 ■ Reduce the number of planning areas from nine to five; and,
- 39 ■ Modify the boundaries of the individual planning areas.

40 The reduction in the number of planning areas is intended to consolidate general
41 areas with predominant land use patterns within the Port. These changes are largely

1 administrative and would cause no impacts to the physical environment. The
 2 locations, acreages, and allowable land uses for the new planning areas are described
 3 in Table ES-1. The existing and proposed boundaries for each planning area are
 4 shown in Figures ES-3 and ES-4, respectively. Figure ES-5 depicts the allowable
 5 land uses within the proposed planning areas.

Table ES-1. Proposed PMPU Planning Areas and Allowable Land Uses

<i>Planning Area</i>	<i>Location</i>	<i>Acreage</i>	<i>Allowable Land Uses*</i>
1 (San Pedro)	From the Breakwater up to the Vincent Thomas Bridge	414	Recreational Boating, Commercial, Break Bulk, Open Space, Institutional, Cruise Operations, and Maritime Support
2 (West Basin and Wilmington)	From the Vincent Thomas Bridge to north of the Cerritos Channel	1,095	Container, Open Space, Liquid Bulk, Break Bulk, Dry Bulk, Maritime Support, Recreational Boating, and Commercial
3 (Terminal Island)	Terminal Island, excluding Fish Harbor	2,156	Container, Liquid Bulk, Dry Bulk, Maritime Support, Open Space
4 (Fish Harbor)	Fish Harbor, including former Southwest Marine site	92	Commercial Fishing, Maritime Support, Break Bulk, and Institutional
5 (Water)	All water excluding areas adjacent to marinas	3,211	Navigable Waterways, Maneuvering Areas, Anchorage Areas, and Shallow Water Habitat

Note: *Proposed land uses would be confined to the specific sites identified on the PMPU Land Use Designations Map (Figure ES-5).

6 ES.3.4 PMPU Land Use Categories

7 The PMPU land use plan would consolidate the number of land uses within the
 8 planning areas and specify a single land use for most sites. For much of the PMPU
 9 area, the revised land use categories would be compatible with or less intensive than
 10 existing land uses, potentially resulting in fewer impacts to the physical environment
 11 compared to existing conditions. The proposed changes to land use categories are
 12 listed in Table ES-2.

Table ES-2. Changes in Land Use Categories

<i>Existing PMP Land Use Categories</i>	<i>PMPU Land Use Categories</i>	<i>Comments</i>
General Cargo	Container	The General Cargo land use category is divided into three categories to provide more specificity.
	Break Bulk	
	Cruise Operations	
Liquid Bulk	Liquid Bulk	Liquid Bulk and Other Liquid Bulk (nonhazardous) are consolidated into one category.
Other Liquid Bulk		
Dry Bulk	Dry Bulk	No change.
Commercial Fishing	Commercial Fishing	No change.
Recreational	Recreational Boating	This category is divided to differentiate marinas from parks/beaches due to their different land use and water requirements.
	Open Space	
Industrial	Maritime Support	This category is renamed to provide more clarity to the land use description.
Institutional	Institutional	No change.
Commercial	Visitor Serving Commercial	This category is renamed to provide more clarity to the land use description.
Other	N/A	This land use category is no longer needed.



Figure ES-3. Existing PMP Planning Areas



Figure ES-4. Proposed PMPU Planning Areas

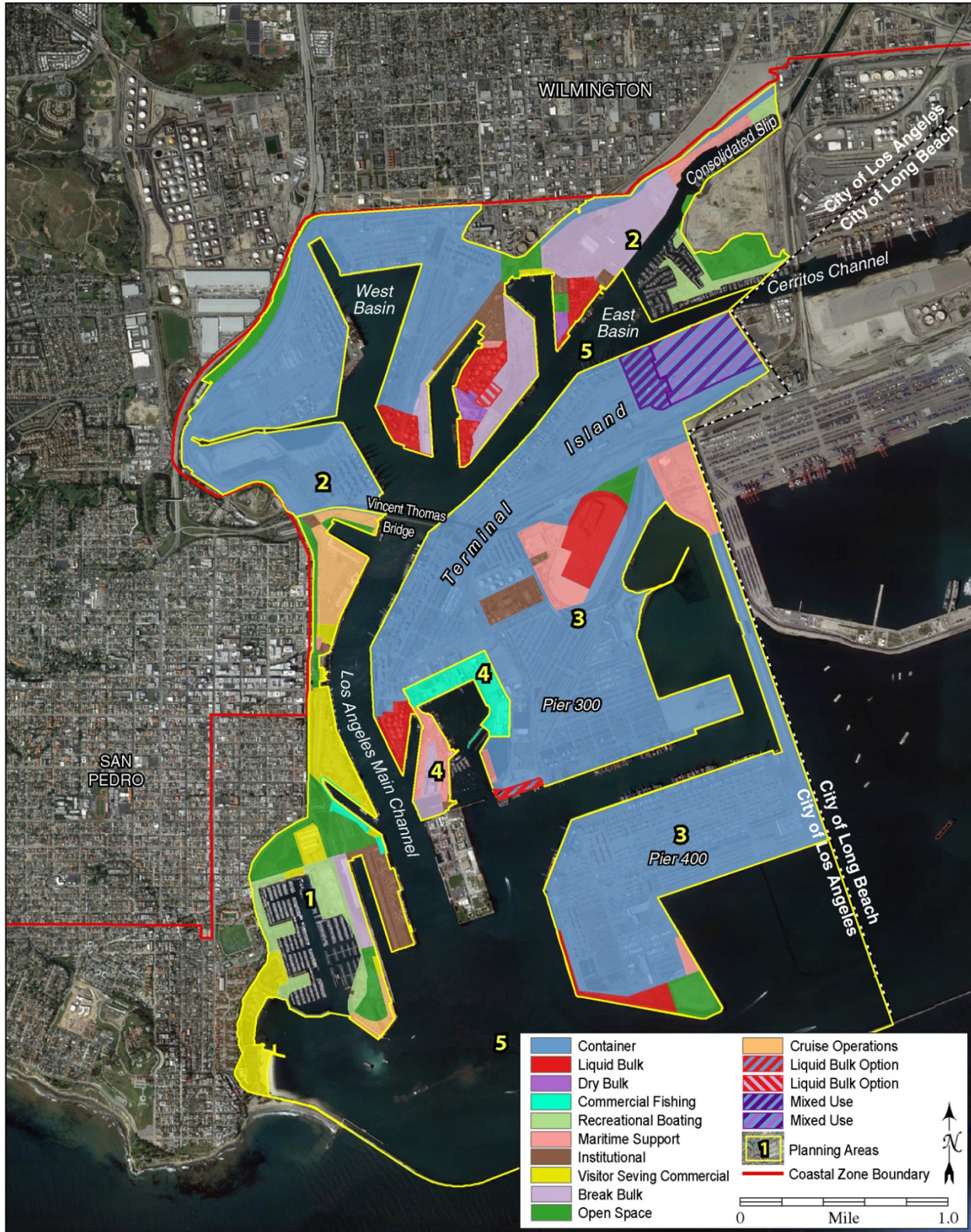


Figure ES-5. Proposed PMPU Land Use Designations

1 The proposed PMPU land and water use definitions are provided in Table ES-3. The
 2 examples of these uses are not comprehensive, but are intended to be illustrative of
 3 the types of activities that may occur for the various land and water use categories.

Table ES-3. Proposed PMPU Land and Water Use Definitions

<i>Land Use</i>	<i>Description</i>	<i>Examples</i>
<i>Land Use</i>		
Container	Water-dependent uses focused on container cargo handling and movement.	<ul style="list-style-type: none"> ▪ Container Terminal ▪ Chassis Storage ▪ On-Dock Rail Yard ▪ Omni Terminal
Dry Bulk	Water-dependent uses focused on non-containerized, dry bulk cargoes shipped in large, unpackaged amounts.	<ul style="list-style-type: none"> ▪ Cement ▪ Potash and similar ▪ Grain; ▪ Scrap Metal
Break Bulk	Water-dependent uses focused on non-containerized, bulk cargoes packaged as a unit.	<ul style="list-style-type: none"> ▪ Roll-On Roll-Off Cargoes ▪ Steel Slabs ▪ Neo Bulk ▪ Fruit ▪ Automobiles
Cruise Operations	Water-dependent operations focused on cruise operations and passenger handling.	<ul style="list-style-type: none"> ▪ Cruise Facilities ▪ Baggage Handling Facilities
Liquid Bulk	Water-dependent uses focused on storage, receipt, and delivery of liquid bulk commodities.	<ul style="list-style-type: none"> ▪ Crude Oil Terminal ▪ Petroleum Products Terminal ▪ Non-petroleum Products and Other Liquid Bulk Commodities
Maritime Support	Water-dependent and non water-dependent operations necessary to support cargo handling and other maritime activities.	<ul style="list-style-type: none"> ▪ Barge/Tugboat ▪ Boatyard and Ship Repair ▪ Marine Fueling Station ▪ Marine Service Contractors, (e.g., diving, and emergency response services) ▪ Water Taxi ▪ Cargo Fumigation
Commercial Fishing	Facilities related to commercial fishing and processing.	<ul style="list-style-type: none"> ▪ Fish Processing ▪ Cold Storage/Fish Unloading/Ice House ▪ Fishing Vessel Moorage
Recreational Boating	Recreational boating activities generally associated with marinas.	<ul style="list-style-type: none"> ▪ Marinas ▪ Upland Boat Storage
Visitor-Serving Commercial	Visitor serving commercial uses for the public, including museums.	<ul style="list-style-type: none"> ▪ Restaurant ▪ Maritime Related Office ▪ Visitor Serving Retail ▪ Harbor Tour Vessels ▪ Sport Fishing ▪ Museums ▪ Community Centers/Conference Centers
Open Space	Open spaces reserved for the general public such as parks and beaches or open areas reserved for environmental protection.	<ul style="list-style-type: none"> ▪ Public Beaches ▪ Parks ▪ Environmentally Protected Area
Institutional	Uses and facilities operated by government agencies.	<ul style="list-style-type: none"> ▪ Public Safety (Police and Fire) ▪ Other Federal, State, and Local Agencies ▪ Educational ▪ Marine Research Facility

Table ES-3. Proposed PMPU Land and Water Use Definitions

<i>Land Use</i>	<i>Description</i>	<i>Examples</i>
<i>Water Use</i>		
Navigation	Water areas devoted to anchorage of vessels, movement and maneuvering of vessels.	<ul style="list-style-type: none"> ▪ Main Channel ▪ East and West Turning Basin
Environmental Mitigation	Water areas dedicated to environmental protection and not suitable for the navigation of cargo moving vessels.	<ul style="list-style-type: none"> ▪ Shallow Water Habitat
Recreational Boating	Water areas associated with the mooring of recreational vessels.	<ul style="list-style-type: none"> ▪ Marina Slip Areas
Berthing	Water areas directly adjacent to cargo berths. These areas are dedicated to the berthing of cargo vessels.	<ul style="list-style-type: none"> ▪ Cargo Berths

1 LAHD would be responsible for determining the land use category for all projects.
 2 Significant deviation from an allowable land use would require an amendment to the
 3 PMPU; however, slight boundary modifications would not require an amendment.
 4 Projects characterized by ancillary uses that are inconsistent with a site’s land use
 5 designation would be permitted, but the predominant land use must be consistent with
 6 its PMPU land use designation. Determinations of consistency are the responsibility of
 7 the LAHD. Temporary permits are not restricted by the land use designations, but
 8 applicants must seek approval by the LAHD before activities commence (e.g.,
 9 Temporary Entry and Access Permits, Filming Permits, etc.). Existing facilities that are
 10 not consistent with the land use designation of the PMPU would be a nonconforming
 11 use. General maintenance and facility repairs would still be allowed under the PMPU,
 12 but proposals for expansions and increases in the intensity of use of such facilities
 13 would not be allowed and would require an amendment to the PMPU.

14 An amendment would be required if a land use is proposed on a site that differs from
 15 the PMPU land use plan. Amendments must be certified by the CCC. After an
 16 amendment is approved and certified by the CCC, the land use plan would be
 17 updated and would supersede the previous version of the PMPU land use plan.

18 **ES.3.5 Changes to Land Uses and Proposed**
 19 **Appealable/Fill Projects within the PMPU**
 20 **Planning Areas**

21 The proposed Program includes land use changes and proposed appealable/fill
 22 projects (Table ES-4 and Figures ES-6 and ES-7). The PEIR focuses on land use
 23 changes that would result in changes and/or intensification of activities with the
 24 potential for impacting the physical environment, as well as the proposed
 25 appealable/fill projects, as defined under CCA Section 30715. Appealable projects
 26 include: liquefied natural gas and crude oil projects that could have a significant
 27 impact on oil and gas supplies; wastewater treatment facilities except those producing
 28 incidental amounts associated with Port activities; road or highway projects that are
 29 not principally for internal circulation within the Port; office and residential buildings
 30 not associated with Port administrative activities; hotels, motels, and shopping
 31 facilities not associated with commercial goods for water-oriented purposes;
 32 commercial fishing facilities; recreational small craft marina related facilities; oil
 33 refineries; and, petrochemical production plants.

Table ES-4. Proposed PMPU Appealable/Fill Projects and Land Use Changes

<i>Planning Area</i>	<i>Appealable/Fill Project^{a,b}</i>	<i>Land Use Change^c</i>
<i>Planning Area 1</i>		
Planning Area 1: San Pedro	None	None
<i>Planning Area 2</i>		
Planning Area 2: West Basin and Wilmington	Berths 187-189 Liquid Bulk Relocation	1: The liquid bulk terminal at Berths 187-189 (Vopak) would be relocated to Berths 191-194. Berths 187-189 would consist of open space and institutional land uses.
	Yang Ming Terminal Redevelopment, including Cut and Fill (3-acre cut; 6-acre fill)	2: An additional 6 acres of fill at Berths 120-121 and cut of 3 acres of land at Berths 121-127 for the Yang Ming Terminal would be designated as container area. 3: The liquid bulk facility at Berths 118-120 (Kinder Morgan) would be eliminated and replaced with container cargo uses.
	China Shipping Fill (16-acre fill)	4: An additional 16 acres of fill would be added at Berth 102 for the China Shipping container terminal and designated for container cargo uses.
	None	5: (Optional Land Use Site): Vacant land on Mormon Island between San Clemente Avenue and Hermosa Street would be changed to liquid bulk or break bulk.
<i>Planning Area 3</i>		
Planning Area 3: Terminal Island	Berth 300 Development (18-acre fill)	6: An additional 18 acres of fill would be added at Pier 300 and designated for container cargo uses.
	None	7: (Mixed Land Use Sites): Vacant land at Berths 206-209 would be changed to container, break bulk, and/or dry bulk and dry bulk land at Berths 210-211 would be changed to dry bulk and/or container. 8: Vacant land between Seaside Avenue and Reeves Avenue and south of Reeves Avenue would be changed to maritime support. 9: Vacant land along Ferry Street would be changed to maritime support. 10: The land use consisting of the existing liquid bulk area (ExxonMobil) north of the Terminal Island Water Reclamation Plant (TIWRP) would be replaced with container cargo uses. 11 ^d : The institutional area south of Pier 400 would be changed to open space (least tern habitat). 12: Existing container area on Pier 400 would be changed to maritime support. 13: Vacant land, commercial fishing, and industrial areas near Fish Harbor would be changed to container cargo uses. 14: (Optional Land Use Site); Existing maritime support uses at Berth 301 would be changed to container or liquid bulk.
<i>Planning Area 4</i>		
Planning Area 4: Fish Harbor	Tri Marine Expansion	None
	338 Cannery Street Adaptive Reuse	None
	Al Larson Marina	15: Land use change from recreational boating to maritime support.
	None	16: Vacant land at Southwest Marine Shipyard would be changed to maritime support and break bulk. 17: Vacant land, commercial fishing, liquid bulk, and institutional land uses at Fish Harbor would be replaced with commercial fishing and maritime support.
<i>Planning Area 5</i>		
Planning Area 5: Water	None	None
Notes:		
a. These projects are appealable to the CCC, as defined under CCA Section 30715. Refer to Section ES.3.5, Changes to Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas, for additional details.		
b. Proposed fill projects would be consistent with the PMPU, once certified, and would not require an amendment. Appealable/fill projects that would have fill or cut and fill are bolded.		
c. Refer to Figure ES-6 (Proposed PMPU Land Use Changes) for the specific locations of the proposed land use changes. The numbers included in this column correspond to the number of the land use change depicted in Figure ES-6.		
d. This land use change is administrative because it only changes the definition of the land use; no impacts to the physical environment would occur. Therefore, this land use change is not carried forward for analysis in the PEIR.		



Figure ES-6. Proposed PMPU Land Use Changes



Figure ES-7. Proposed PMPU Appealable/Fill Projects

1 The proposed appealable/fill projects are in various planning stages and are
 2 anticipated to be initiated or completed within the next 5 years. Following the
 3 completion of project-specific CEQA reviews for the proposed appealable/fill
 4 projects, the LAHD would issue CDPs for approved projects. Future environmental
 5 documents for the proposed appealable/fill projects would incorporate this PEIR by
 6 reference and concentrate on the site-specific issues related to the proposed
 7 appealable/fill project at the appropriate phase of the planning process. However, it
 8 would not be necessary to seek a PMPU amendment from the CCC regarding the
 9 proposed fill projects analyzed herein.

10 Other projects included in the PMPU that have been approved in a certified CEQA
 11 document and/or are currently undefined (i.e., in the conceptual design stage are
 12 addressed in Chapter 4.0, Cumulative Analysis, and listed in Table ES-5.

13 Revisions to allowable land uses and proposed appealable/fill projects for each of the
 14 five proposed PMPU planning areas are described below.

Table ES-5. Other PMPU Projects and Land Use Changes^a

<i>Planning Area</i>	<i>Other Projects</i>	<i>Appealable</i>	<i>Land Use Changes</i>	<i>Comments</i>
<i>Planning Area 1</i>				
Planning Area 1: San Pedro	Outer Harbor Cruise Terminal and Outer Harbor Park	No	Vacant land would be changed to cruise operations and open space.	This project was previously evaluated in the certified San Pedro Waterfront Project EIS/EIR.
	City Dock No. 1 Marine Research Project	No	The break bulk area east of East Channel (Berths 57-71) would be changed to institutional.	This project was previously evaluated in the certified City Dock No. 1 Marine Research Project EIR.
	Ports O'Call Redevelopment	No	Industrial uses along Harbor Boulevard would be changed to commercial.	This project was previously evaluated in the certified San Pedro Waterfront Project EIS/EIR.
	Various	No	A variety of projects occurring along the San Pedro Waterfront have associated land use changes which eliminate industrial land uses and result in increased public access to the waterfront (open spaces), additional visitor-serving commercial development within the Port, and expanded cruise operations.	These land use changes were previously evaluated in the certified San Pedro Waterfront Project EIS/EIR and the certified Cabrillo Marina Phase II Development Project EIR.
<i>Planning Area 2</i>				
Planning Area 2: West Basin and Wilmington	Wilmington Waterfront Development Project	No	Institutional and industrial areas near Wilmington (north of Berths 184-185) would be changed to open space.	This project was previously evaluated in the certified Wilmington Waterfront Development Project EIS/EIR.

Table ES-5. Other PMPU Projects and Land Use Changes^a

<i>Planning Area</i>	<i>Other Projects</i>	<i>Appealable</i>	<i>Land Use Changes</i>	<i>Comments</i>
	Anchorage Road Soil Storage Site (ARSSS) Open Space	No	None	This is not a proposed project. Specific details are currently not available.
	Berths 176-181 Break Bulk Terminal Redevelopment	No	The Mormon Island container area (Berths 174-181) would be changed to break bulk.	This is not a proposed project. Specific details are currently not available.
	East Basin Marina Improvements	Yes	Vacant land east of Yacht Haven Marina (Berths 201-203) would be changed to open space.	This is not a proposed project. Specific details are currently not available.
<i>Planning Area 3</i>				
Planning Area 3: Terminal Island	Pier 500 (200-acre fill)	No	None	This is not a proposed project. Specific details are currently not available.
	Trucking Support Center	No	None	This is not a proposed project. Specific details are currently not available.
	Terminal Island On-Dock Rail Facility	No	None	This is not a proposed project. Specific details are currently not available.
	Relocation of SA Recycling	No	None	This is not a proposed project. Specific details are currently not available.
<i>Planning Area 4</i>				
Planning Area 4: Fish Harbor	Jankovich Marine Fueling Station	Yes	None	This project was previously evaluated in the certified San Pedro Waterfront Project EIS/EIR.
Notes:				
a. The PEIR does not analyze the impacts of other projects included in the PMPU that have already been evaluated in a certified CEQA document. Furthermore, as some projects included in the PMPU are in the conceptual design stage, sufficient project details are not available to support a programmatic evaluation of potential impacts. These other projects are listed in the PEIR for purposes of public disclosure and addressed in Chapter 4.0, Cumulative Analysis.				
b. These projects are appealable to the CCC, as defined under CCA Section 30715. Please refer to Section ES.3.5, Changes to Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas, for additional details.				

ES.3.5.1 Planning Area 1: San Pedro

ES.3.5.1.1 General Overview

Planning Area 1 would encompass the San Pedro Waterfront, extending from the breakwater to the Vincent Thomas Bridge along the western boundary of the Port (Figure ES-8). This area includes Berths 19-95, the Port's cruise operations, institutional uses, and recreational activities. Planning Area 1 includes land uses focused on public access to the waterfront, but also has limited cargo operations and commercial fishing activities. Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses, and visitor-serving commercial uses and attractions. No land use changes would occur in Planning Area 1.

ES.3.5.1.2 Appealable/Fill Projects

No appealable/fill projects would occur within Planning Area 1.

ES.3.5.2 Planning Area 2: West Basin and Wilmington

ES.3.5.2.1 General Overview

Planning Area 2 would encompass the West Basin and Wilmington areas, and includes Berth 96 through Berth 204 (Figure ES-9). The West Basin consists of container terminals, while the remaining Wilmington areas consist of a variety of uses ranging from liquid bulk at Berths 148-150, liquid bulk and dry bulk uses on Mormon Island, to recreational boating and open space along Anchorage Road. Public access to the waterfront is provided at Berths 183-186. The planning framework for Planning Area 2 addressed in the PMPU is based on the *Wilmington Waterfront Plan*, Berths 97-109 (China Shipping) Container Terminal Project, Berths 136-147 (TraPac) Container Terminal Project, the *Anchorage Road Soil Storage Site (ARSSS) Concept Plan*, and *Wilmington Marinas Plan*. Vacant land on Mormon Island between San Clemente Avenue and Hermosa Street would be an optional use site and allow liquid or break bulk uses. Additional land use changes are associated with the proposed appealable/fill projects in Planning Area 2.

ES.3.5.2.2 Appealable/Fill Projects

Berth 187-189 Liquid Bulk Relocation

This project would relocate existing liquid bulk berthing operations at Berths 187-189 to Berths 191-194. Tankage located along Berths 187-189 would also be removed and replaced with new tankage at Berths 191-194. A new Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS)-compliant wharf and equipment would be constructed at Berths 191-194. Land uses at Berths 187-189 would change from liquid bulk to open space and institutional.



Figure ES-8. Proposed PMPU Planning Area 1 Land Use Designations

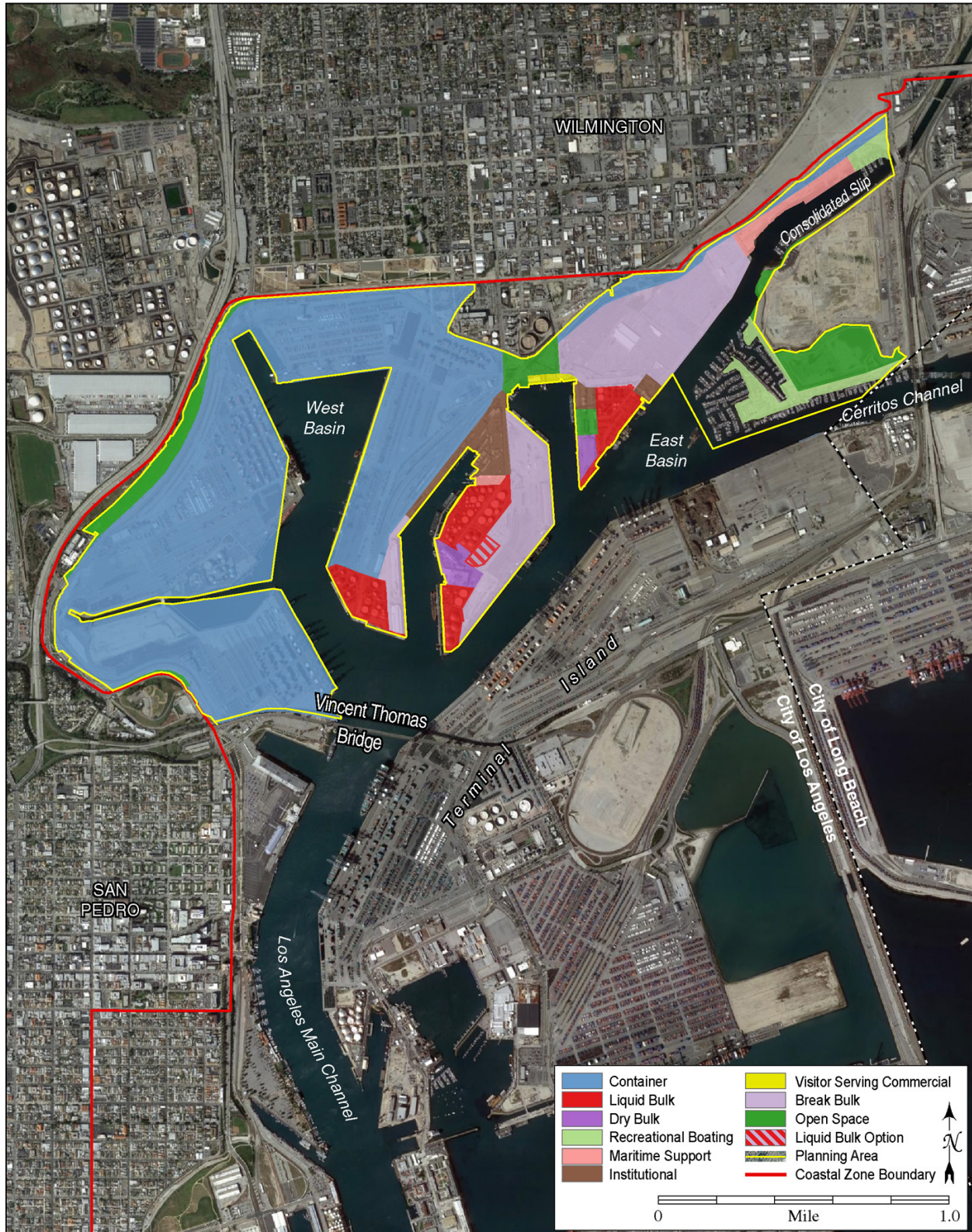


Figure ES-9. Proposed PMPU Planning Area 2 Land Use Designations

Yang Ming Terminal Redevelopment

This project would include filling approximately 6 acres of the harbor at Berths 120-121 and cutting (i.e., creating open water) approximately 3 acres of land at Berths 121-127 to facilitate redevelopment of the West Basin Container Terminal. The proposed cut and fill, combined with wharf redevelopment, would create approximately 3,400 feet of new wharf. The project would also include a land use change near Berths 118-120 from liquid bulk to container terminal and would accommodate an approximately 20-acre backland expansion.

China Shipping Fill

This project would fill approximately 16 acres of a slip at Berth 102 to add additional backland to the existing China Shipping container terminal.

ES.3.5.3 Planning Area 3: Terminal Island

ES.3.5.3.1 General Overview

Planning Area 3, located on Terminal Island, would be the largest planning area and would focus on container operations. The proposed area comprises all of Terminal Island, with the exception of Fish Harbor, which would be in Planning Area 4 (Figure ES-10). Of the six container terminals at the Port, four are located in Planning Area 3. The *Terminal Island Land Use Plan* provides the framework for land uses located in Planning Area 3. The plan optimizes cargo-handling operations on Terminal Island, while restricting non-cargo and non water-dependent uses.

Open space is located along the southern tip of Pier 400 as an environmentally protected area for least terns and the urban forest area north of the Los Angeles Export Terminal (LAXT) rail loop. The proposed appealable/fill project and land used changes would provide additional space for expanding container and liquid bulk cargoes by clearing underutilized and vacant facilities, reconfiguring existing operations, and completing approximately 18 acres of land expansion/filling. The following land use changes would occur within Planning Area 3:

- The land use consisting of the existing ExxonMobil liquid bulk facility north of the Terminal Island Water Reclamation Plant (TIWRP) would be replaced with container uses;
- Planning Area 3 includes two mixed use sites that would allow break bulk, dry bulk, and/or container uses at Berths 206-209 and dry bulk and/or container uses at Berths 211-212;
- Berth 301 would be an optional use site that would allow conversion of existing maritime support uses to either container or liquid bulk;
- Vacant land between Seaside Avenue and Reeves Avenue and south of Reeves Avenue would be changed to maritime support;
- Vacant land along Ferry Street would be changed to maritime support;

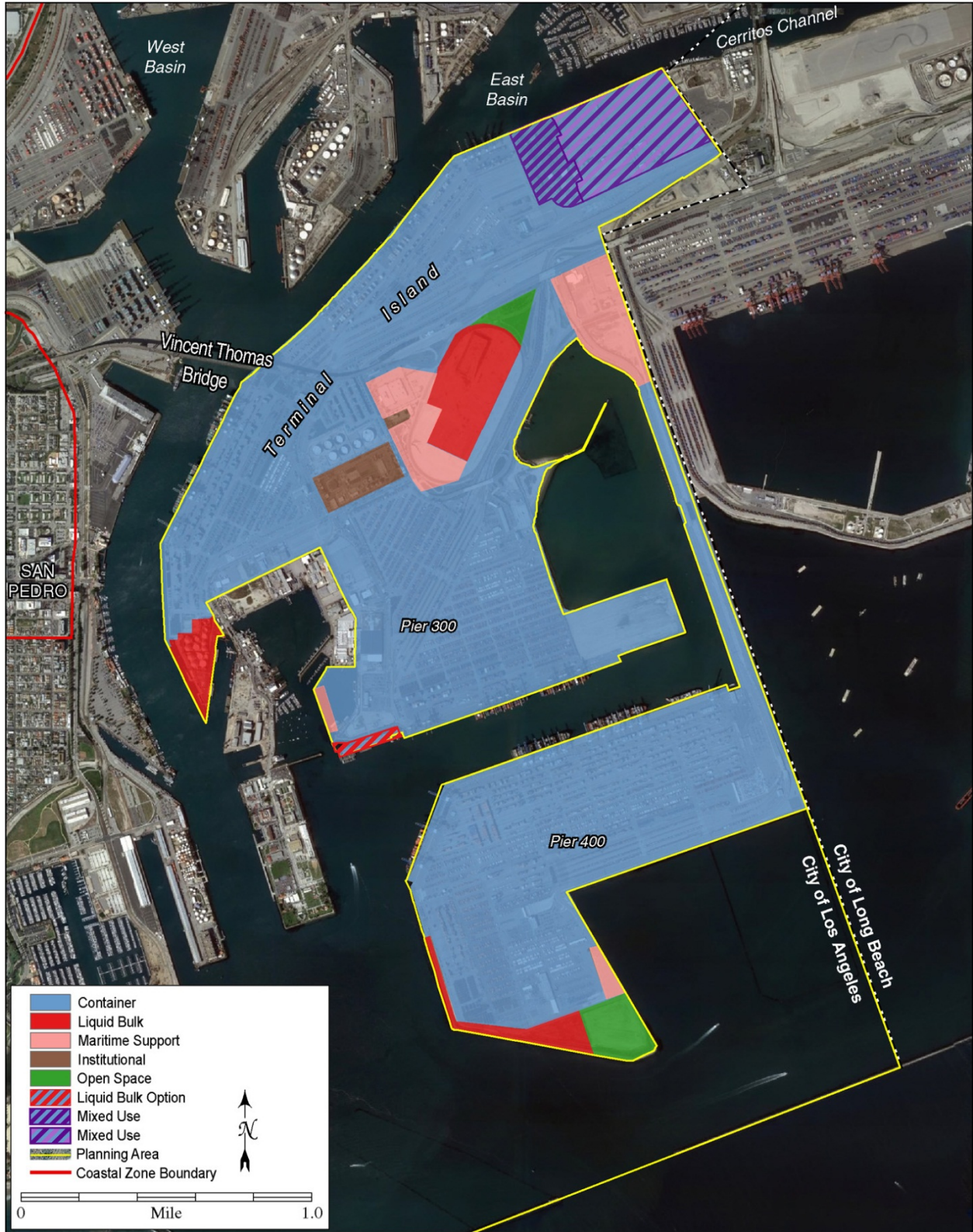


Figure ES-10. Proposed PMPU Planning Area 3 Land Use Designations

- 1 ■ Vacant land, commercial fishing, and industrial areas near Fish Harbor would be
- 2 changed to container cargo uses; and,
- 3 ■ Existing container area on Pier 400 would be converted to maritime support.

4 **ES.3.5.3.2 Appealable/Fill Projects**

5 **Berth 300 Development**

6 This project would fill approximately 18 acres of water behind Berths 270-271 and
7 Berth 301 to create additional container backland. This project would include
8 berthing for maritime support.

9 **ES.3.5.4 Planning Area 4: Fish Harbor**

10 **ES.3.5.4.1 General Overview**

11 Planning Area 4 would contain Fish Harbor and focus on expanding commercial
12 fishing while maintaining adequate acreages for maritime support uses. Commercial
13 fishing would remain in the northern and eastern portions of Fish Harbor, while
14 maritime support and other institutional uses would be focused along the western
15 portion of Fish Harbor (Figure ES-11). Break bulk cargo handling is anticipated at
16 Berths 240-241 and the backland area. The *Terminal Island Land Use Plan* also
17 provides the framework for Planning Area 4.

18 **ES.3.5.4.2 Appealable/Fill Projects**

19 **Tri Marine Expansion**

20 This project would expand Tri Marine's current fish processing facility at Berth 264.
21 The expanded facility would include fish processing operations, cold storage, and
22 office space. A new fish pump to transfer fish from the fishing boats to the new
23 facility would be constructed to complement the existing fish pump at the facility.

24 **338 Cannery Street Adaptive Reuse**

25 This project would redevelop a 9-acre site located in Fish Harbor at Berth 265 by
26 adaptive reuse of the existing historic buildings for commercial fishing development.
27 Improvements would complement and maintain existing historic structures, while
28 helping to create a financially sustainable commercial fishing development.

29 **Al Larson Marina**

30 This project would remove approximately 125 recreational boating slips at Berths
31 256-257 to allow for the expansion of the boatyard located directly north of the
32 marina.

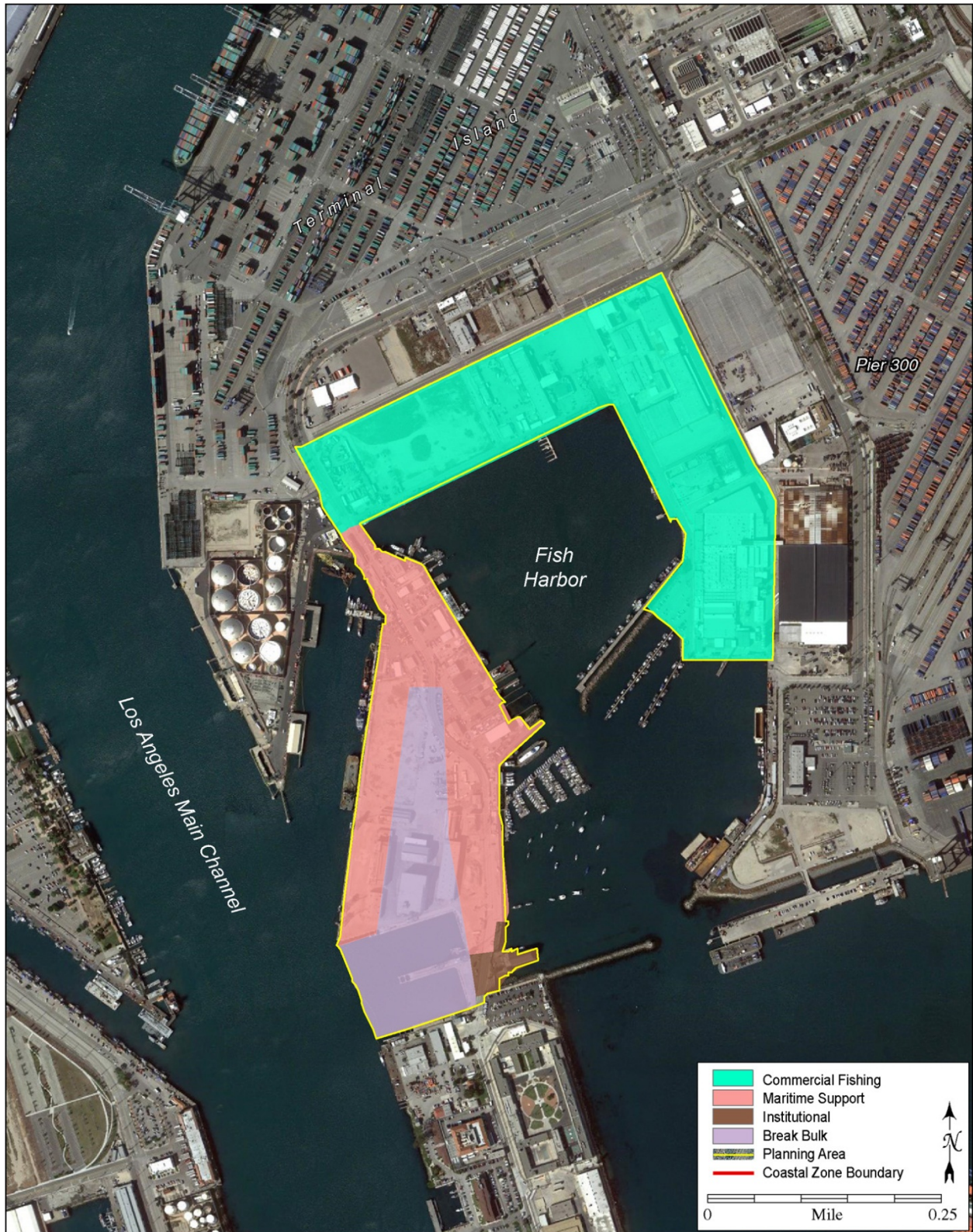


Figure ES-11. Proposed PMPU Planning Area 4 Land Use Designations

ES.3.5.5 Planning Area 5: Waterways

ES.3.5.5.1 General Overview

Planning Area 5 would consist of water areas in the Port. Water uses allowed in Planning Area 5 include general navigation, areas designated for environmental mitigation, recreational boating, and berthing (Figure ES-12). No land use changes would occur in Planning Area 5.

ES.3.5.5.2 Appealable/Fill Projects

No appealable/fill projects would occur within Planning Area 5.

ES.3.6 Changes in Land Use Acreage

The proposed changes in land use would result in changes to the total acreages associated with individual land use categories. Table ES-6 provides a summary of the land use changes (acres by land use type) that would occur with implementation of the PMPU, shown as differences between existing baseline conditions, defined as those occurring in 2011, and proposed conditions.

Table ES-6. Summary of Proposed PMPU Land Use Changes

<i>Land Use Type</i>	<i>Existing (2011) (acres)^a</i>	<i>Proposed Changes Evaluated in the PEIR (acres)</i>	<i>Previously Analyzed Changes (acres)^b</i>	<i>Overall Difference (acres)</i>	<i>PMPU Acreage (acres)</i>
Container	2,050	288	33	321	2,371
Liquid Bulk	119	-17	66	49	168
Dry Bulk	45	-30	1	-29	15
Commercial Fishing	20	36	2	38	58
Recreational Marina (Recreational Boating)	66	0	23	23	88
Industrial (Maritime Support)	45	81	13	94	139
Institutional	115	-31	15	-16	98
Commercial (Visitor Serving/Commercial)	88	0	36	36	124
Break Bulk	160	15	38	53	213
Open Space	92	28	89	117	210
Passengers/Supporting Commercial (Cruise Operations)	54	0	15	15	69
Vacant	658	-333	-325	-658	0
Open Water ^c	3,224	-37	-5	-42	3,182
Total ^d	6,735	0	0	0	6,735

Notes:

- All acreages are approximate. Acreages for mixed use and optional land use sites are associated with the “worst case” or most intensive land use for an individual site, as evaluated in this PEIR.
- The PEIR does not analyze the impacts of the land use changes included in the PMPU that have already been evaluated in a certified CEQA document.
- Acreages do not include the Reservation Point Area (i.e., 64 acres). This is not LAHD controlled property.
- The total area includes open water acreage and all unassigned acreage in Planning Areas 1-4 and boundary differences.



Figure ES-12. Proposed PMPU Planning Area 5 Land Use Designations

ES.4 Alternatives to the Program

ES.4.1 CEQA Requirements

CEQA Guidelines Section 15126.6 requires that an EIR present a range of reasonable alternatives to a proposed project, or to the location of a project that could feasibly achieve a majority of the basic project objectives, but would avoid or substantially lessen one or more significant environmental impacts of the project. The range of alternatives required in an EIR is governed by a “rule of reason” that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider every conceivable alternative to a project. Rather, the alternatives should be limited to those meeting the project objectives, are ostensibly feasible, and would avoid or substantially lessen at least one of the significant environmental effects of the project (CEQA Guidelines Section 15126.6[f]). The EIR must also identify the environmentally superior alternative, which cannot be the No Project (No-Program) Alternative. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid or substantially lessen any significant environmental effects (CEQA Guidelines Section 15126.6[c]).

According to CEQA regulations, the alternatives section of an EIR is required to:

- Rigorously explore and objectively evaluate a reasonable range of alternatives;
- Include reasonable alternatives not within the lead agency’s jurisdiction or congressional mandate, if applicable;
- Include a “no project” alternative;
- Develop substantial treatment to each alternative, including the proposed action, so that reviewers may evaluate their comparative merits;
- Identify the environmentally superior alternative;
- Include appropriate mitigation measures (when not already part of the proposed action or alternatives); and,
- Present the alternatives that were eliminated from detailed study and briefly discuss the reasons for elimination.

ES.4.2 Selection Criteria

This Draft PEIR presents a reasonable range of alternatives, pursuant to CEQA, that are consistent with LAHD’s legal mandates under the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 601), its leasing policy (LAHD 2006), and the CCA (20 PRC 30700 *et seq.*). The selection, development, and evaluation of alternatives analyzed in this Draft PEIR are in accordance with CCA policies that identify the coastal zone as a distinct and valuable natural resource. The Port is one of only five locations in the state identified in the CCA for the purposes of international maritime commerce (PRC Sections 30700 and 30701). LAHD’s mandates identify that the Port and its facilities are a primary economic/coastal resource of the state and an essential element of the national maritime industry for

1 promotion of commerce, navigation, fisheries, environmental preservation, and
2 public recreation.

3 The alternative selection process considered the state's basic goals for the coastal
4 zone, as codified in Section 30001.5 of the CCA, which are to: 1) protect, maintain,
5 enhance, and restore the quality of the coastal zone environment and its natural and
6 artificial resources; 2) assure orderly, balanced utilization and conservation of coastal
7 zone resources, taking into account the social and economic needs of the people of
8 the state; 3) maximize public access to and along the coast and public recreational
9 opportunities in the coastal zone, consistent with sound resource conservation
10 principles and the rights of private property owners; and, 4) assure priority for
11 coastal-dependent and coastal-related development over other development on the
12 coast.

13 The overall purpose of the PMPU is to create a consolidated planning document that
14 updates the existing PMP, as amended, with policies and guidelines that reflect
15 current community and environmental conditions and account for trends in foreign
16 and domestic waterborne commerce, navigation, and fisheries. LAHD identified
17 several selection criteria to develop reasonable alternatives that meet the majority of
18 the PMPU's objectives. These criteria include a planning document that would:

- 19 ■ Allow the Port to develop in a manner that is consistent with federal, state,
20 county, and city laws, including the CCA and Charter of the City of Los Angeles;
- 21 ■ Integrate economic, engineering, environmental, and safety considerations into
22 the Port development process for measuring the long-term impact of varying
23 development options on the Port's natural and economic environment;
- 24 ■ Promote the orderly, long-term development and growth of the Port by
25 establishing functional areas for Port facilities and operations; and,
- 26 ■ Allow the Port to adapt to changing technology, cargo trends, regulations, and
27 competition from other U.S. and foreign ports.

28 ES.4.3 Screening Process

29 LAHD conducted a screening process per CEQA Guidelines to determine which
30 alternatives would be evaluated in detail in the Draft PEIR and which would be
31 eliminated from further consideration. In screening the alternatives, LAHD
32 considered the following factors:

- 33 ■ Would the alternative achieve the Program objectives?
- 34 ■ Would the alternative avoid or reduce any significant environmental effects?
- 35 ■ Is the alternative feasible?

36 As discussed in Chapter 2.0, Program Description, the screening process reflects
37 input from Port stakeholders, including tenants, Port customers, government
38 agencies, and the community, provided during public workshops, tenant outreach,
39 and formal planning processes, such as the *Terminal Island Land Use Plan*. During
40 this process, LAHD received comments on a variety of issues including land use
41 designations, preservation of historic resources, implementation of environmental

1 conservation efforts, increasing cargo diversity, and providing public access
2 opportunities for the San Pedro and Wilmington communities. As part of the
3 Terminal Island Land Use Plan process, LAHD also assessed the land use and
4 facilities requests of commercial fishermen, the presence of historical properties, the
5 scrap metal industry, and demand for commercial boatyard facilities in the region.
6 LAHD considered this input as part of their alternatives screening process.

7 Alternatives consisting of minor changes to the land use plan were not considered
8 viable alternatives to the proposed Program. The PMPU uses a Port-wide approach
9 for achieving the planning objectives of minimizing conflicts, maximizing
10 accessibility, and allocating land uses to accommodate future trends in waterborne
11 commerce. LAHD considered the configuration of planning areas and land use
12 designations as the most effective approach for achieving the PMPU objectives.
13 Additionally, alternatives consisting of minor reassignments of land uses for
14 individual properties would not be expected to significantly reduce environmental
15 impacts. For these reasons, LAHD did not consider minor changes to the land use
16 plan as viable alternatives to the proposed Program.

17 Other possible alternatives that would result in substantially different uses for the
18 Port, such as a residential land uses, would be inconsistent with legal mandates under
19 the Port of Los Angeles Tidelands Trust and CCA, which identify the Port as an
20 essential element of the national maritime industry for promotion of commerce,
21 navigation, fisheries, and harbor operations. In addition, land uses that do not give
22 highest priority to navigation, shipping, and necessary support and access facilities to
23 accommodate the demands of foreign and domestic waterborne commerce would be
24 inconsistent with the *Port of Los Angeles Strategic Plan 2012-2017* and the Port's
25 Leasing Policy. Therefore, the Port does not consider land use plans that would
26 deviate from the Port's legal mandate, strategic plan, and Leasing Policy to be viable
27 alternatives to the proposed Program.

28 **ES.4.4 Alternatives Considered But Eliminated** 29 **from Further Consideration**

30 **ES.4.4.1 PCAC Port Master Plan**

31 The Port Community Advisory Committee (PCAC) submitted proposed changes to
32 the PMP that focused on creating a “bridge to breakwater” non-industrialized
33 community area along the San Pedro and Wilmington waterfronts (PCAC 2004). The
34 proposed revisions consisted of boundary and land use designation changes,
35 including a focus on modifying PMP planning area boundaries to adequately define
36 the “bridge to breakwater” area and updating allowable land uses to ensure adequate
37 public access to the waterfront. Key elements of the PCAC plan were incorporated
38 into the PMPU; such as:

- 39 ■ Areas of the Port that are adjacent to the community of San Pedro would not
40 allow general cargo or liquid bulk land uses;
- 41 ■ The Wilmington Waterfront area is designated for recreational, commercial, and
42 institutional land uses. Cargo handling designations, including container, liquid
43 bulk, commercial fishing, dry bulk, and industrial would not be allowed;

- 1 ■ The Anchorage Soil Storage Site would be designated an open space land use;
- 2 ■ The existing Wilmington marinas would continue to be designated recreational
- 3 boating;
- 4 ■ Terminal Island would continue to focus on heavy cargo handling land use
- 5 designations, including container, liquid bulk, dry bulk, and institutional; and,
- 6 ■ Fish harbor would continue to be focused on commercial fishing land uses.

7 Other elements of the PCAC plan were inconsistent with Program objectives. In
8 particular, the alternative in the PCAC plan that would not allow liquid bulk land
9 uses near Wilmington was eliminated for the following reasons:

- 10 ■ This PCAC alternative would not avoid or reduce significant environmental
11 impacts. The RMP ensures that liquid bulk terminals located at the Port do not
12 overlap with vulnerable resources, including visitor serving areas. Terminals that
13 are not in compliance with the RMP must become consistent with the plan either
14 by making safety improvements, changing the commodity mix they handle, or by
15 relocating. Existing liquid bulk terminals, including those located in PMPU area,
16 are consistent with the RMP. Furthermore, the development of new liquid bulk
17 facilities would be consistent with the RMP;
- 18 ■ The PCAC recommendation to relocate liquid bulk uses to Terminal Island is
19 infeasible. Terminal Island is not a suitable relocation site since there is
20 insufficient berthing capacity. The majority of Terminal Island is held in long
21 term leases with cargo terminals. The only berthing opportunities for liquid bulk
22 ships would be at Berths 240 and 301. A berth is available at the southernmost
23 face of Pier 400, however it would be extremely costly to develop a marine oil
24 terminal there because the berth would be constructed in the Outer Harbor, and a
25 complex network of pipelines would be required to reach backlands that could
26 accommodate a tank farm; and,
- 27 ■ Another consideration is that it would economically infeasible for existing
28 tenants to relocate. Proposed relocations would require costly site remediation for
29 their current facilities, in addition to the cost of berth, pipeline, and storage tank
30 improvements. It would be extremely difficult for the LAHD to retain liquid bulk
31 tenants if relocations were forced upon them, because of the cost burden. This
32 could significantly impact the Port's ability to import liquid bulk commodities
33 and receive their associated revenues.

34 ES.4.4.2 Other Alternatives

35 As discussed in Chapter 2.0, Program Description, the *Terminal Island Land Use*
36 *Plan* considered long-term land use and facility improvements for Terminal Island
37 (Cargo Velocity LLC 2012), and applicable portions of the plan were incorporated
38 into the PMPU. However, the Terminal Island Land Use Plan only considered
39 Terminal Island and it did not address other planning areas within the PMPU area.
40 Therefore, based on the relatively limited geographic scope the Terminal Island Land
41 Use Plan was not considered a viable Program alternative.

42 LAHD also considered a cargo specialization alternative that would develop
43 container and break bulk as the cargo handling facilities and phase out liquid bulk

1 and dry bulk operations at the Port. Visitor serving uses would remain, including
2 commercial, open space, and recreational boating. This alternative potentially would
3 streamline operations in the Port; focus infrastructure spending on specialized cargo
4 uses; and reduce or eliminate environmental impacts associated with dry bulk and
5 liquid bulk operations. However, LAHD dismissed this alternative for the following
6 reasons: 1) the Port would be underutilized if demand for break bulk or container
7 dropped; and, 2) this alternative would not meet the needs of the state with regard to
8 liquid bulk and dry bulk cargo. Thus, this alternative would not fulfill the objective of
9 accommodating cargo diversity and trends in waterborne commerce and would not be
10 consistent with the state law objective regarding liquid bulk supplies.

11 The other program alternative considered by the LAHD is the No Fill Alternative,
12 which is carried forward for evaluation in this PEIR (Section 5.3, Alternative 2 – No
13 Fill Alternative).

14 **ES.4.5 Alternatives Carried Forward for Analysis**

15 Based on the screening analysis conducted by LAHD, two alternatives to the
16 proposed Program were carried forward for analysis:

- 17 ■ Alternative 1 – No-Program Alternative; and,
- 18 ■ Alternative 2 – No Fill Alternative.

19 Similar to the analysis of the proposed Program (Chapter 3.0, Environmental
20 Analysis), assessments of No-Program Alternative and the No Fill Alternative do not
21 include detailed analysis of the proposed appealable/fill projects because sufficient
22 project-specific information currently is not available. Analyses of individual
23 appealable/fill projects are deferred to future project-specific environmental
24 documents.

25 **ES.4.5.1 Alternative 1 – No-Program Alternative**

26 Under CEQA, the lead agency is required to evaluate a No-Project Alternative that
27 represents what would reasonably be expected to occur in the foreseeable future if the
28 proposed project (or Program) were not approved based on current plans and
29 consistent with available infrastructure and community services. CEQA Guidelines,
30 Section 15126.6(e) state:

31 *“The specific alternative of “no project” shall also be evaluated along with its*
32 *impact. The purpose of describing and analyzing a no project alternative is to*
33 *allow decision makers to compare the impacts of approving the proposed project*
34 *with the impacts of not approving the proposed project. The no project*
35 *alternative analysis is not the baseline for determining whether the proposed*
36 *project’s environmental impacts may be significant, unless it is identical to the*
37 *existing environmental setting analysis which does establish that baseline.*

38 *“When the project is the revision of an existing land use or regulatory plan,*
39 *policy or ongoing operation, the “no project” alternative will be the continuation*
40 *of the existing plan, policy or operation into the future. Typically this is a*

1 *situation where other projects initiated under the existing plan will continue*
2 *while the new plan is developed. Thus, the projected impacts of the proposed*
3 *plan or alternative plans would be compared to the impacts that would occur*
4 *under the existing plan.”*

5 The No-Program Alternative would not update the PMP, and land uses would remain
6 as specified in the existing (1980) PMP and certified amendments. The No-Program
7 Alternative would allow buildout of future projects that are consistent with the
8 existing PMP, including projects already approved and certified under the PMP and
9 other appealable projects that would not require a PMP amendment. In contrast, cut
10 and fill projects are not consistent with the PMP and are not included in the No-
11 Program Alternative. Consequently, the only differences between the proposed
12 Program and the No-Program Alternative are the anticipated projects with a cut/fill
13 component and the associated land use changes that are included in the proposed
14 Program. Further, the assessment of impacts associated with the No-Program
15 Alternative does not consider project-specific and related cumulative impacts
16 associated with the approved and certified projects because these impacts have been
17 accounted for in the environmental documents prepared for those projects.

18 **ES.4.5.2 Alternative 2 - No Fill Alternative**

19 The No Fill Alternative would eliminate the cut/fill projects and associated land use
20 changes (container storage) associated with the fill projects under the PMPU. All
21 other appealable projects (i.e., Berths 187-189 Liquid Bulk Relocation, Tri Marine
22 Expansion, 338 Cannery Street Adaptive Reuse, and Al Larson Marina) and land use
23 changes in the proposed Program would be included in the No Fill Alternative.

24 **ES.5 Environmental Impacts**

25 **ES.5.1 Scope of Analysis and Impacts** 26 **Considered in the Program EIR**

27 The scope of this Draft PEIR was established based on the NOP/IS prepared pursuant
28 to CEQA and comments received during the NOP/IS review process (Appendix B).
29 The analysis in this PEIR focuses on land use changes that would result in changes
30 and/or intensification of activities with the potential for causing direct or indirect
31 impacts on the physical environment, including the potential impacts of the proposed
32 appealable/fill projects, as defined under CCA Section 30715. The PEIR does not
33 include a detailed environmental review of the proposed appealable/fill projects and
34 land use changes since, consistent with CEQA Guidelines Section 15168, sufficient
35 details are not available. Therefore, for most resource areas, assessments of proposed
36 appealable/fill project and land use changes in the PEIR rely primarily on qualitative
37 assessments. Quantitative assessments are completed to the extent data allows. When
38 appropriate levels of detail regarding the proposed appealable/fill projects become
39 available, project-specific environmental documents will be prepared that incorporate
40 this PEIR by reference, concentrate on the site-specific issues related to the proposed
41 appealable/fill project, and focus on quantitative assessments. CDPs for the proposed
42 appealable/fill projects would not be issued until the project-specific CEQA reviews

1 are completed. However, it would not be necessary to seek a PMPU amendment from
2 the CCC in regard to the proposed fill projects analyzed herein.

3 The following issues were determined in the NOP/IS to have potential environmental
4 impacts and therefore are evaluated in this Draft PEIR:

- 5 ■ Aesthetics/Visual Resources;
- 6 ■ Air Quality and Greenhouse Gases (GHGs);
- 7 ■ Biological Resources;
- 8 ■ Cultural Resources;
- 9 ■ Geology;
- 10 ■ Groundwater and Soils;
- 11 ■ Hazards and Hazardous Materials;
- 12 ■ Land Use;
- 13 ■ Noise;
- 14 ■ Public Services;
- 15 ■ Recreation;
- 16 ■ Transportation and Circulation—Ground and Marine;
- 17 ■ Utilities; and,
- 18 ■ Water Quality, Sediments, and Oceanography.

19 Although not required under CEQA, an assessment of potential disproportionate
20 environmental effects to low-income or minority populations is provided in Chapter
21 6.0, Environmental Justice.

22 **ES.5.2 Resources Not Considered in the** 23 **Program EIR**

24 The NOP/IS determined that agricultural resources, mineral resources, and
25 population and housing would not be affected by the proposed Program. In
26 accordance with CEQA, issues noted in the NOP/IS that would have no impact do
27 not require further evaluation in the PEIR.

28 **ES.5.3 Impacts of the Proposed Program**

29 In general, evaluations of potential environmental impacts are based on the
30 following:

- 31 ■ Existing conditions are summarized from reasonably representative existing
32 documents, using mostly qualitative information;

- 1 ■ Program impact evaluations are summarized from cumulative sections in
- 2 reasonably representative existing documents, focusing on the proposed
- 3 appealable/fill projects and land use changes; and,
- 4 ■ Cumulative impacts consider all projects in the region.

5 Chapter 3.0, Environmental Analysis, discusses the issues that would be significantly
6 affected by the proposed Program. The criteria for determining the significance of
7 environmental impacts in this Draft PEIR analysis are described in the section titled
8 “Thresholds of Significance” under each resource topic in Chapter 3.0,
9 Environmental Analysis. Mitigation measures to reduce impacts to less-than-
10 significant levels are proposed whenever feasible.

11 Chapter 4.0, Cumulative Analysis, addresses all projects in the region (within Port
12 boundaries and others including the Port of Long Beach, depending on the resource)
13 per CEQA guidelines.

14 Chapter 5.0, Program Alternatives, discusses the anticipated potential environmental
15 effects of the alternatives. Chapter 6.0, Environmental Justice, evaluates the potential
16 for the proposed Program to result in adverse impacts that would disproportionately
17 affect low-income and/or minority populations.

18 Several changes proposed in the PMPU are administrative (e.g., changes to existing
19 planning areas and land use categories/definitions) and would cause no impacts to the
20 physical environment. For much of the PMPU area, proposed land use categories
21 would be compatible with or less intensive than existing land uses, potentially
22 resulting in fewer impacts to the physical environment compared to existing
23 conditions. Consequently, these land use changes are not addressed in the individual
24 resource sections. Further, since there are no proposed appealable/fill projects or land
25 use changes associated with Planning Areas 1 and 5 (Section ES.3.5, Changes to
26 Land Uses and Proposed Appealable/Fill Projects within the PMPU Planning Areas),
27 evaluations are presented only for Planning Areas 2, 3, and 4 in the resource sections.
28 A summary of the environmental impacts, mitigation measures, and residual impacts
29 associated with the proposed Program is provided in Table ES-7. Detailed
30 descriptions of the mitigation measures are presented in the respective resource
31 sections in Chapter 3.0, Environmental Analysis.

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
<i>3.1 Aesthetics/Visual Resources</i>			
<i>Construction</i>			
AES-1: Construction of the proposed Program would not cause substantial, adverse effects on a scenic vista.	No impact	No mitigation is required	No impact
AES-2: Construction of the proposed Program would not cause substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.	No impact	No mitigation is required	No impact
AES-3: Construction of the proposed Program would not cause a substantial degradation of existing visual character or quality of a site and its surroundings.	No impact	No mitigation is required	No impact
AES-4: Construction of the proposed Program would not result in a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	No impact	No mitigation is required	No impact
AES-5: Construction of the proposed Program would not result in substantial shadow effects on nearby shadow-sensitive uses.	No impact	No mitigation is required	No impact
AES-6: Construction of the proposed Program would not result in impacts inconsistent with guidelines and regulations established to protect aesthetic/visual resources.	No impact	No mitigation is required	No impact
<i>Operations</i>			
AES-1: Operation of the proposed Program would not cause substantial, adverse effects on a scenic vista.	No impact	No mitigation is required	No impact
AES-2: Operation of the proposed Program would not cause substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.	No impact	No mitigation is required	No impact
AES-3: Operation of the proposed Program would not cause a substantial degradation of existing visual character or quality of a site and its surroundings.	No impact	No mitigation is required	No impact
AES-4: Operation of the proposed Program would not result in a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	No impact	No mitigation is required	No impact

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
AES-5: Operation of the proposed Program would not result in substantial shadow effects on nearby shadow-sensitive uses.	No impact	No mitigation is required	No impact
AES-6: Operation of the proposed Program would not result in impacts inconsistent with guidelines and regulations established to protect aesthetic/visual resources.	No impact	No mitigation is required	No impact
<i>3.2 Air Quality and Greenhouse Gases</i>			
<i>Construction</i>			
AQ-1: Construction of the proposed Program would produce emissions that exceed a South Coast Air Quality Management District (SCAQMD) daily emission threshold.	Significant	MM AQ-1: Harbor Craft Used during Construction MM AQ-2: Cargo Ships Used During Construction MM AQ-3: Fleet Modernization for On-Road Trucks Used During Construction MM AQ-4: Fleet Modernization for Construction Equipment (except Vessels, Harbor Craft, and On-Road Trucks) MM AQ-5: Construction Best Management Practices MM AQ-6: Additional Fugitive Dust Controls MM AQ-7: General Mitigation Measure MM AQ-8: Special Precautions near Sensitive Sites	Significant and unavoidable
AQ-2: Construction of the proposed Program would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance.	Significant	MM AQ-1 through MM AQ-8	Significant and unavoidable
<i>Operations</i>			
AQ-3: Operation of the proposed Program would result in emissions that exceed a SCAQMD daily emission threshold and the volatile organic compound (VOC) 10 tons per year threshold.	Significant	MM AQ-9: Alternative Maritime Power MM AQ-10: Vessel Speed Reduction Program MM AQ-11: Cleaner Ocean-Going Vessel (OGV) Engines MM AQ-12: OGV Engine Emissions Reduction Technology Improvements MM AQ-13: Yard Tractors at Terminals MM AQ-14: Yard Equipment at Rail Yards MM AQ-15: Yard Equipment at Terminals MM AQ-16: Truck Idling Reduction Measure	Significant and unavoidable

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
		MM AQ-17: Periodic Review of New Technology and Regulations MM AQ-18: Substitution of New Technology	
AQ-4: Operation of the proposed Program would result in ambient air pollutant concentrations that exceed a SCAQMD threshold of significance.	Significant	MM AQ-9 through MM AQ-18	Significant and unavoidable
AQ-5: Operation of the proposed Program would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour carbon monoxide (CO) standards.	Less than significant	No mitigation is required	Less than significant
AQ-6: Operation of the proposed Program would not create an objectionable odor at the nearest sensitive receptor.	Less than significant	No mitigation is required	Less than significant
AQ-7: The proposed Program would expose receptors to significant levels of Toxic Air Contaminants (TACs).	Significant	MM AQ-9 through MM AQ-18	Significant and unavoidable
AQ-8: Operation of the proposed Program would not conflict with or obstruct implementation of an applicable Air Quality Management Plan (AQMP).	Less than significant	No mitigation is required	Less than significant
GHG-1: Operation of the proposed Program would produce GHG emissions that would exceed a CEQA threshold.	Significant	MM AQ-2 through MM AQ-4, MM AQ-9, MM AQ-10, MM AQ-16 MM GHG-1: Energy Efficient Light Bulbs MM GHG-2: Energy Audit MM GHG-3: Recycling MM GHG-4: Tree Planting MM GHG-5: Solar Panels MM GHG-6: Water Conservation	Significant and unavoidable
GHG-2: Operation of the proposed Program would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs.	Less than significant	No mitigation is required	Less than significant
<i>3.3 Biological Resources</i>			
<i>Construction</i>			
BIO-1: Construction of the proposed Program would not result in the loss of individuals, or the reduction of existing habitat, of a state- or federally-listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally-listed critical habitat.	Significant	MM BIO-1: Avoid Marine Mammals MM BIO-2: Minimize In-water Pile Driving Noise MM BIO-3: Avoid and Minimize Impacts to California Least Tern MM BIO-4: Conduct Nest Site Surveys	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
BIO-2: Construction of the proposed Program would not result in a substantial reduction of a state-, federally- or locally-designated natural habitat, special aquatic site, or plant community, including wetlands.	Significant	MM BIO-5: Apply Credits from Existing Port Mitigation Banks	Less than significant
BIO-3: Construction of the proposed Program would not result in interference with wildlife movement/migration that may diminish the long-term survival of a species.	Less than significant	No mitigation is required; however, MM BIO-2 would reduce any potential for impact	Less than significant
BIO-4: Construction of the proposed Program would not result in a substantial disruption of local biological communities.	Less than significant	No mitigation is required; however, MM BIO-2 and MM BIO-4 would reduce any potential impact	Less than significant
BIO-5: Construction of the proposed Program would not result in a permanent loss of marine habitat.	Significant	MM BIO-5: Apply Credits from Existing Port Mitigation Banks	Less than significant
BIO-6: Construction of the proposed Program would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than significant	No mitigation is required	Less than significant
<i>Operations</i>			
BIO-1: Operation of the proposed Program would not result in the loss of individuals, or the reduction of existing habitat, of a state- or federally-listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally-listed critical habitat.	Less than significant	No mitigation is required	Less than significant
BIO-2: Operation of the proposed Program would not result in a substantial reduction or alteration of a state-, federally- or locally-designated natural habitat, special aquatic site, or plant community, including wetlands.	Less than significant	No mitigation is required	Less than significant
BIO-3: Operation of the proposed Program would not result in interference with wildlife movement/migration that may diminish the long-term survival of a species.	Less than significant	No mitigation is required	Less than significant
BIO-4: Operation of the proposed Program would result in a substantial disruption of local biological communities.	Significant	No feasible mitigation is currently available to fully avoid the potential for invasive species introductions	Significant and unavoidable
BIO-5: Operation of the proposed Program would not result in a permanent loss of marine habitat.	Less than significant	No mitigation is required	Less than significant
BIO-6: Operation of the proposed Program would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than significant	No mitigation is required	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
3.4 Cultural Resources			
<i>Construction</i>			
CR-1: Construction of the proposed Program would not disturb, damage, or degrade archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of such resources as defined in §15064.5.	Significant	MM CR-1: Cultural Resource Assessment MM CR-2: Unanticipated Discovery Procedures	Less than significant
CR-2: Construction of the proposed Program would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	Significant	MM CR-3: Historical Resource Assessment	Less than significant
CR-3: Construction of the proposed Program would not disturb, destroy, or eliminate access to unknown unique paleontological resources.	Significant	MM CR-4: Paleontological Assessment MM CR-5: Unanticipated Discovery Procedures	Less than significant
<i>Operations</i>			
CR-1: Operation of the proposed Program would not disturb, damage, or degrade archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of such resources as defined in §15064.5.	Less than significant	No mitigation is required	Less than significant
CR-2: Operation of the proposed Program would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	Less than significant	No mitigation is required	Less than significant
CR-3: Operation of the proposed Program would not disturb, destroy, or eliminate access to unknown unique paleontological resources.	Less than significant	No mitigation is required	Less than significant
3.5 Geology			
<i>Construction</i>			
GEO-1: Construction of the proposed Program would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from seismic activity along the Palos Verdes Fault Zone or other regional faults that could produce fault ruptures, seismic ground shaking, liquefaction, or other seismically induced ground failure.	Less than significant	No mitigation is required	Less than significant
GEO-2: Construction of the proposed Program would not expose people and structures to substantial risk involving tsunamis or seiches.	Significant	MM GEO-1: Emergency Response Planning	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
GEO-3: Construction of the proposed Program would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from subsidence/soil settlement.	Less than significant	No mitigation is required	Less than significant
GEO-4: Construction of the proposed Program would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from soil expansion.	Less than significant	No mitigation is required	Less than significant
GEO-5: Construction of the proposed Program would not result in or expose people or property to a substantial risk of landslides or mudslides.	No impact	No mitigation is required	No impact
GEO-6: Construction of the proposed Program would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from unstable soil conditions from excavation, grading, or fill.	Less than significant	No mitigation is required	Less than significant
GEO-7: Construction of the proposed Program would not result in one or more distinct and prominent geologic or topographic features being destroyed, permanently covered, or materially and adversely modified.	No impact	No mitigation is required	No impact
GEO-8: Construction of the proposed Program within the limits of the oil field would not result in the permanent loss of availability of any mineral resource of regional, statewide, or local significance.	Less than significant	No mitigation is required	Less than significant
GEO-9: Construction of the proposed Program would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from sea level rise.	Less than significant	No mitigation is required	Less than significant
<i>Operations</i>			
GEO-1: Operation of the proposed Program would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from seismic activity along the Palos Verdes Fault Zone or other regional faults that could produce fault ruptures, seismic ground shaking, liquefaction, or other seismically induced ground failure.	Less than significant	No mitigation is required	Less than significant
GEO-2: Operation of the proposed Program would expose people and structures to substantial risk involving tsunamis or seiches.	Significant	MM GEO-1: Emergency Response Planning	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
GEO-3: Operation of the proposed Program would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from subsidence/soil settlement.	Less than significant	No mitigation is required	Less than significant
GEO-4: Operation of the proposed Program would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from soil expansion.	Less than significant	No mitigation is required	Less than significant
GEO-5: Operation of the proposed Program would not result in or expose people or property to a substantial risk of landslides or mudslides.	No impact	No mitigation is required	No impact
GEO-6: Operation of the proposed Program would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from unstable soil conditions from excavation, grading, or fill.	Less than significant	No mitigation is required	Less than significant
GEO-7: Operation of the proposed Program would not result in one or more distinct and prominent geologic or topographic features being destroyed, permanently covered, or materially and adversely modified.	No impact	No mitigation is required	No impact
GEO-8: Operation of the proposed Program within the limits of the oil field would not result in the permanent loss of availability of any mineral resource of regional, statewide, or local significance.	Less than significant	No mitigation is required	Less than significant
GEO-9: Operation of the proposed Program would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury from sea level rise.	Less than significant	No mitigation is required	Less than significant
<i>3.6 Groundwater and Soils</i>			
<i>Construction</i>			
GW-1: Construction of the proposed Program would expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, resulting in exposure to construction and operation personnel. The exposure would not be deleterious to humans, based on regulatory standards established by the lead agency for the site.	Less than significant	No mitigation is required; however Lease Measures GW-1 and GW-2 would reduce any potential for impact	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
GW-2: Construction of the proposed Program would not result in changes in the rate or direction of movement of existing contaminants; expansion of the area affected by contaminants; or increases in the level of groundwater contamination, which would increase risk of harm to humans.	Less than significant	No mitigation is required; however Lease Measures GW-1 and GW-2 would reduce any potential for impact	Less than significant
GW-3: Construction of the proposed Program would not result in a demonstrable and sustained reduction in groundwater recharge capacity or change in potable water levels sufficient to reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, or summer/winter peaking, or to respond to emergencies and drought; reduce yields of adjacent wells or well fields (public or private); or adversely change the rate or direction of groundwater flow.	No impact	No mitigation is required	No impact
GW-4: Construction of the proposed Program would not result in a violation of regulatory water quality standards at an existing production well, as defined in California Code of Regulations (CCR), Title 22, Division 4, Chapter 15 and in the Safe Drinking Water Act.	No impact	No mitigation is required	No impact
<i>Operations</i>			
GW-1: Operation of the proposed Program would expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, resulting in exposure to construction and operation personnel. The exposure would not be deleterious to humans, based on regulatory standards established by the lead agency for the site.	Less than significant	No mitigation is required	Less than significant
GW-2: Operation of the proposed Program would not result in changes in the rate or direction of movement of existing contaminants; expansion of the area affected by contaminants; or increases in the level of groundwater contamination, which would increase risk of harm to humans.	Less than significant	No mitigation is required	Less than significant
GW-3: Operation of the proposed Program would not result in a demonstrable and sustained reduction in groundwater recharge capacity or change in potable water levels sufficient to reduce the ability of a water utility to use the groundwater basin for public	No impact	No mitigation is required	No impact

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
water supplies, conjunctive use purposes, storage of imported water, or summer/winter peaking, or to respond to emergencies and drought; reduce yields of adjacent wells or well fields (public or private); or adversely change the rate or direction of groundwater flow.			
GW-4: Operation of the proposed Program would not result in a violation of regulatory water quality standards at an existing production well, as defined in CCR, Title 22, Division 4, Chapter 15 and in the Safe Drinking Water Act.	No impact	No mitigation is required	No impact
<i>3.7 Hazards and Hazardous Materials</i>			
<i>Construction</i>			
HAZ-1: Construction of the proposed Program would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than significant	No mitigation is required	Less than significant
HAZ-2: Construction of the proposed Program would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Less than significant	No mitigation is required	Less than significant
HAZ-3: Construction of the proposed Program would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less than significant	No mitigation is required	Less than significant
HAZ-4: Construction of the proposed Program would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than significant	No mitigation is required	Less than significant
<i>Operations</i>			
HAZ-1: Operation of the proposed Program would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than significant	No mitigation is required	Less than significant
HAZ-2: Operation of the proposed Program would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Significant	MM HAZ-1: General Mitigation Measure MM HAZ-2: Hazards and Operability Studies	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
HAZ-3: Operation of the proposed Program would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Less than significant	No mitigation is required	Less than significant
HAZ-4: Operation of the proposed Program would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than significant	No mitigation is required	Less than significant
<i>3.8 Land Use</i>			
<i>Construction</i>			
LU-1: Construction of the proposed Program would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact.	Less than significant	No mitigation is required	Less than significant
<i>Operations</i>			
LU-1: Operation of the proposed Program would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact.	Less than significant	No mitigation is required	Less than significant
<i>3.9 Noise</i>			
<i>Construction</i>			
NOI-1: Daytime construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 decibels (dB) A-weighted (A) or more at a noise-sensitive use.	Significant	MM NOI-1: Construction Hours MM NOI-2: Construction Days MM NOI-3: Construction Equipment MM NOI-4: Idling Prohibitions. MM NOI-5: Equipment Location MM NOI-6: Notification MM NOI-7: Use Quiet Equipment MM NOI-8: Use Electrical Power when feasible MM NOI-9: Disturbance Coordinator MM NOI-10: Restricted Pile Driving Hours MM NOI-11: Temporary Noise Barriers	Significant and unavoidable

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
NOI-2: Construction activities would not exceed the ambient noise level by 5 dB(A) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.	No impact	No mitigation is required	No impact
NOI-3: Construction of would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.	Less than significant	No mitigation is required	Less than significant
NOI-4: The ambient noise level measured at the property line of affected uses would not increase by 3 dB(A) in Community Noise Equivalent Level (CNEL) to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dB(A) or greater noise increase, as defined by City thresholds.	No impact	No mitigation is required	No impact
<i>Operations</i>			
NOI-1: Daytime construction activities lasting more than 10 days in a 3-month period would not exceed existing ambient exterior noise levels by 5 dB(A) or more at a noise-sensitive use.	No impact	No mitigation is required	No impact
NOI-2: Construction activities would not exceed the ambient noise level by 5 dB(A) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.	No impact	No mitigation is required	No impact
NOI-3: Operation would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.	Less than significant	No mitigation is required	Less than significant
NOI-4: The ambient noise level measured at the property line of affected uses would not increase by 3 dB(A) in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dB(A) or greater noise increase, as defined by City thresholds.	Less than significant	No mitigation is required	Less than significant
<i>3.10 Public Services</i>			
<i>Construction</i>			
PS-1: Construction of the proposed Program would not burden existing U.S. Coast Guard (USCG), Los Angeles Police Department (LAPD), or Los Angeles Port Police (Port Police) staff levels and facilities, such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effects.	Significant	MM PS-1: Prepare a Manual in Compliance with the Work Area Traffic Control Handbook (WATCH)	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
PS-2: Construction of the proposed Program would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than significant	No mitigation is required	Less than significant
<i>Operations</i>			
PS-1: Operation of the proposed Program would not burden existing USCG, LAPD, or Port Police staff levels and facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effects.	Less than significant	No mitigation is required	Less than significant
PS-2: Operation of the proposed Program would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than significant	No mitigation is required	Less than significant
<i>3.11 Recreation</i>			
<i>Construction</i>			
REC-1: Construction of the proposed Program would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.	Less than significant	No mitigation is required	Less than significant
REC-2: Construction of the proposed Program would not include recreational facilities or require the construction or expansion of recreational facilities that could have an adverse physical effect on the environment.	Less than significant	No mitigation is required	Less than significant
<i>Operations</i>			
REC-1: Operation of the proposed Program would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.	Less than significant	No mitigation is required	Less than significant
REC-2: Operation of the proposed Program would not include recreational facilities or require the construction or expansion of recreational facilities that could have an adverse physical effect on the environment.	Less than significant	No mitigation is required	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
<i>3.12 Transportation and Circulation</i>			
<i>Construction</i>			
TRANS-1: Construction of the proposed Program would not result in a short-term, temporary increase in truck and auto traffic.	Less than significant	No mitigation is required	Less than significant
TRANS-2: Construction of the proposed Program would not significantly impact at least one study location volume/capacity (V/C) ratios or level of service for long-term vehicular traffic.	Less than significant	No mitigation is required	Less than significant
TRANS-3: The proposed Program would not cause an increase in onsite employees due to operations, which would then result in a significant increase in public transit use.	No impact	No mitigation is required	No impact
TRANS-4: The proposed Program would not result in operations that would cause increases considered significant for freeway congestion.	No impact	No mitigation is required	No impact
TRANS-5: The proposed Program would not result in operations that would cause a significant impact in vehicular delay at railroad grade crossings.	No impact	No mitigation is required	No impact
TRANS-6: Construction of the proposed Program would not substantially increase hazards due to a design feature or incompatible uses.	Less than significant	No mitigation is required	Less than significant
TRANS-7: Construction of the proposed Program would not result in inadequate emergency access.	Less than significant	No mitigation is required	Less than significant
TRANS-8: Construction of the proposed Program would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	Less than significant	No mitigation is required	Less than significant
TRANS-9: Construction of the proposed Program would not result in inadequate parking capacity.	Less than significant	No mitigation is required	Less than significant
VT-1: Construction of the proposed Program would not interfere with the operation of designated vessel traffic lanes and/or adversely affect the safety of vessels navigating within the Port of Los Angeles and its approaches.	Less than significant	No mitigation is required	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
<i>Operations</i>			
TRANS-1: The proposed Program would not result in a short-term, temporary increase in truck and auto traffic.	No impact	No mitigation is required	No impact
TRANS-2: Operation of the proposed Program would not significantly impact at least one study location V/C ratios or level of service for long-term vehicular traffic.	Less than significant	No mitigation is required	Less than significant
TRANS-3: Operation of the proposed Program would not cause an increase in onsite employees, which would then result in a significant increase in public transit use.	Less than significant	No mitigation is required	Less than significant
TRANS-4: Operation of the proposed Program would cause increases considered significant for freeway congestion.	Significant	MM TRANS-1: Implement the Interstate (I)-710 Corridor Project	Significant and unavoidable
TRANS-5: Operation of the proposed Program would not cause a significant impact in vehicular delay at railroad grade crossings.	Less than significant	No mitigation is required	Less than significant
TRANS-6: Operation of the proposed Program would not substantially increase hazards due to a design feature or incompatible uses.	Less than significant	No mitigation is required	Less than significant
TRANS-7: Operation of the proposed Program would not result in inadequate emergency access.	Less than significant	No mitigation is required	Less than significant
TRANS-8: Operation of the proposed Program would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	Less than significant	No mitigation is required	Less than significant
TRANS-9: Operation of the proposed Program would not result in inadequate parking capacity.	Less than significant	No mitigation is required	Less than significant
VT-1: Operation of the proposed Program would not interfere with the operation of designated vessel traffic lanes and/or adversely affect the safety of vessels navigating within the Port of Los Angeles and its approaches.	Less than significant	No mitigation is required	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
<i>3.13 Utilities</i>			
<i>Construction</i>			
UT-1: Construction of the proposed Program would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (RWQCB) or the capacity of existing treatment facilities.	Less than significant	No mitigation is required	Less than significant
UT-2: Construction of the proposed Program would not result in a substantial increase in water demand that would exceed the water supplies available from existing entitlements and resources, and new or expanded facilities or entitlements would be required.	Less than significant	No mitigation is required	Less than significant
UT-3: Construction of the proposed Program would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems.	Less than significant	No mitigation is required	Less than significant
UT-4: Construction of the proposed Program would not result in an increase in solid waste generation due to project operations that would exceed the capacity of existing solid waste handling and disposal facilities.	Less than significant	No mitigation is required	Less than significant
UT-5: Construction of the proposed Program would not require new, offsite energy supply and distribution infrastructure, or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs.	Less than significant	No mitigation is required	Less than significant
<i>Operations</i>			
UT-1: Operation of the proposed Program would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Los Angeles RWQCB or the capacity of existing treatment facilities.	Less than significant	No mitigation is required	Less than significant
UT-2: Operation of the proposed Program would not result in a substantial increase in water demand that would exceed the water supplies available from existing entitlements and resources, and new or expanded facilities or entitlements would be required.	Less than significant	No mitigation is required	Less than significant
UT-3: Operation of the proposed Program would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems.	Less than significant	No mitigation is required	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
UT-4: Operation of the proposed Program would not result in an increase in solid waste generation due to project operations that would exceed the capacity of existing solid waste handling and disposal facilities.	Less than significant	No mitigation is required	Less than significant
UT-5: Operation of the proposed Program would not require new, offsite energy supply and distribution infrastructure, or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs.	Less than significant	No mitigation is required	Less than significant
<i>3.14 Water Quality, Sediments and Oceanography</i>			
<i>Construction</i>			
WQ-1: Construction of the proposed Program would not result in discharges that create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated.	Less than significant	No mitigation is required	Less than significant
WQ-2: Construction of the proposed Program would not substantially reduce or increase the amount of surface water in a water body.	Less than significant	No mitigation is required	Less than significant
WQ-3: Construction of the proposed Program would not cause permanent adverse changes to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.	Less than significant	No mitigation is required	Less than significant
WQ-4: Construction of the proposed Program would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled onsite.	Less than significant	No mitigation is required	Less than significant
<i>Operations</i>			
WQ-1: Operation of the proposed Program would not result in discharges that create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated.	Less than significant	No mitigation is required	Less than significant
WQ-2: Operation of the proposed Program would not substantially reduce or increase the amount of surface water in a water body.	Less than significant	No mitigation is required	Less than significant

Table ES-7. Summary of Potential Impacts and Mitigation Measures for the Proposed Program

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impact After Mitigation</i>
WQ-3: Operation of the proposed Program would not result in permanent adverse changes to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.	Less than significant	No mitigation is required	Less than significant
WQ-4: Operation of the proposed Program would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled onsite.	Less than significant	No mitigation is required	Less than significant

ES.5.4 Summary of Significant Unavoidable, Environmental Justice and Cumulative Impacts

ES.5.4.1 Significant Unavoidable Impacts

This Draft PEIR (Chapter 3.0, Environmental Analysis) determined that implementation of the proposed Program would result in significant and unavoidable impacts to the following resources:

- Air Quality and Greenhouse Gases;
- Biology;
- Noise; and,
- Transportation and Circulation.

Air Quality and Greenhouse Gases. As discussed in Section 3.2, Air Quality and Greenhouse Gases, construction and operation of the proposed appealable/fill projects and land use changes under the proposed Program would result in significant unavoidable impacts related to several impact criteria (Impacts AQ-1, AQ-2, AQ-3, AQ-4, AQ-7, and GHG-1). **MM AQ-1 through MM AQ-18** and **MM GHG-1 through MM GHG-6** would reduce the magnitude of impacts, but residual impacts would remain significant.

Biology. Increased vessel calls associated with the proposed appealable/fill projects under the proposed Program could increase the risk of introducing non-native invasive species. Federal and state regulations substantially reduce the risk of invasive species introductions by requiring seagoing vessels to comply with ballast water management, marine biofouling, and sediment management requirements. While more vessels will be required to comply with these requirements through 2016, treatment system technologies have yet to be proven 100 percent effective. Consequently, it is not possible to ensure that no non-native species are introduced to the harbor environment, nor is it possible to ensure that introduced species are not invasive. Accordingly, it is not possible to fully avoid the potential for invasive species introductions to disrupt marine biological communities. No feasible mitigation is currently available to totally prevent introduction of invasive species due to lack of proven technologies and the phased schedule of vessel compliance with new regulations.

Noise. Construction of the proposed appealable/fill projects under the proposed Program would generate noise levels that exceed thresholds associated with significant noise impacts (Impact NOI-1). Mitigation measures (**MM NOI-1 through MM NOI-11**) would be implemented to reduce noise levels where possible, but resulting noise levels would still exceed thresholds, and residual impacts would remain significant.

Transportation and Circulation. Operation of the proposed appealable/fill projects under the proposed Program (Impact TRANS-4) would result in significant traffic

1 impacts to Interstate (I)-710. **MM TRANS-1** would reduce potentials for traffic
2 congestion. However, implementation of **MM TRANS-1** may not reduce the impact
3 to less than significant levels. Therefore, residual impacts would remain significant if
4 the I-710 Corridor Project is not implemented by 2035.

5 **ES.5.4.2 Environmental Justice Impacts**

6 This Draft PEIR (Chapter 6.0, Environmental Justice) determined that
7 implementation of the proposed Program would result in individual and cumulative
8 impacts that would cause disproportionately high and adverse effects on minority and
9 low-income populations.

10 **Impact AQ-1: Construction of the proposed Program would produce emissions**
11 **that exceed a South Coast Air Quality Management District (SCAQMD) daily**
12 **emission threshold.** Because residential areas closest to portions of the Port within
13 the coastal zone are predominantly minority and have a concentration of low-income
14 populations relative to Los Angeles County, exposure to daily emissions that exceed
15 SCAQMD thresholds would constitute a disproportionately high and adverse effect
16 on minority and low-income populations. In addition, the proposed appealable/fill
17 projects associated with the proposed Program would make a cumulatively
18 considerable contribution to a significant cumulative air quality impact associated
19 with emissions from construction, also resulting in a disproportionately high and
20 adverse effect on minority and low-income populations.

21 **Impact AQ-2: Construction of the proposed Program would result in offsite**
22 **ambient air pollutant concentrations that exceed a SCAQMD threshold of**
23 **significance.** Construction of the proposed appealable/fill projects under the
24 proposed Program would result in offsite ambient concentrations of criteria air
25 pollutants that would exceed SCAQMD thresholds of significance, even after
26 implementation of mitigation measures. Although receptor points with maximum
27 concentrations would not always occur in residential areas, residential areas would
28 experience higher concentrations the closer they are to the Port. Because residential
29 areas closest to the Port are predominantly minority and have a concentration of low-
30 income populations relative to Los Angeles County, elevated ambient concentrations
31 would constitute a disproportionately high and adverse effect on minority and low-
32 income populations. In addition, the proposed Program would make a cumulatively
33 considerable contribution to a significant cumulative air quality impact during
34 construction. Because residential areas closest to the Port are predominantly minority
35 and have a concentration of low-income populations, the elevated ambient
36 concentrations of air pollutants would constitute a disproportionately high and
37 adverse effect on minority and low-income populations.

38 Nitrogen dioxide (NO₂) is a primary pollutant of concern that occurs from proposed
39 construction activities. Exposure to this pollutant can produce the following adverse
40 effects: 1) aggravate chronic respiratory disease and respiratory symptoms in
41 sensitive groups; and, 2) produce a risk to public health implied by pulmonary and
42 extra-pulmonary biochemical and cellular changes and pulmonary structural changes.
43 These adverse health effects may occur disproportionately among minority and low-
44 income populations in the vicinity of the Port as a result of elevated ambient
45 concentrations that exceed SCAQMD thresholds.

1 In addition, the proposed Program would make a cumulatively considerable
2 contribution to a significant cumulative air quality impact related to NO₂ during
3 construction. Because residential areas closest to the PMPU area are predominantly
4 minority and have a concentration of low-income population, the elevated ambient
5 concentrations of NO₂ would constitute a disproportionately high and adverse effect
6 on minority and low-income populations.

7 **Impact AQ-3: Operation of the proposed Program would result in emissions**
8 **that exceed a SCAQMD daily emission threshold and the VOC 10 tons per year**
9 **threshold.** Because residential areas closest to the Port are predominantly minority
10 and have a concentration of low-income populations relative to Los Angeles County,
11 elevated daily emissions would constitute a disproportionately high and adverse
12 effect on minority and low-income populations. In addition, the proposed Program
13 would make cumulatively considerable contribution to a significant cumulative air
14 quality impact from daily emissions during operation, and this cumulative impact
15 would constitute a disproportionately high and adverse effect on minority and low-
16 income populations.

17 **Impact AQ-4: Operation of the proposed Program would result in ambient air**
18 **pollutant concentrations that exceed a SCAQMD threshold of significance.**
19 Because residential areas closest to the Port are predominantly minority and have a
20 concentration of low-income populations relative to Los Angeles County, elevated
21 ambient concentrations of air pollutants would constitute a disproportionately high
22 and adverse effect on minority and low-income populations. In addition, the proposed
23 Program would make a cumulatively considerable contribution to significant
24 cumulative air quality impacts because it would exceed pollutant thresholds of
25 significance during operation, and this cumulative impact would constitute a
26 disproportionately high and adverse effect on minority and low-income populations.

27 **Impact AQ-7 (Residents only): The proposed Program would be associated with**
28 **combined construction and operational activities that would produce emissions**
29 **of toxic air contaminants (TACs) that would expose residents to significant**
30 **cancer risks (i.e., an increase in cancer risk by more than 10 in 1 million) and**
31 **acute non-cancer effects (exceeds health hazard index of 1.0).** Because
32 populations living closest to the Port are predominantly minority and have a
33 concentration of low-income populations relative to Los Angeles County, significant
34 cancer risks and acute non-cancer effects resulting from emissions of TACs would
35 constitute a disproportionately high and adverse effect on minority and low-income
36 populations. In addition, the proposed Program would make a cumulatively
37 considerable contribution to significant cumulative cancer risk and acute non-cancer
38 effects that would constitute a disproportionately high and adverse effect on minority
39 and low-income populations living closest to the Port.

40 The following impacts would not cause disproportionately high and adverse effects
41 on minority and low-income populations.

42 **Impact AQ-7 (Port workers only): The proposed Program would be associated**
43 **with combined construction and operational activities that would produce**
44 **emissions of TACs that would expose Port workers to significant cancer risks**
45 **and acute non-cancer effects.** Combined construction and operational activities
46 would produce emissions of TACs that would expose workers to significant cancer

1 risks and acute non-cancer effects. Combined construction and operational activities
2 would produce emissions of TACs that would expose workers to significant cancer
3 risks and acute non-cancer effects. Cancer risks and acute non-cancer effects to Port
4 workers would not result in disproportionately high and adverse effects on minority
5 and low-income populations.

6 **Impact GHG-1: The proposed Program would be associated with operational**
7 **activities that would produce GHG emissions that would exceed a CEQA**
8 **threshold.** Unlike criteria pollutants, GHG emissions do not cause direct adverse
9 human health effects. The direct environmental effect of GHG emissions is an
10 increase in global temperatures, which in turn has indirect effects on humans. The
11 effect is not specific to the area surrounding the Port; it has global ramifications on a
12 cumulative scale. Because the proposed Program's direct GHG emissions would not
13 adversely affect the communities surrounding the Port to a greater degree than
14 elsewhere, significant GHG impact would not represent a disproportionately high and
15 adverse effect on minority and low-income populations.

16 **Impact NOI-1: The proposed Program would include construction daytime**
17 **activities lasting more than 10 days in a 3-month period which would exceed**
18 **existing ambient exterior noise levels by 5 decibels (dB) A-weighted (A) or more**
19 **and adversely affect sensitive receptors including liveaboards in marinas in the**
20 **vicinity of the East Basin, therefore producing a significant program (and**
21 **cumulative) noise impact.** Liveaboards near proposed construction activities in
22 Planning Areas 2 and 3 would be exposed to significant noise impacts involving pile
23 driving. The construction associated with the Berths 187-189 Liquid Bulk Relocation
24 Project is within 2,250 feet of marinas with liveaboards. Pile driving, especially at the
25 face of Berths 191-194 or in the immediate upland vicinity for structure foundations
26 would be another source of significant construction noise. Pile driving associated
27 with the Berth 300 Development Project and Berth 301 land use change would
28 generate noise impacts to liveaboards at the Al Larson Marina site. These liveaboards
29 would be removed from the marina as a result of the proposed appealable/fill project.
30 However, noise impacts potentially would occur at the Al Larson Marina if pile
31 driving associated with any of appealable/fill projects or land use changes occurred
32 before the Al Larson Marina Project was initiated. General construction not
33 mentioned herein could occur within 400 feet of sensitive receptors and would
34 potentially result in sensitive receptors being exposed to noise at Leq levels greater
35 than 5 A-weighted sound level (dB(A)) above ambient.

36 Noise mitigation measures identified in Section 3.9, Noise, including **MM NOI-1**
37 **through MM NOI-11** would be implemented. However, these mitigations may not
38 always be feasible or if feasible, may not be able to reduce construction noise impacts
39 to less than significant.

40 Liveaboards who would be affected by significant construction noise impacts live in
41 East Basin marinas contained in Census Tract 9800.14. The population in Census
42 Tract 9800.14 is 23.4 percent minority and 16.7 percent low-income. Both the
43 minority and low-income percentages for Census Tract 9800.14 are lower than that of
44 the comparison population in Los Angeles County, which is over 50 percent minority
45 and 19.2 percent low income. Because areas that would experience the greatest
46 exposure to construction noise impacts are not predominantly minority and have
47 lower concentrations of minority populations and low-income populations than the

1 comparison population, disproportionately high and adverse effects on minority and
2 low-income populations would not occur and there would also be no disproportionate
3 effects related to cumulative noise impacts.

4 **Impact TRANS-1: The proposed Program would create a significant**
5 **unavoidable traffic impact on the I-710 freeway at the Congestion Management**
6 **Program (CMP) monitoring stations north of Pacific Coast Highway (PCH),**
7 **north of I-405, and north of Firestone Boulevard.** With implementation of MM
8 TRANS-1, the LAHD would collaborate with the California Department of
9 Transportation (Caltrans) and Los Angeles Metropolitan Transportation Authority
10 (Metro) to secure funding and ensure timely implementation of the I-710 Corridor
11 Project by 2035 to alleviate future Port area and regional traffic growth on the I-710.
12 The I-710 Corridor EIS/EIR would address the traffic impact of overall Port area and
13 regional growth on the I-710 corridor, which encompasses the significant impact
14 determined as part of this analysis for the proposed Program. Until the I-710 Corridor
15 Project is implemented, the proposed Program would cause a significant impact to
16 the three freeway locations identified above along the I-710.

17 I-710 south of I-405 is dominated by Port traffic. Auto traffic primarily consists of
18 residents of Long Beach and Wilmington. Primary destinations of regional
19 commuters are the Port and downtown Long Beach. As such, congestion impacts on
20 I-710 would not disproportionately affect minority or low-income populations
21 because users of I-710 are traveling from a variety of (dispersed) areas rather than
22 predominantly comprising residents of minority or low-income communities or areas
23 near the Port.

24 **ES.5.4.3 Significant Cumulative Impacts**

25 This Draft PEIR (Chapter 4.0, Cumulative Analysis) determined that the proposed
26 Program in combination with other past, present, and reasonably foreseeable future
27 projects would result in cumulatively considerable contributions to significant
28 cumulative impacts to the following resources:

- 29 ■ Air Quality and Greenhouse Gases;
- 30 ■ Biology; and,
- 31 ■ Noise.

32 **Air Quality and Greenhouse Gases.** Cumulative Impacts AQ-1, AQ-2, AQ-3, AQ-
33 4, AQ-7, and GHG-1, related to emissions of pollutants, TACs, and GHGs from
34 construction and operation of the proposed appealable/fill projects and land use
35 changes under the proposed Program, were considered cumulatively considerable and
36 unavoidable.

37 **Biology.** Cumulative Impact BIO-4, related to possible introduction of invasive
38 species, associated with increased vessels call during operation of the proposed
39 appealable/fill projects and land use changes under the proposed Program, was
40 considered cumulatively considerable and unavoidable.

1 **Noise.** Cumulative Impact NOI-1, related to noise levels from construction of the
 2 proposed appealable/fill projects and land use changes under the proposed Program,
 3 was considered cumulatively considerable and unavoidable.

4 **ES.5.5 Summary of the Alternatives Impact**
 5 **Analysis**

6 Table ES-8 presents a summary of the results of the analysis for the resource areas
 7 for the proposed Program and alternatives (Alternative 1 – No-Program Alternative
 8 and Alternative 2 – No Fill Alternative).

Table ES-8. Summary of Impacts by Alternative

<i>Environmental Resource Area</i>	<i>Proposed Program</i>	<i>No-Program Alternative 1</i>	<i>No Fill Alternative 2</i>
Aesthetics/Visual Resources	N	N	N
Air Quality and Greenhouse Gases	S	S	S
Biological Resources	S	S	S
Cultural Resources	M	M	M
Geology	M	M	M
Groundwater and Soils	L	L	L
Hazards and Hazardous Materials	M	M	M
Land Use	L	N	L
Noise	S	S	S
Public Services	M	M	M
Recreation	L	L	L
Transportation and Circulation – Ground and Marine	S	S	S
Utilities	L	L	L
Water Quality, Sediments, and Oceanography	L	L	L
Notes: L = Less than Significant N = No Impact M = Significant but Mitigable S = Significant Unavoidable			

9 **ES.5.6 Environmentally Superior Alternative**

10 CEQA requires identification of the environmentally superior alternative in an EIR.
 11 There is no established methodology for comparing the alternatives or determining the
 12 environmentally superior alternative under CEQA. Therefore, the environmentally
 13 superior alternative was determined based on a ranking system that assigned numerical
 14 scores comparing the impacts under each resource area for each alternative with the
 15 proposed Program. The scoring system ranged from -2 if impacts are considered to be
 16 substantially reduced when compared to the proposed Program, to +1 if impacts are
 17 considered to be somewhat greater when compared with the proposed Program. Table
 18 ES-9 presents the scoring system and rankings for each alternative.

1 Based on the above analysis, the No-Program Alternative and No Fill Alternative
 2 would have similar impacts, and both would have fewer impacts than the proposed
 3 Program. However, CEQA Guidelines Section 15126.6(e)(2) requires that in cases
 4 where the No-Program Alternative is determined to be the environmentally superior
 5 alternative, another alternative must be identified as environmentally superior.
 6 Consequently, the No Fill Alternative would be the environmentally superior
 7 alternative because it would have less activity than the proposed Program.

Table ES-9. Comparison of Alternatives to the Proposed Program (with Mitigation)

<i>Environmental Resource Area</i>	<i>Alternative 1/ No-Program</i>	<i>Alternative 2/ No Fill</i>
Air Quality and Greenhouse Gases	-1	-1
Biological Resources	-1	-1
Cultural Resources	0	0
Geology	0	0
Hazards and Hazardous Materials	0	0
Noise	-1	-1
Public Services	0	0
Transportation and Circulation—Ground and Marine	0	0
Total	-3	-3
Notes: Only environmental resources with unavoidable significant impacts or significant but mitigable impacts are included in this table and the analysis used to rank alternatives; the analysis includes project-level impacts, not cumulative effects. -2 = Impact considered to be substantially less when compared with the proposed Program -1 = Impact considered to be somewhat less when compared with the proposed Program 0 = Impacts to be equal to the proposed Program 1 = Impact to be somewhat greater when compared with the proposed Program 2 = Impact to be substantially greater when compared with the proposed Program Where significant unavoidable impacts would occur across different alternatives, but there are impact intensity differences between alternatives, numeric differences are used to differentiate (i.e., in some cases, there are differences at the individual impact level, such as differences in the number of impacts or relative intensity).		

8 **ES.6 Public Involvement**

9 LAHD extends considerable effort to provide public outreach beyond the minimum
 10 required by CEQA. Under CEQA, noticing and public outreach for an EIR can be
 11 limited to sending the NOP to the State Clearinghouse and each responsible and
 12 trustee agency (CEQA Guidelines Section 15082). Additionally, scoping meetings
 13 are typically only required for projects of statewide, regional, or area-wide
 14 significance (CEQA Guidelines Section 15082[c]). This proposed Program is
 15 considered to be a project of local and regional importance. In its efforts to outreach
 16 beyond minimum CEQA requirements, LAHD is providing notice of public review
 17 of the Draft PEIR using the following procedures: mail to organizations and
 18 individuals previously requesting notice; publication of notices in multiple local and
 19 regional newspapers; posting of the notice on the LAHD website; and/or direct
 20 mailing to owners and occupants of property contiguous to the project site (CEQA
 21 Guidelines Section 15087). All NOPs/ISs and Draft EIRs are presented at public

1 meetings at locations and times estimated to be convenient for the affected
2 community.

3 Notification of availability of documents is extensive and uses a variety of media. For
4 example, CEQA notices are placed in five newspapers: the *Los Angeles Times*, *Daily*
5 *Breeze*, *La Opinion*, *Long Beach Press Telegram*, and *Random Lengths*. Further,
6 meeting notices are sent to all active community organizations and to anyone who
7 has requested to be on the LAHD CEQA mailing list. Additionally, postcards
8 noticing a document and any public meetings also are sent to all San Pedro and
9 Wilmington addresses. A free copy of documents is also provided to community
10 organizations.

11 LAHD also consults with affected community groups through the PCAC, a special
12 stakeholder advisory committee of the Board. This committee, which meets monthly,
13 includes representatives from a number of community groups. The PCAC also has
14 subcommittees and focus groups that address a broad range of environmental issues,
15 including studies on those impacts that might result in disproportionate impacts on
16 relevant population.

17 **ES.6.1 PMPU Planning Process and Community** 18 **Involvement**

19 The PMPU reflects input from Port stakeholders, including tenants, Port customers,
20 government agencies, and the community. During the PMPU planning process,
21 LAHD sponsored two public workshops on July 19 and October 25, 2012. The
22 purpose of the workshops was to describe the planning process; identify the
23 objectives of the PMPU; and discuss the primary changes in land uses and planning
24 areas developed to date.

25 During the NOP/IS public review process, various individuals and organizations
26 provided comments on the scope of the environmental analysis to be included in the
27 PEIR. The following is a timeline of noticing and public involvement that has
28 occurred to date within the environmental review process for the proposed Program.

- 29 ■ **July 26, 2012.** The NOP/IS was released and distributed to over 250 agencies,
30 organizations, individuals, and the California Office of Planning and Research,
31 State Clearinghouse. The proposed Program was assigned State Clearinghouse
32 Number 11058-060. Over 9,000 postcards were distributed notifying the public
33 of the date of the scoping meeting and the term of the comment period. Notice
34 of the comment period and meeting were also posted in three local newspapers
35 and on LAHD's website at: www.portoflosangeles.org.
- 36 ■ **July 26, 2012.** The NOP/IS was also filed with the Los Angeles City Clerk and
37 the Los Angeles County Clerk.
- 38 ■ **August 14, 2012.** A public scoping meeting was held at the Banning's Landing
39 Community Center in Wilmington, California. Two individuals commented at
40 the meeting. Spanish translation services were made available at the meeting.
- 41 ■ **August 24, 2012.** The comment period ended. Twenty comment letters were
42 received during the scoping period.

ES.6.2 Issues Raised/Resolution

Table ES-10 presents a summary of the key comments received during the NOP/IS public comment period, and references the sections of the Draft PEIR that address the comments.

Table ES-10. Summary of Key NOP Comments

<i>Commenter</i>	<i>Key Issues</i>	<i>Sections Where Addressed</i>
Caltrans District 7	<ul style="list-style-type: none"> ▪ Increases in traffic generated by proposed appealable/fill projects under PMPU will require a traffic study to evaluate impacts on state highways. ▪ Recommends modifications to two I-110 interchanges and widening of the connector between State Route (SR)-47 to I-110. ▪ Identifies mitigation measures to minimize impacts on state highways. ▪ Recommends limiting oversized truck trips to off-peak commute periods. ▪ Caltrans encroachment permits will be required for work within State right-of-way. 	Section 3.12, Transportation and Circulation
Governor's Office of Planning and Research	<ul style="list-style-type: none"> ▪ NOP was circulated to all appropriate agencies. 	Not applicable
State of California Public Utilities Commission	<ul style="list-style-type: none"> ▪ Evaluate impacts from future development adjacent to railroad right-of-ways (increase traffic volumes, pedestrian circulation, and Americans with Disabilities Act [ADA] compliance). ▪ Recommends mitigation measures: grade separation, improve existing at-grade railroad crossings, barriers to limit trespassing. 	Section 3.12, Transportation and Circulation
Central San Pedro Neighborhood Council	<ul style="list-style-type: none"> ▪ Enhance waterfront areas. ▪ Expand diversity of Port's economic activities. ▪ Connect Red Car with Metro passenger rail system. ▪ Minimize truck traffic on city streets and address alternatives to reduce impacts. ▪ Provide more public access to ocean and channels. ▪ Ensure continued public recreational use of the Outer Harbor. ▪ Establish California Coastal Trail throughout the Port. ▪ Protect and preserve historic sites and buildings. ▪ Relocate hazardous material facilities owned and operated in San Pedro. ▪ Develop a renewable energy-based system. ▪ Concentrate industrial land uses on Terminal Island. ▪ Establish quiet zones for all rail activities adjacent to residential areas. ▪ Increase the percentage of rail cargo at the Port and provide access to Port via grade separations. ▪ Develop and expand nature preserves and marine habitats. ▪ Landscape areas between Port and adjacent communities. 	Section 3.1, Aesthetics/Visual Resources; Section 3.3, Biological Resources; Section 3.4, Cultural Resources; Section 3.7, Hazards and Hazardous Materials; Section 3.9, Noise; Section 3.11, Recreation; Section 3.12, Transportation and Circulation; Section 3.13, Utilities

Table ES-10. Summary of Key NOP Comments

<i>Commenter</i>	<i>Key Issues</i>	<i>Sections Where Addressed</i>
City of Los Angeles Bureau of Sanitation	<ul style="list-style-type: none"> ▪ The Wastewater Engineering Services Division determined the proposed Program is unrelated to sewers and does not require an analysis at this time. 	Not applicable
Coalition for Clean Air	<ul style="list-style-type: none"> ▪ Include the Port's GHG Emissions Reduction Plan in the PMPU. 	Section 3.2, Air Quality and Greenhouse Gases
Communities for a Better Environment, Coalition for Clean Air, End Oil/ Communities for Clean Ports, Natural Resources Defense Council	<ul style="list-style-type: none"> ▪ PMPU should maximize utilization of on-dock rail at the Port. ▪ PEIR should assess availability of existing and new lands to accommodate on-dock rail. ▪ PMPU should discourage new near-dock facilities (proposed Southern California International Gateway [SCIG] and Intermodal Container Transfer Facility [ICTF] facilities). ▪ Current diesel-fueled Port drayage fleet should be replaced with zero-emission systems. ▪ PEIR should evaluate the future of the <i>San Pedro Bay Ports Clean Air Action Plan</i> (CAAP) and measures such as the Clean Trucks Program (CTP) and Vessel Speed Reduction Program (VSRP). ▪ PEIR should include changes to CAAP and truck concession measures to reduce air pollution. ▪ PEIR should analyze mitigations that the Harbor Benefits Community Foundation can implement to mitigate impacts from Port growth. 	Section 3.2, Air Quality and Greenhouse Gases; Section 3.12, Transportation and Circulation
ExxonMobil Pipeline Company	<ul style="list-style-type: none"> ▪ PMPU should include options to relocate or expand current ExxonMobil facilities in Planning Area 2. ▪ Requests PMPU designate the site of ExxonMobil's facility in Planning Area 2 as dual use (container and liquid bulk). ▪ Recommends designating south end of former LAXT site as dual use (maritime support and liquid bulk) to accommodate future oil operations. 	Chapter 5.0, Program Alternatives
Los Angeles Conservancy	<ul style="list-style-type: none"> ▪ PMPU should establish policies and procedures for protecting historic resources. ▪ PEIR should include a comprehensive historic resources survey. ▪ PMPU should include policies that mandate periodic survey updates. ▪ PEIR should assess the compatibility and flexibility of existing and proposed land uses with historic resources. ▪ Allocating a single land use may limit reuse options for historic resources. ▪ PMPU should include a range of allowable land uses in the Fish Harbor and Terminal Island Planning Areas. ▪ PEIR should include a management plan for proposed appealable/fill projects that impact historic resources. 	Section 3.4, Cultural Resources
Los Angeles County Metropolitan Transportation Authority	<ul style="list-style-type: none"> ▪ PEIR should include a Traffic Impact Analysis that evaluates roadway and transit. 	Section 3.12, Transportation and Circulation

Table ES-10. Summary of Key NOP Comments

<i>Commenter</i>	<i>Key Issues</i>	<i>Sections Where Addressed</i>
Native American Heritage Commission	<ul style="list-style-type: none"> ▪ Recommends early consultation with Native American tribes. ▪ PEIR should consider the historical context and cultural landscape of the area of potential effects (APE). ▪ Requests avoidance of Native American burial sites. ▪ State regulations should be followed in the event of an inadvertent discovery of human remains. 	Section 3.4, Cultural Resources; Section 3.8, Land Use
National Trust for Historic Preservation	<ul style="list-style-type: none"> ▪ Encourage adaptive reuse of historic structures in Fish Harbor and Terminal Island/Main Channel. ▪ Allowable land uses should remain flexible to ensure that rehabilitation of historic structures is prioritized. ▪ Include a specific "Allowable Land Use" category that recognizes and prioritizes the Port's historic buildings for reuse. 	Section 3.4, Cultural Resources; Section 3.8, Land Use
Port Community Advisory Committee	<ul style="list-style-type: none"> ▪ Public safety should be a key focus of PMPU. ▪ PMPU should address all Port-owned and leased properties within and outside the coastal zone. ▪ Preserve historical buildings. ▪ PMPU should include several boatyards and repair facilities for small vessels. ▪ PMPU should include diversified land uses, not just container cargo uses. ▪ PMPU should ensure preservation of recreational uses in the Outer Harbor and prohibit development of a cruise ship terminal in this area and at Kaiser Point. ▪ PMPU should require relocation of hazardous materials from residential areas. ▪ I-710 Corridor Project Health Impact Assessment should be reviewed and incorporated into PMPU public record. 	Chapter 2.0, Program Description; Section 3.2, Air Quality and Greenhouse Gases; Section 3.4, Cultural Resources; Section 3.7, Hazards and Hazardous Materials; Section 3.8, Land Use
Riverside County Transportation Commission	<ul style="list-style-type: none"> ▪ PEIR should address potential impacts related to traffic (truck and rail) increases in Riverside County. ▪ PEIR should include mitigation measures and alternatives to reduce traffic impacts in Riverside County. 	Section 3.12, Transportation and Circulation
SA Recycling	<ul style="list-style-type: none"> ▪ SA Recycling should be allowed to stay at their current location. ▪ PEIR should evaluate a grade separation alternative that allows SA Recycling to stay at their current location. ▪ A new facility at the proposed relocation site is not financially or operationally feasible. ▪ Operations at the proposed relocation site would result in potential conflicts with small craft marina operations across the channel. 	Section 3.8, Land Use; Chapter 5.0, Program Alternatives

Table ES-10. Summary of Key NOP Comments

<i>Commenter</i>	<i>Key Issues</i>	<i>Sections Where Addressed</i>
South Coast Air Quality Management District	<ul style="list-style-type: none"> ▪ PEIR should evaluate mitigation measures that would apply to entire port complex (e.g., reduce emissions from vessels, locomotives, cargo handling equipment, and trucks). ▪ PMPU should establish programmatic policies that will minimize competitive advantages and disadvantages for Port operators. ▪ PEIR should consider mitigation measures that could become available over the next several years but after PEIR approval (zero and near-zero emission technologies and Tier 2 and 3 ocean-going vessel incentives). ▪ PEIR should include a requirement to review and implement technologies as they become available. 	Section 3.2, Air Quality and Greenhouse Gases
Frank O'Brien	<ul style="list-style-type: none"> ▪ PEIR land use analysis should include Port-owned lands outside coastal zone or off-port lands not owned by the Port but used to support Port activities. 	Section 3.8, Land Use
Janet R. Gunter	<ul style="list-style-type: none"> ▪ PMPU should require relocation of hazardous and liquid bulk facilities adjacent to Wilmington to Terminal Island and Pier 500. ▪ Hazardous and liquid bulk terminals should be consolidated and relocated as stipulated in original PMP. ▪ Relocate liquefied propane gas storage facility to protect the public. 	Section 3.7, Hazards and Hazardous Materials; Chapter 5.0, Program Alternatives
Joyce Dillard	<ul style="list-style-type: none"> ▪ PEIR should evaluate impacts on watersheds, Southern California Blight, sediment management, sea-level rise, flooding, air quality, geology and soils (methane and hazardous gas emissions), migratory birds, marine resources, and wetland mitigation banking. ▪ PMPU should include watershed regional management planning. 	Section 3.2, Air Quality and Greenhouse Gases; Section 3.3, Biological Resources; Section 3.5, Geology; Section 3.7, Hazards and Hazardous Materials; Section 3.14, Water Quality, Sediments, and Oceanography
Lorna Salem	<ul style="list-style-type: none"> ▪ Port should consider a high-rise hotel with amenities for visitors. 	Section 3.8, Land Use
Kathleen Woodfield/ San Pedro Peninsula Homeowners' Coalition	<ul style="list-style-type: none"> ▪ The PMPU should require relocation of hazardous and liquid bulk areas away from residential areas. ▪ Concerned about changing existing open space/recreational areas to industrial uses in San Pedro. 	Section 3.7, Hazards and Hazardous Materials; Chapter 5.0, Program Alternatives
Carrie Scaville	<ul style="list-style-type: none"> ▪ Requested clarification of the Scoping Meeting presentation. 	Clarification provided