1.0

INTRODUCTION

1.0 INTRODUCTION

This chapter presents background and introductory information for the City Dock No. 1 Marine Research Center Project (proposed Project), located within the Port of Los Angeles (Port) and the San Pedro Waterfront Plan (SPWP) area in the City of Los Angeles (City). This chapter includes discussion of the:

- proposed project background,
- location and a brief overview of the proposed Project,
- purpose of this draft Environmental Impact Report (EIR),
- authority of the lead agency—the LAHD—preparing this Draft EIR,
- scope and content of the Draft EIR,
- key principles guiding the preparation of this document, and
- public outreach for the proposed Project.

This Draft EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (State CEQA Guidelines) (14 California Code of Regulations [CCR] Section 15000 et seq.) and will be used to inform decision-makers and the general public about the environmental effects of the construction and operation of the proposed Project; to consider feasible alternatives to the proposed Project; and to propose mitigation measures that would avoid or reduce the significant environmental impacts from construction and operation of the proposed Project.

1.1 Project Background

1.1.1 Role of the Los Angeles Harbor Department

LAHD operates the Port of Los Angeles under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601; California Tidelands Trust Act of 1911) and the California Coastal Act (PRC Div 20 S30700 et seq.), which identify the Port and its facilities as a primary economic resource of the state and an essential element of the national maritime industry for promotion of

commerce, navigation, fisheries, and harbor operations. Activities should be water dependent and give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce. LAHD is chartered to develop and operate the Port to benefit maritime uses and functions as a landlord by leasing Port properties to more than 300 tenants. The Port of Los Angeles is the nation's busiest container port, handling 7.9 million twenty-foot equivalent units (TEUs) of cargo containers in 2011.

In addition to moving containerized cargo, the Port's diverse maritime operations include shipping dry bulk items such as scrap metal, steel, and food; cruise vessel terminals, marinas, retail, and tourist shops; and commercial fishing, sport fishing, and a recreational beach area. In 2003 the State Tidelands Trust was amended by Assembly Bill (AB) 2769 to allow funds in the Port to be spent on education, recreation, culture, and tourism. This legislation allows LAHD to further expend funds on non-maritime uses, such as the revitalization of a visitor-serving waterfront for Los Angeles County.

1.1.2 Relation to the San Pedro Waterfront Plan

The proposed project site lies within the SPWP area, which generally encompasses 400 acres along the western side of the Los Angeles Harbor's Main Channel, from the Vincent Thomas Bridge to Cabrillo Beach, adjacent to the City of Los Angeles community of San Pedro. The SPWP was approved by the Los Angeles Board of Harbor Commissioners on September 29, 2009, which proposed "institutional/research and development" use at City Dock No. 1, but no specific details of the proposed facilities were known at the time.

The purpose of the SPWP is to increase public access to the waterfront, allow additional visitor-serving commercial development within the Port, respond to increased demand in the cruise industry, and improve vehicular access to and within the waterfront area. The SPWP seeks to achieve these goals by improving existing infrastructure and providing new infrastructure facilities, waterfront linkages and pedestrian enhancements, increased development and redevelopment opportunities, and berthing opportunities for increased cruise ship capacity.

With the creation of the San Pedro Waterfront Plan, LAHD demonstrated its commitment to improving the compatibility of its operations and activities with the neighboring communities of San Pedro and Wilmington and to placing community concerns about the environment and quality of life at the forefront of its land use policy and development decisions. As part of this commitment, LAHD is removing heavy industrial uses from the proposed project area while increasing public access along the waterfront and enhancing connectivity between nearby communities and the Port. The proposed Project, which would convert the proposed project site to marine research, public education, and institutional, governmental and commercial uses, would further the Port's mission in this regard. Reuse of the City Dock No. 1 Project site for marine science research and development and related institutional uses was considered at a programmatic level in the certified San Pedro Waterfront Project EIS/EIR (2009).

1.1.3 Visioning Study for City Dock No. 1

In 2007 the Port, with funding from the Annenberg Foundation, initiated a visioning process with the Southern California Marine Institute[1] (SCMI) to explore the creation of a marine research center at City Dock No. 1. This work resulted in the preparation of a visioning study that was completed in March 2009. Since development of the visioning study, LAHD, SCMI, and other stakeholders have been working together to develop a plan to create a marine research center that can provide facilities for a cluster of university researchers, educational programs, and spin-off marine science technology ventures. The proposed Project is a result of this joint effort.

1.2 Proposed Project

1.2.1 Project Site Location

The proposed project site is located approximately 20 miles south of downtown Los Angeles, within the SPWP area, adjacent to the community of San Pedro. Regional access to the site is provided by Interstate 110 (I-110) with local access provided by Signal Street and Sampson Way. The San Pedro Community lies to the west and Terminal Island and the Port of Long Beach to the east. The proposed project site is surrounded by the San Pedro Bay on the eastern and western portions of the proposed project boundary, industrial land uses along the southeastern border (e.g., Warehouse No. 1), and by industrial and commercial uses in the northern areas (e.g., Municipal Fish Market).

The proposed project site is generally bounded by the East Channel to the west, the Main Channel to the east, East 22nd Street to the north, and open waters of the San Pedro Bay to the south. The site includes a total of seven berths, including Berths 56 through 60, Berths 70 and 71, and a water taxi service located beyond Berth 60 at the end of City Dock No. 1. Berth 56 currently hosts a field office and vessel berth for the CDFG. Berth 57 is currently used for warehouse operations, docking of two fishing boats, and boat and barge maintenance. Berths 58 through 60 were formerly in use for warehouse operations, and Berths 70 and 71 are part of the Westway Terminal site, formerly used for liquid bulk storage.

1.2.2 Project Overview

The City Dock No. 1 Project involves the development of a marine research center within a 28-acre[2] portion of the 400-acre SPWP area along the west side of the Los

[1] SCMI is a not-for-profit consortium of ten university entities that joined together in 1994 to operate the existing Fish Harbor Marine Laboratory located at Fish Harbor (Berth 260) on Terminal Island. The ten universities now partnering in SCMI include eight campuses of the California State University: Northridge, Long Beach, Fullerton, Los Angeles, Dominguez Hills, San Marcos, San Bernardino, and California State Polytechnic University, Pomona. Joining them are the University of Southern California and Occidental College.

[2] The total proposed project site 33.8 acres once the 22nd and Sampson Way parking lot is included (4.5 acres) and existing SCMI project site at Berth 260 (1.32 acres).

Angeles Harbor's Main Channel. The proposed Project would be built out in two phases and involves the following major project elements:

- adaptive reuse of the transit sheds at Berths 57–60 to accommodate marine research laboratory, classroom, and meeting spaces within a collaborative environment to create research synergies among universities, colleges, government agencies, and business ventures;
- wharf retrofits of Berths 57–60 and related infrastructure, including a seawater circulation system and berthing facilities for large research vessels as well as street improvements;
- construction of a new building at Berth 56 with classrooms and a lecture hall/auditorium;
- relocation of SCMI from its existing location at Berth 260 on Terminal Island to Berths 56 and 57;
- development of an interpretive center open to the public;
- establishment of a marine science business park/incubator space with offices and research laboratory space within Berths 58–60 transit sheds;
- installation of floating docks in the East Channel to accommodate smaller research vessels;
- integration with and development of the waterfront promenade along the water's edge, consistent with the approved San Pedro Waterfront Project while not impacting the health and safety of the visiting public; and
- development of Berths 70 and 71, following the planned demolition and remediation of the existing Westway Terminal site. This development would include the construction of a new building for National Oceanographic and Atmospheric Association (NOAA) operations, the use of existing berthing space for research vessels, and the construction of a new building to host a natural seawater wave tank facility.

This Draft EIR describes the environmental resources that would be affected by the proposed Project. A more detailed description of the proposed Project is provided in Chapter 2.

1.2.2.1 Sustainable Design Project Features

The proposed Project is intended to showcase LAHD's commitment to sustainability. The proposed Project would incorporate a number of sustainable elements focusing on the effort of LAHD to create a green Port. These are analyzed as part of the proposed Project within this Draft EIR. Additionally, the proposed Project would incorporate several features to enhance the final design of the proposed Project. Although not required to mitigate a significant impact, these design measures would further minimize the proposed Project's effect on surrounding uses and environmental resources. The following proposed Project elements and design measures are consistent with LAHD's Sustainability Program and policies:

- Use recycled water if available for all landscaping and water feature purposes to decrease the proposed Project's use of potable water.
- Include drought-tolerant plants and shade trees in the planting palette.
- Require Leadership in Energy & Environmental Design (LEED™) certification for all new buildings as feasible by implementing and ensuring consistency with LAHD's Green Building Policy; LEED Certification (minimum Silver) is required for all new development over 7,500 square feet.
- Follow LAHD sustainable engineering design guidelines in the siting and design of new development.
- Employ LAHD sustainability measures during construction and operation and use recycled and locally derived materials for proposed project construction, while achieving recycling goals for construction and demolition debris.
- Implement energy efficient design features in the final design to help ensure energy needs are minimized to the extent feasible during construction and operation of the proposed Project.
- Implement water quality and conservation design features in the final design to help ensure water quality impacts are minimized during construction at the water's edge and in the water and operationally through the use of construction Best Management Practices (BMPs) and bioswales.
- Implement aesthetic design features. Public art would be integrated into the proposed project area and would include sculptural pieces. Views of the waterfront would be created through the construction of the waterfront promenade around the edge of the site. The proposed Project would also implement the San Pedro Waterfront Development Design Guidelines to improve efficiency and reduce glare.
- Implement pedestrian access features. Pedestrian access to the waterfront and throughout the proposed project site would be improved through development of a waterfront promenade. The proposed Project would also be designed to accommodate the extension of the Waterfront Red Car Line, which was previously approved under the SPWP in 2009.

1.3 CEQA and the Purpose of an EIR

CEQA was enacted by the California legislature in 1970 and requires public agency decision-makers to consider the environmental effects of their actions. When a state or local agency determines that a proposed project has the potential to significantly affect the environment, an EIR is prepared. The purpose of an EIR is to identify significant effects of a proposed project on the environment, to identify alternatives to the project that would avoid or substantially lessen a significant effect, and to indicate the manner in which those significant effects can be mitigated or avoided. A public agency must mitigate or avoid significant environmental impacts of projects it carries out or approves whenever it is feasible to do so. In instances where significant impacts cannot be avoided or mitigated, the project may nonetheless be carried out or approved if the approving agency finds that economic, legal, social,

technological, or other benefits outweigh the unavoidable significant environmental impacts.

1.4 Lead, Responsible, and Trustee Agencies

LAHD is the lead agency for evaluating potential impacts and proposing mitigation measures under CEQA. Section 15367 of the State CEQA Guidelines defines the Lead Agency as:

> …the public agency which has the principal responsibility for carrying out or approving a project. The lead agency will decide whether an EIR or negative declaration will be required for the project and will cause the document to be prepared…

Several other agencies have special roles with respect to the proposed Project and may use this EIR as the basis for their decisions to issue any approvals and/or permits that might be required. Section 15381 of the State CEQA Guidelines defines a "responsible agency" as:

> …a public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or negative declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the lead agency which have discretionary approval power over the project.

Additionally, Section 15386 of the State CEQA Guidelines defines a "trustee agency" as:

> …a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California.

Table 1-1 lists responsible and trustee federal, state, and local agencies that may rely on this Draft EIR in a review capacity or as a basis for issuance of a permit for the proposed Project or for related actions.

Table 1-1. Agencies Expected to Use this EIR

Agency	*Responsibilities, Permits, and Approvals*
FEDERAL AGENCIES	
U.S. Army Corps of Engineers (USACE)	Responsible for navigational improvements in waters of the United States. Permitting authority for work and structures in navigable waters and the discharge of dredged or fill material in waters of the United States.
NOAA Fisheries/National Marine Fisheries Service (NMFS)	Reviews and submits recommendations to USACE related to federal construction actions and issuance of permits in accordance with the Fish and Wildlife Coordination Act. Also responsible for Essential Fish Habitat (EFH) under the Magnuson Stevens Act. Provides EFH information, reviews federal action potential effects on EFH, and provides conservation recommendations to USACE through consultation.

Agency	*Responsibilities, Permits, and Approvals*
U.S. Coast Guard (USCG)	Has jurisdiction over marine facilities, bridges, and vessel transportation in harbor waters. Responsible for ensuring safe navigation and for preventing and responding to oil or hazardous materials releases in the marine environment. Responsible for enforcement of the Maritime Transportation Security Act (MTSA) and the International Ship and Port Facility Security (ISPS) Code standards for security at cruise terminals.
U.S. Environmental Protection Agency (EPA)	Reviews and submits recommendations to USACE related to federal construction actions and issuance of permits.
U.S. Fish and Wildlife Service (USFWS)	Reviews and submits recommendations to USACE related to federal construction actions and issuance of permits in accordance with the Fish and Wildlife Coordination Act and consultations pursuant to Section 7 of the Endangered Species Act (ESA).
STATE AGENCIES	
California Coastal Commission (CCC)	Reviews environmental document to ensure compliance with the Coastal Zone Management Act and consistency with the California Coastal Act. Performs a federal consistency determination. Reviews and must approve Coastal Development Permit (CDP) applications and Port Master Plan (PMP) amendments.
California Department of Fish and Game (CDFG)	Reviews and submits recommendations in accordance with CEQA. Consultation in accordance with the Fish and Wildlife Coordination Act.
California Office of Historic Preservation	Consultation under Section 106 of the National Historic Preservation Act (NHPA) regarding impacts on cultural resources (i.e., demolition of buildings and structures) that are either listed or eligible for listing on the National Register of Historic Places (NRHP).
The California Waste Management Board	Statutory and regulatory authority to control the handling and disposal of solid nonhazardous waste in a manner that protects public safety, health, and the environment. State law assigns responsibility for solid waste management to local governments.
Regional Water Quality Control Board (RWQCB), Los Angeles Region	Permitting authority for Clean Water Act (CWA) Section 401 water quality certifications subject to Section 404 of the CWA. Permitting authority for California waste discharge requirements pursuant to the state Porter-Cologne Water Quality Control Act. Responsible for issuance of both construction and industrial National Pollutant Discharge Elimination System (NPDES) stormwater permits and oversight and approval of certain groundwater and soil remediation activities.
California State Lands Commission (CSLC)	The CSLC has oversight responsibility for tidal and submerged lands legislatively granted in trust to local jurisdictions and has adopted regulations for the inspection and monitoring of marine terminals. The CSLC inspects and monitors all marine facilities for effects on public health, safety, and the environment.
California Department of Toxic Substance Control (DTSC)	Regulatory jurisdiction over underground tanks containing hazardous materials. Implements groundwater monitoring provision of the Resource Conservation and Recovery Act. Responsible for general site cleanup outside of underground storage tanks (state superfund sites, etc.).

Agency	*Responsibilities, Permits, and Approvals*
REGIONAL AGENCIES	
Los Angeles County Fire Department (LACFD)	Licensing and inspection authority for all hazardous waste generation in the City. Provides regulation and oversight of site remediation projects involving hazardous waste generators where surface and subsurface soils are contaminated with hazardous substances.
South Coast Air Quality Management District (SCAQMD)	Permitting authority for construction of landfill and operation of pump stations, storage tanks, and terminal facilities; activities involving hydrocarbon-containing soils (Rule 1166); and new or modified sources of air emissions (new source review).
Southern California Association of Government (SCAG)	Responsible for developing regional plans for transportation and federal conformity as well as developing the growth factors used in forecasting air emissions in the South Coast Air Basin (SCAB).
LOCAL AGENCIES	
City of Los Angeles City Council	City Council legislative body that would review any appeal to certification of the EIR by LAHD; reviews and approves leases, permits, and other approvals.
City of Los Angeles Harbor Department (LAHD)	LAHD is the lead agency for CEQA and the California Coastal Act (via the certified PMP). Other City departments have various approval and permitting responsibilities, and are listed separately below for the sake of clarity. Pursuant to its authority, LAHD may approve permits and other approvals (e.g., coastal development permits; leases for occupancy; and approval of operating, joint venture, or other types of agreements for the operation of the facilities) for the projects evaluated in this EIR. Leasing authority for the Port's land. Permitting authority for engineering construction. Responsible for general regulatory compliance. Responsible for master plan amendment and map change and issuance of coastal development permits. Responsible for activities of other City departments for the proposed Project.
City of Los Angeles Building and Safety Department	Responsible agency with permitting authority for building and grading permits.
City of Los Angeles Bureau of Engineering	Responsible agency with permitting authority for storm drain connections and stormwater discharges, permits for water discharges to the wastewater collection system, and approval of street vacations.
City of Los Angeles Bureau of Sanitation	Responsible agency with permitting authority for industrial waste permit for discharges of industrial wastewater to the City sewer system.
City of Los Angeles Fire Department (LAFD)	Responsible agency that reviews facilities' Hazardous Materials Business Plan and Inventory and Risk Management and Prevention Programs. Reviews and submits recommendations regarding design for building permit.
City of Los Angeles Department of Transportation (LADOT)	Responsible agency that reviews and approves changes in City street design, construction, signalization, signage, traffic counts, as well as traffic impact analysis methodology and the study area.
City of Los Angeles Department of Water and Power (LADWP)	Responsible agency that provides a water supply assessment and approves the facilities' new water service connection and meters.
City of Los Angeles Planning Department	Responsible agency that reviews zone changes or amendments, general plan amendments, variances for zoning or parking code requirements.

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1.5 Scope and Content of the Draft EIR

The scope of this Draft EIR was established based on the initial study prepared pursuant to CEQA (see Appendix A) and comments received during the notice of preparation (NOP) review process.

1.5.1 Scope of Analysis

This Draft EIR has been prepared in conformance with CEQA (PRC Section 21000 et seq.), the State CEQA Guidelines (14 CCR Section 15000 et seq.), and the Port Guidelines for the Implementation of CEQA. It includes all of the sections required by CEQA.

The criteria for determining the significance of environmental impacts in this Draft EIR analysis are described in each "Thresholds of Significance" subsection within the 15 resource topic sections in Chapter 3, "Environmental Analysis." The threshold of significance for a given environmental effect is the level at which LAHD finds the effect on an environmental resource resulting from the construction and operation of the proposed Project to be significant. "Threshold of significance" can be defined as a "quantitative or qualitative standard, or set of criteria, pursuant to which significance of a given environmental effect may be determined" (State CEQA Guidelines, Section 15064.7 [a]). Except as noted in particular sections of the document, LAHD has adopted the *L.A. CEQA Thresholds* (City of Los Angeles 2006) for purposes of this Draft EIR, although some criteria were adapted to the specific circumstances of the proposed Project.

The following is a timeline of the noticing and public involvement that has happened to date within the environmental review process for the proposed Project:

- **December 3, 2010**. The CEQA Notice of Preparation (NOP) and Initial Study (IS) were released and distributed to over 14 agencies, organizations, individuals, and the California Office of Planning and Research, State Clearinghouse. The State Clearinghouse assigned the following State Clearinghouse Number to the proposed Project: 2010121013. An executive summary of the NOP was translated into Spanish and included in the distribution. Over 70,000 postcards were distributed notifying the public of the date of the scoping meeting and the term of the comment period. Notice of the comment period and meeting was also posted in five local newspapers.
- **December 3, 2010.** The NOP was also filed with the Los Angeles City Clerk and the Los Angeles County Clerk.
- **January 13, 2011**. A public scoping meeting was held at the LAHD Board Room in San Pedro, California. Nine people at the meeting provided written or oral comments on the proposed Project. Spanish translation services were made available at the meeting.
- **January 31, 2011**. The comment period ended. Six comment letters were received during the scoping period.

The scope of analysis and technical work plans developed as part of preparing this Draft EIR were designed to ensure that the comments received from regulatory agencies and the public during the NOP review process would be addressed.

Based on the IS, the following issues were determined to be potentially significant and are therefore evaluated in this Draft EIR:

- aesthetics
- air quality
- biological resources
- cultural resources
- geology
- greenhouse gas emissions
- groundwater and soils
- hazards and hazardous materials
- land use and planning
- noise
- public services
- recreation
- transportation and circulation—ground and marine
- utilities
- water quality, sediments, and oceanography

There are no agricultural resources or mineral resources in the area as determined during the IS and discussed therein; therefore, agricultural and mineral resources are not evaluated in this Draft EIR. Also, because the proposed Project would not establish residential uses at the site and because there are no housing units on or adjacent to the proposed project site, population and housing is not evaluated in this Draft EIR. In addition to the above, other topics are evaluated, including alternatives, cumulative impacts, socioeconomics and environmental quality, significant irreversible impacts, and growth-inducing impacts. Although not required under CEQA, the EIR also includes an environmental justice analysis.

Chapter 3, "Environmental Analysis," discusses the issues that would have the potential to be significantly affected by the proposed Project. Mitigation measures to reduce impacts to a less-than-significant level are proposed whenever feasible.

This Draft EIR has been prepared by ICF International (ICF) under contract to LAHD and has been independently reviewed by LAHD staff. The scope of the document, methods of analysis, and conclusions represent the independent judgment of LAHD. Staff members from LAHD and ICF who helped prepare this Draft EIR are identified in Chapter 11, "List of Preparers and Contributors."

1.5.2 Intended Uses of this Draft EIR

This Draft EIR has been prepared in accordance with applicable state environmental regulations, policies, and laws to inform federal, state, and local decision-makers regarding the potential environmental impacts of the proposed Project and its alternatives. As an informational document, an EIR does not recommend approval or denial of a project. This Draft EIR is being provided to the public for review, comment, and participation in the planning process. After public review and comment, a final EIR will be prepared. The final EIR will include responses to comments on the Draft EIR received from agencies, organizations, and individuals. It will be distributed to provide the basis for decision making by the lead agency, as described below, and other concerned agencies.

1.5.2.1 Lead Agency Use—LAHD

LAHD has jurisdictional authority over the proposed Project pursuant to the Port of Los Angeles Tidelands Trust, the California Coastal Act, and CEQA. This EIR will be used by LAHD, as the lead agency under CEQA, in making a decision with regard to the construction and operation of the proposed Project and to inform agencies considering permit applications and other actions required to construct, lease, and operate the proposed Project. LAHD's certification of the EIR, notice of completion, findings of fact, and statement of overriding considerations (if necessary) will document LAHD's decision as to the adequacy of the EIR and inform subsequent decisions by LAHD whether to approve and construct the proposed Project.

Actions that could be undertaken by LAHD following preparation of the final EIR include the following:

- certification of the EIR;
- project approval;
- lease approvals;
- issuance of coastal development permits;
- completion of final design;
- approval of engineering permits;
- other agency permits and approvals (e.g., dredge and fill, grading, construction, occupancy, and fire safety); and
- approval of construction contracts;

1.5.2.2 Other Uses

Other agencies (federal, state, regional, and local) that have jurisdiction over some part of the proposed Project or a resource area affected by the proposed Project are expected to use this EIR as part of their approval or permit process as set forth in Table 1-1 above. Specific approvals that could be required for this proposed Project include but are not limited to:

- City of Los Angeles Building and Safety permits;
- USACE permit—pursuant to Section 404 of the CWA, and Section 10 of the RHA;
- water quality permits (CWA Section 401 water quality certification and NPDES permits);
- construction contracts; and
- City of Los Angeles Bureau of Sanitation Industrial Waste Discharge Permit.

1.5.3 Draft EIR Organization

The content and format of this Draft EIR are designed to meet the current requirements of CEQA and the State CEQA Guidelines. Table 1-2 summarizes the organization and content of the Draft EIR.

Table 1-2. Organization and Contents of the Draft EIR

Draft EIR Chapter	*Description*
Executive Summary	Summarizes the proposed Project and alternatives, potentially significant impacts and mitigation measures, the environmentally superior alternative (in accordance with CEQA), public comments and concerns, and unresolved issues and areas of controversy.
Chapter 1 "Introduction"	Provides the proposed project background and overview; describes the purpose of the EIR, the intended uses of the document and authorizing actions, including the necessary project approvals, and the relationship to previous CEQA documents, the scope and content of the document, and the organization of the document.
Chapter 2 "Project Description"	Describes the general environmental setting, lists the proposed Project's objectives, describes the proposed Project focusing on major elements, lists a general proposed project phasing plan, and summarizes the relationship to existing plans and policies.
Chapter 3 "Environmental Analysis"	Describes, for each environmental resource area, the baseline conditions as of December 2010, criteria for judging whether an impact is significant, impact assessment methodology, impacts that would result from the proposed Project, applicable mitigation measures that would eliminate or reduce significant impacts, and the mitigation and monitoring aspects.
Chapter 4 "Cumulative Effects"	Analyzes the incremental contribution of the proposed Project when combined with past, present, and reasonably foreseeable future development project impacts and proposes mitigation to reduce the proposed Project's incremental contribution to identified cumulative impacts to less than significant.
Chapter 5 "Project Alternatives"	Compares and contrasts the significant environmental impacts of alternatives to the proposed Project and identifies the environmentally superior alternative.

Draft EIR Chapter	*Description*
Chapter 6 "Environmental Justice"	Addresses the potential effects of the proposed Project on minority populations and low-income communities within and adjacent to the proposed project site.
Chapter 7 "Socioeconomics and Environmental Quality"	Identifies the proposed Project's socioeconomic effects.
Chapter 8 "Growth-Inducing Impacts"	Discusses whether or not the proposed Project would result in growth-inducing impacts.
Chapter 9 "Significant Irreversible Changes"	Describes the significant irreversible changes associated with the proposed Project.
Chapter 10 "References"	Identifies the documents and persons consulted in preparing this Draft EIR.
Chapter 11 "List of Preparers and Contributors"	Lists the individuals involved in preparing this Draft EIR.
Chapter 12 "Acronyms and Abbreviations"	Provides the full names for acronyms and abbreviations used in this document.
Appendices	Present additional background information and technical detail for several of the resource areas.

1.6 Key Principles Guiding Preparation of this Draft EIR

1.6.1 Emphasis on Significant Environmental Effects

This Draft EIR focuses on the significant environmental impacts of the proposed Project and alternatives and their relevance to the decision-making process.

Environmental impacts, as defined by CEQA, include physical effects on the environment. The State CEQA Guidelines (Section 15360) define the *environment* as follows:

> The physical conditions which exist within the areas which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Environmental impacts required to be analyzed under CEQA do not include strictly economic impacts (e.g., changes in property values) or social impacts (e.g., a particular group of persons moving into an area). The State CEQA Guidelines (Section 15131[a]) state, "economic or social effects of a project shall not be treated as significant effects on the environment." However, economic or social effects are relevant to physical effects in two situations. In the first, according to Section

15131(a) of the State CEQA Guidelines, "an EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes to physical changes caused in turn by the economic or social changes." In other words, if implementation of the proposed Project leads to an economic impact, which could then lead to a physical impact, the physical impact must be evaluated in the EIR. In the second instance, according to Section 15131(b) of the State CEQA Guidelines, "economic or social effects of a project may be used to determine the significance of a physical change caused by a project." For example, the closure and demolition of a fully occupied commercial building could be considered more significant than the demolition of a similar vacant building, even though the physical effects are the same.

As with economic or social impacts, psychological impacts are outside the definition of the term "environmental." While not specifically discussed in the State CEQA Guidelines, the exclusion of psychological impacts was specifically affirmed in a court decision (*National Parks and Conservation Association v. County of Riverside* – 71 Cal. App. 4th 1341, 1364 [1999]).

In view of these legal precedents, LAHD is not required to treat economic, social, or psychological impacts as significant environmental impacts absent a related physical effect on the environment. Therefore, such impacts are only discussed to the extent necessary to determine the significance of the physical impacts of the proposed Project and alternatives. However, in an effort to fully disclose all of the reasonably foreseeable effects the proposed Project would have on the surrounding community, including those related to economic and social conditions that lie beyond the requirements of CEQA, this Draft EIR has included chapters on socioeconomics and environmental justice.

1.6.2 Forecasting vs. Speculation

In this Draft EIR, LAHD and its consultants have made their best efforts to predict and evaluate the reasonable, foreseeable, direct, indirect, and cumulative environmental impacts of the proposed Project and the alternatives to the proposed Project. CEQA does not require LAHD to engage in speculation about impacts that are not reasonably foreseeable (State CEQA Guidelines Sections 15144, 15145). In these instances, CEQA does not require a worst-case analysis.

1.6.3 Reliance on Environmental Thresholds and Substantial Evidence

The identification of impacts as significant or less than significant is one of the important functions of an EIR. While impacts determined to be less than significant need only be acknowledged as such, an EIR must identify mitigation measures for any impact identified as significant. In preparing this document, LAHD has based its conclusions about the significance of environmental impacts on identifiable thresholds and has supported these conclusions with substantial scientific evidence.

1.6.4 Disagreement among Experts

It is possible that evidence that might raise disagreements will be presented during the public review of the Draft EIR. Such disagreements will be noted and will be considered by the decision-makers during the public hearing process. However, to be adequate under CEQA, the Draft EIR need not resolve all such disagreements.

In accordance with the provisions of the State CEQA Guidelines, conflict of evidence and expert opinions on an issue concerning the environmental impacts of the proposed Project—when LAHD knows of these controversies in advance—has been identified in this Draft EIR. The Draft EIR has summarized the conflicting opinions and has included sufficient information to allow the public and decision-makers to take intelligent account of the environmental consequences of their actions.

In rendering a decision on a project where there is a disagreement among experts, the decision-makers are not obligated to select the most conservative, environmentally protective, or liberal viewpoint. They may give more weight to the views of one expert than to those of another and need not resolve a dispute among experts. In their proceedings, they must consider the comments received and address objections, but need not follow said comments or objections so long as they state the basis for their decision and that decision is supported by substantial evidence.

1.6.5 CEQA Baseline

Section 15125 of the State CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a proposed project that exist at the time of the issuance of the NOP, which was released in December 2010. For some resource areas, such as aesthetics or geology, the baseline conditions are defined by what was present at the time the NOP was circulated for review (December 2010). Assessment of other resource areas such as air quality, biology, or water quality may also include information from prior years in order to provide a more reliable and representative characterization of baseline conditions by accounting for fluctuations at any one point in time. This approach is more conservative because it avoids a "snapshot" of the existing conditions, which does not always account for temporary fluctuations. A description of the baseline conditions is included in Chapter 2, "Project Description," and, when special circumstances are present, details are provided in the respective sections of Chapter 3, "Environmental Analysis," prior to the impact analysis. These environmental conditions constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact would be significant.

1.6.6 Duty to Mitigate

According to State CEQA Guidelines Section 15126.4(a), each significant impact identified in an EIR must also include a discussion of feasible mitigation measures that would avoid or substantially reduce the significant environmental effect. To reduce significant effects, mitigation measures must avoid, minimize, rectify, reduce, eliminate, or compensate for a given impact of a proposed project.

Mitigation measures must meet certain requirements in order to be considered adequate. Mitigation should be specific, define feasible actions that would actually improve adverse environmental conditions, and be measurable to allow monitoring of their implementation. Mitigation measures that only require further studies or consultation with regulatory agencies that are not tied to a specific action that would directly reduce impacts, or those that defer mitigation until some future time, should be avoided. Accordingly, effective mitigation measures clearly explain objectives, how a given measure should be implemented, who is responsible for its implementation, and where and when the mitigation would occur. Finally, mitigation measures must be enforceable, meaning that the lead agency must ensure that the measures will be imposed through appropriate permit conditions, agreements, or other legally binding instruments.

State CEQA Guidelines Section 15041 grants a public agency the authority to require feasible changes (mitigation) that would substantially lessen or avoid significant effect on the environment associated with all activities involved in a project. However, public agencies do not have unlimited authority to impose mitigation. An agency may exercise only those express or implied powers provided by law, aside from those provided by CEQA. However, where another law grants an agency discretionary power, CEQA authorizes its use (State CEQA Guidelines Section 15040).

In addition to limitations imposed by CEQA, the U.S. Constitution also limits the authority of regulatory agencies. The Constitution limits an agency's authority to impose conditions to those situations where there is a clear and direct connection (*nexus* in legal terms) between a project impact and the mitigation measure. Finally, there must be a proportional balance between the impact caused by a proposed project and the mitigation measure imposed upon the project applicant (in this case, LAHD). A project applicant cannot be forced to pay more than its fair share of the mitigation, which should be roughly proportional to the impacts caused by a proposed project.

1.6.7 Requirements to Evaluate Alternatives

State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to a proposed project, or to the location of a proposed project that could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any significant environmental impacts. According to the State CEQA Guidelines, the EIR should compare merits of the alternatives and determine an environmentally superior alternative. Chapter 5, "Project Alternatives," of this Draft EIR sets forth potential alternatives to the proposed Project and evaluates their suitability, as required by the State CEQA Guidelines (Section 15126.6).

Alternatives for an EIR usually take the form of No Project, reduced project size, different project design, or suitable alternative project sites. The range of alternatives discussed in an EIR is governed by the "rule of reason" that requires the identification of only those alternatives necessary to permit a reasoned choice between the alternatives and the proposed project. An EIR need not consider an

alternative that would be infeasible. State CEQA Guidelines Section 15126.6 explains that the evaluation of project alternative feasibility can consider "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." The EIR is also not required to evaluate an alternative that has an effect that cannot be reasonably identified or that has remote or speculative implementation, and that would not achieve the basic proposed project objectives.

1.7 Port of Los Angeles Environmental Initiatives

1.7.1 Port of Los Angeles Environmental Management Policy

The Port of Los Angeles Environmental Management Policy as described in this section was adopted on April 11, 2005. The purposes of this policy are to provide an introspective, organized approach to environmental management, to further incorporate environmental considerations into day-to-day Port operations, and to achieve continual environmental improvement. The text of the policy reads as follows:

> The Port of Los Angeles is committed to managing resources and conducting Port developments and operations in both an environmentally and fiscally responsible manner. The Port will strive to improve the quality of life and minimize the impacts of its development and operations on the environment and surrounding communities through the continuous improvement of its environmental performance and the implementation of pollution prevention measures, in a feasible and cost effective manner that is consistent with the Port's overall mission and goals, as well as with those of its customers and the community.
>
> To ensure this policy is successfully implemented the Port will develop and maintain an environmental management program that will:
>
> 1. Ensure this environmental policy is communicated to Port staff, its customers, and the community;
> 2. Ensure compliance with all applicable environmental laws and regulations;
> 3. Ensure environmental considerations include feasible and cost effective options for exceeding applicable regulatory requirements;
> 4. Define and establish environmental objectives, targets, and best management practices and monitor performance;
> 5. Ensure the Port maintains a Customer Outreach Program to address common environmental issues; and
> 6. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations through environmental awareness and

> communication with employees, customers, regulatory agencies, and neighboring communities.
>
> The Port is committed to the spirit and intent of this policy and the laws, rules and regulations, which give it foundation. (Port of Los Angeles 2005.)

The Port of Los Angeles Environmental Management Policy is exemplified in existing environmental initiatives of the Port and its customers, such as the voluntary Vessel Speed Reduction Program (VSRP), Source Control Program, Least Tern Nesting Site Agreement, Hazardous Materials Management Policy, and the Clean Engines and Fuels Policy. In addition, the environmental management policy will encompass new initiatives, such as the development of an environmental management system (EMS) with LAHD's Construction and Maintenance Division and a Clean Marinas Program. These programs are Port-wide initiatives to reduce environmental pollution. Many of the programs relate to the proposed Project. The following discussion includes details on a number of the programs and their goals.

1.7.2 Environmental Plans and Programs

LAHD has implemented a variety of plans and programs to reduce the environmental effects associated with operations at the Port. These programs range from the San Pedro Bay Ports Clean Air Action Plan (CAAP), to deepening the harbor channels to accommodate larger and more efficient ships, to converting to electric and alternative-fuel vehicles. All of these efforts ultimately reduce environmental effects.

1.7.2.1 Clean Air Action Plan

LAHD has had a Clean Air Program in place since 2001 and began monitoring and measuring air quality in surrounding communities in 2004. Through the 2001 Air Emissions Inventory, LAHD has been able to identify emission sources and relative contributions in order to develop effective emissions reduction strategies. LAHD's Clean Air Program has included progressive programs such as alternative maritime power (AMP), use of emulsified fuel and diesel oxidation catalysts (DOCs) in yard equipment, alternative fuel testing, and the VSRP.

In 2004, LAHD developed a plan to reduce air emissions through a number of near-term measures. The measures were primarily focused on decreasing nitrogen oxide (NO_X), but also diesel particulate matter (PM) and sulfur oxides (SO_X). In August 2004, a policy shift occurred and Mayor James K. Hahn established the No Net Increase Task Force to develop a plan that would achieve the goal of No Net Increase (NNI) in air emissions at the Port relative to 2001 levels. The plan identified 68 measures to be applied over the next 25 years that would reduce PM and NO_X emissions to the baseline year of 2001. The 68 measures included near-term measures; local, state, and federal regulatory efforts; technological innovations; and longer-term measures still in development.

In 2006, in response to a new mayor and the Los Angeles Board of Harbor Commissioners, LAHD—along with the Port of Long Beach and in conjunction with the SCAQMD, California Air Resources Board (CARB) and EPA—began work on

the CAAP, a comprehensive strategy to cut air pollution and reduce health risks from port-related air emissions. The CAAP's goal was to expand upon existing emissions reductions strategies and to develop new ones. The draft CAAP was released as a draft plan for public review on June 28, 2006, and it was approved at a joint meeting of both the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006.

Through the CAAP, the ports have established uniform air quality standards for the San Pedro Bay. To attain such standards, the ports will leverage a number of implementation mechanisms including, but not limited to, lease requirements, tariff changes, CEQA mitigation, and incentives. Specific strategies to significantly reduce the health risks posed by air pollution from port-related sources include:

- aggressive milestones with measurable goals for air quality improvements,
- specific standards for individual source categories,
- recommendations to eliminate emissions of ultra-fine particulates,
- a technology advancement program to reduce greenhouse gases, and
- a public participation process with environmental organizations and the business communities.

The CAAP focuses primarily on reducing diesel PM, along with NO_X and SO_X, with two main goals: 1) to reduce port-related air emissions in the interest of public health, and 2) to disconnect cargo growth from emissions increases. The CAAP is expected to eliminate more than 47% of diesel PM emissions, 45% of smog-forming NO_X emissions, and 52% of SO_X from port-related sources within the next 5 years.

On April 7, 2010, the ports of Los Angeles and Long Beach released for public review a proposed, updated document, the 2010 San Pedro Bay Ports Clean Air Action Plan (CAAP Update) that includes new, far-reaching goals for curbing port-related air pollution over the next decade. The focus areas of the draft CAAP Update remain the same as the original CAAP. The CAAP Update includes information on the ports' overall progress in implementing the original CAAP strategies, as well as updates based on changes in federal and state regulations. The most significant addition to the draft CAAP Update is the San Pedro Bay Standards, which establish long-term goals for emissions and health-risk reductions for the ports. Also, the draft CAAP Update identifies milestone dates and forecasts potential emissions reductions and budget commitments through the end of 2013.

The draft CAAP's goals for 2014 include cutting Port-related diesel particulate matter (DPM) emissions by 72%, NO_X emissions by 22%, and SO_X emissions by 93% below 2005 levels. Further decreases including reducing the population-weighted residential cancer risk of Port-related DPM emissions by 85% are targeted by 2023. The CAAP goals are closely tied to the South Coast Air Quality Management District's plan to meet federal air quality standards.

The CAAP includes near-term measures implemented largely through the CEQA/NEPA process and through new leases at both ports. Port-wide measures at

both ports are also part of the plan. This Draft EIR analysis assumes compliance with the CAAP. Proposed project-specific mitigation measures applied to reduce air emissions and public health impacts are consistent with, and in some cases exceed, the emission reduction strategies of the CAAP.

1.7.2.2 Environmental Management System

In December 2003, LAHD was selected by the EPA, the American Association of Port Authorities, and the Global Environment and Technology Foundation to participate in the Port Environmental Management System Assistance Project. One of only 11 U.S. ports to be selected, the Port of Los Angeles is the first California seaport to incorporate the program into its operations.

An EMS is a set of processes and practices that enable an organization to reduce environmental impacts and increase operational efficiency. Participating ports are selected on the basis of existing environmental programs, diverse maritime facilities, and management resources. An EMS weaves environmental decision making into the fabric of an organization's overall business practices, with a goal of systematically improving environmental performance. An EMS follows the "Plan-Do-Check-Act" model of continual improvement. LAHD has implemented the EMS within its Construction and Maintenance Division facilities, with the goal of expanding the EMS to additional functions over the course of the next several years.

1.7.2.3 Other Environmental Programs

1.7.2.3.1 Air Quality

- **Alternative Maritime Power.** AMP reduces emissions from container vessels docked at the Port. Normally, ships shut off their propulsion engines when at berth but use auxiliary diesel generators to power electrical needs such as lights, pumps, and refrigerator units. These generators emit an array of pollutants, primarily NO_X, SO_X, and particulate matter smaller than or equal to 10 or 2.5 microns in diameter (PM10 or PM2.5). The AMP program dramatically reduces these emissions by allowing ships to "plug in" to shore-side electrical power while at dock instead of using their onboard generators. (This process is also referred to as cold ironing.) Before being used at the Port, AMP was only used commercially by the cruise ship industry in Juneau, Alaska. However, AMP facilities have been installed and are currently in use at the wharf at Berth 100. Additionally, AMP facilities are complete at the Yusen Terminals (the NYK ship Atlas is AMP-capable and has begun plug-in testing at Yusen) and TraPac Terminals with plans for additional facilities at the Evergreen Terminal, among others. AMP facilities have been installed for the existing World Cruise Center at Berths 91/21, 93, and 230.
- **OffPeak Program.** The OffPeak program extends cargo terminal operations by five night and weekend work shifts. It is managed by PierPASS, an organization created by marine terminal operators. This program has been successful in increasing cargo movement, reducing truck waiting time inside Port terminals, and reducing truck traffic during peak daytime commuting periods.

- **On-Dock Rail and the Alameda Corridor.** Use of rail for long-haul cargo is acknowledged as an air quality benefit. Four on-dock railyards at the Port significantly reduce the number of short-distance truck trips (the trips that would normally convey containers to and from offsite rail yards). Combined, these intermodal facilities eliminate an estimated 1.4 million truck trips per year and the emissions and traffic congestion that go along with them. A partner in the Alameda Corridor Project, LAHD is using the corridor to transport cargo to downtown railyards at 10 to 15 miles per hour faster than before. Use of the Alameda Corridor allows cargo to travel the 20 miles to downtown Los Angeles at a faster pace and promotes the use of rail versus truck. In addition, the Alameda Corridor eliminates 200 rail/street crossings and emissions produced by cars waiting on the streets as the trains pass.

- **Tugboat Retrofit Project.** The engines of several tugboats in the Port were replaced with ultra-low-emission diesel engines. This was the first time this technology had been applied to such a large engine. Emissions testing showed a reduction of more than 80 tons of NO_X per year, which is nearly three times better than initial estimates. Under the Carl Moyer Program, the majority of tugboats operating in the Ports of Los Angeles and Long Beach have since been retrofitted.

- **Electric and Alternative Fuel Vehicles.** More than 35% of the Port's fleet has been converted to electric or alternative-fuel vehicles. These include heavy-duty vehicles as well as passenger vehicles. LAHD has proactively embarked on the use of emulsified fuels that are verified by CARB to reduce diesel PM by more than 60% compared to diesel-powered equipment.

- **Electrified Terminal Operating Equipment.** The 57 ship-loading cranes currently in use at the Port run on electric power. In addition, numerous other terminal operations equipment has been fitted with electric motors.

- **Yard Equipment Retrofit Program.** Over the past 5 years, diesel oxidation catalysts have been applied to nearly all yard tractors at the Port. This program has been carried out with Port funds and funding from the Carl Moyer Program**.**

- **Vessel Speed Reduction Program.** Under this voluntary program, oceangoing vessels slow down to 12 knots within 20 miles of the entrance to Los Angeles Harbor, thus reducing emissions from main propulsion engines. Currently, approximately 80% of ships comply with the voluntary program.

1.7.2.3.2 Water Quality

- **Water Resources Action Plan.** The Ports of Los Angeles and Long Beach have developed a coordinated Water Resources Action Plan (WRAP), a comprehensive effort to target remaining water and sediment pollution sources in the San Pedro Bay. Both ports face ongoing challenges from contaminants that remain in port sediments, flow into the harbor from port land, and flow from upstream sources in the watershed, well beyond the ports' boundaries. The goals for the WRAP are: 1) to support the attainment of full beneficial uses of harbor waters and sediments by addressing the impacts of past, present, and future port operations, and 2) to prevent port operations from degrading existing water and sediment quality. Both ports are working closely with federal and state officials

and other stakeholders to develop measures that will further minimize landside and waterside sources of pollutants in the San Pedro Bay. The WRAP incorporates these new programs while continuing the many water quality initiatives already underway at both ports. The final plan was adopted at a joint meeting of the Los Angeles and Long Beach Boards of Harbor Commissioners on August 12, 2009.

- **Clean Marinas Program.** To help protect water and air quality in Los Angeles Harbor, LAHD is developing a Clean Marinas Program. The program advocates that marina operators and boaters use BMPs—environmentally friendly alternatives to some common boating activities that may cause pollution or contaminate the environment. It also includes several innovative clean water measures unique to the Port. The Clean Marinas Program features both voluntary components and measures required through Port leases; CEQA mitigation requirements; or established federal, state, and local regulations.
- **Water Quality Monitoring.** LAHD has been monitoring water quality at 31 established stations in San Pedro Bay since 1967, and the water quality today at the Port is among the best of any industrialized port in the world. Samples are tested on a monthly basis for dissolved oxygen, biological oxygen demand, and temperature. Other observations are noted, such as odor and color, as well as the presence of oil, grease, and floating solids. The overall results of this long-term monitoring initiative show the tremendous improvement in harbor water quality that has occurred over the last four decades.
- **Cabrillo Beach Water Quality Improvements.** The Port is one of the few industrial ports in the world that also has a swimming beach. Inner Cabrillo Beach provides still water for families with small children. However, bacteria in shoreline waters frequently exceed water quality standards. LAHD has invested several million dollars in water circulation/quality models and studies to investigate and remediate the problem. Recently, LAHD repaired storm drains and sewer lines in this area and replaced the beach sand as part of its commitment to make sure that Cabrillo Beach continues to be an important regional recreational asset.

1.7.2.3.3 Endangered Species

- **California Least Tern Nesting Site Management.** The endangered California least tern (a species of bird) shares a home with the Port's largest container terminal on Pier 400. LAHD maintains, monitors, and protects 15 acres on Pier 400 for the nesting of these indigenous birds. Reproductive success is evident with the number of nesting pairs and fledglings increasing over the last decade. In recent years, the Port has had the second largest colony in the state, with more than 1,000 nests.

1.7.2.3.4 Port Planning

- **Green Terminal Program.** LAHD is developing a green terminal program that would be applied to the long-term development of Port container facilities. The program would embrace all aspects of terminal construction and operation and

include guidance on a suite of environmental measures to minimize the effects of cargo handling on air, water, and land resources.

- **Channel Deepening.** By deepening the main and ancillary channels, the Port can accommodate larger ships. Larger ships would result in fewer ship visits to bring in the same amount of goods, and fewer ships would result in fewer emissions.
- **Green Ports Program.** LAHD and the Port of Shanghai have signed a historic agreement to share technology aimed at improving air quality, improving water quality, and mitigating environmental impacts on the operations of the Ports.
- **Recycling.** LAHD incorporates a variety of innovative environmental ideas into Port construction projects. For example, when building an on-dock rail facility, LAHD saved nearly $1 million and thousands of cubic yards of landfill space by recycling existing asphalt pavement instead of purchasing new pavement. LAHD also maintains an annual contract to crush and recycle broken concrete and asphalt. In addition, LAHD has successfully used recycled plastic products, such as fender piles and protective front-row piles, in many wharf construction projects.

1.7.3 Port of Los Angeles Leasing Policy

On February 1, 2006, the Los Angeles Board of Harbor Commissioners approved a comprehensive leasing policy for the Port that not only establishes a formalized, transparent process for tenant selection but also includes environmental requirements as a provision in Port leases.

Specific emission-reducing provisions contained in the leasing policy are:

- compliance with VSRPs;
- use of clean AMP (or cold-ironing technology), plugging into shore-side electric power while at dock, where appropriate;
- use of low sulfur fuel in main and auxiliary engines while sailing within the SCAB boundaries;
- for all Cargo Handling Equipment purchases, adherence to one of the following performance standards:
  - cleanest available NO_X alternative-fueled engine, meeting 0.01 gram/brake horsepower-hour (g/bhp-hr) PM, available at time of purchase;
  - cleanest available NO_X diesel-fueled engine, meeting 0.01 g/bhp-hr PM, available at time of purchase; or
  - if no engines meet 0.01 g/bhp-hr PM, then cleanest available engine (either fuel type) and installation of cleanest Verified Diesel Emissions Controls (more commonly known as VDEC) available; and
- use of clean, low-emission trucks within terminal facilities.

1.7.4 Port Community Advisory Committee

The Port Community Advisory Committee (PCAC) was established in 2001 as a standing committee of the Los Angeles Board of Harbor Commissioners. The purposes of the PCAC are to:

- assess the impacts of Port developments on the harbor area communities and recommend suitable mitigation measures to the Los Angeles Board of Harbor Commissioners for such impacts;
- review past, present, and future environmental documents in an open public process and make recommendations to the Los Angeles Board of Harbor Commissioners to ensure that impacts to the communities are appropriately mitigated in accordance with federal and California law; and
- provide a public forum and make recommendations to the Los Angeles Board of Harbor Commissioners to assist the Port in taking a leadership role in creating balanced communities in Wilmington, Harbor City, and San Pedro so that the quality of life is maintained and enhanced by the presence of the Port.

1.8 Availability of the Draft EIR

This Draft EIR is being distributed directly to agencies, organizations, and interested groups and persons for comment during a 45-day review period to comply with Section 15087 of the State CEQA Guidelines. During the public review period, which begins on May 24, 2012, and ends on July 9, 2012, the Draft EIR is available for general public review at the following locations:

Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

Los Angeles Public Library
Wilmington Branch
1300 North Avalon Boulevard
Wilmington, CA 90744

Los Angeles Public Library
San Pedro Branch
931 South Gaffey Street
San Pedro, CA 90731

In addition to printed copies of the Draft EIR, electronic versions are also available. Due to the size of the document, the electronic versions have been prepared as a series of PDF files to facilitate downloading and printing. Members of the public can request a CD containing the Draft EIR. The Draft EIR is also available in its entirety on the LAHD website at: www.portoflosangeles.org/environmental/publicnotice.htm.

To request a copy of the CD mentioned above, please call Kevin Grant at the LAHD Environmental Management Division at (310) 732-7693.

Interested parties may provide written comments on the Draft EIR, which must be postmarked by July 9, 2012. Please address comments to:

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