

# Berth 97-109 [China Shipping] Container Terminal Project

## - Environmental Review -

A Re-circulated Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) on the Berth 97-109 [China Shipping] Container Terminal Project, prepared by the U.S. Army Corps of Engineers (Corps) Port of Los Angeles (Port), will be released for public review. The DEIS/EIR provides information on the proposed project, alternatives to the project, anticipated environmental impacts of the project and alternatives, and mitigation to reduce or eliminate impacts. Following the public process, the Corps and Port will revise the DEIS/EIR and use it as a basis in drafting the Final EIS/EIR.

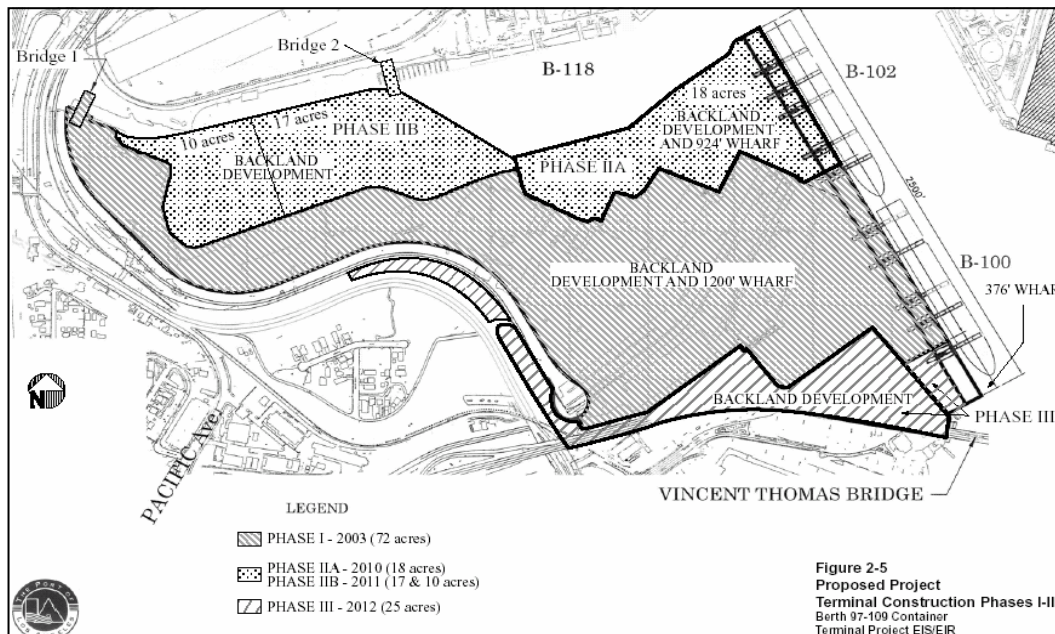
### Re-Circulation:

The Port and Corps originally released the Berth 97-109 [China Shipping] Container Terminal Project Draft EIS/EIR in August 2006. Based on comments received on the Draft EIS/EIR, a decision was made to re-circulate the document. The April 2008 Draft EIS/EIR is a full re-circulation of the original Draft EIS/EIR and addresses comments received on the August 2006 document.

### -Project Features-

Due to a lawsuit associated with this Project, the proposed Project includes re-analysis of project components already built and in operation (Phase I). Since 2002, the Project site has been partially developed as a container terminal and is operated by China Shipping. Operations officially began on June 21, 2004. This Draft EIS/EIR analyzes all three phases of construction (Phases I, II, and III) and a 40 year lease (2005-2045) to China Shipping to operate the terminal.

- **Berth 97-109 Container Terminal**
  - Dredging and wharf upgrades
  - 10 New Cranes (4 cranes were installed in Phase I and 6 additional cranes will be installed in Phases II and III)
  - 40-year lease (2005-2045)
  - Use of the Berth 121-131 on-dock rail yard
  - **New LEED-certified building**
  - New energy efficient/shielded lighting
  - New truck entry gate
  - Relocating Catalina to Berth 95



**Figure 2-5**  
Proposed Project  
Terminal Construction Phases I-III  
Berth 97-109 Container  
Terminal Project EIS/EIR

## -Proposed Project -

### -Proposed Project and Alternatives Comparison-

	Proposed Project	Alt. 1: No Project	Alt 2: No Federal Action	Alt 3: No New Wharf at B102	Alt 4: No S. Wharf Extension at B100	Alt 5: Phase I Terminal Only	Alt 6: Omni Cargo Terminal	Alt 7: Nonshipping Use
Terminal Acres	142	72	117	142	130	72	142	117
Annual Ship Calls	234	0	0	130	208	104	364	0
Annual TEUs	1,550,000	460,000	630,000	940,000	1,390,000	630,000	510,000/20,000 / 5,160,000	0
Cranes	10	0	0	5	9	4	5	0
Total Fill	2.54	0	0	2.54	1.3	1.3	2.54	0
New Wharves	2,500	0	0	1,576	2,124	1,200	2,500	0

### -Proposed Project Impacts-

#### Unavoidable Significant Impacts

- Air Quality and Meteorology (Construction, GHG, Criteria Pollutants, 2004 HRA)
- Aesthetics and Visual Resources (Cranes)
- Biological Resources (Possible spills)
- Geology (Seismic)
- Noise (Construction)
- Water Quality (Discharges)
- Transportation (Possible Rail Delays)

#### Impacts that are Less than Significant after Mitigation

- Groundwater and Soils
- Utilities and Public Services

#### Less than Significant Impacts

- Cultural Resources
- Land Use
- Hazards and Hazardous Materials
- Marine Vessel Transportation

#### Cumulatively Significant Impacts

- |                               |                              |                        |
|-------------------------------|------------------------------|------------------------|
| • Aesthetics                  | • Geology                    | • Water Quality        |
| • Air Quality and Meteorology | • Noise                      | Sediments/Oceanography |
| • Biological Resources        | • Transportation/Circulation |                        |

### -Project Mitigations-

Project mitigation includes aggressive measures to reduced air emissions such as AMP, low sulfur fuel (0.2% in main engines, auxiliary engines, and boilers), alternative and electric powered yard equipment, clean trucks. Measures to reduce greenhouse gas emissions include solar panels, LEED certified terminal buildings, and regular energy audits. This project also includes several community beautification initiatives, including the development of new community park in San Pedro (Plaza Park), implementing the Northwest Harbor Beautification Plan, and extensive landscaping along Front. A complete list of mitigation measures can be found on the next page.

## **Aesthetics**

- **MM AES-1:** Landscape along Front Street and implement Northwest Harbor Beautification
- **MM AES-2:** Color studies for cranes
- **MM AES-3:** Implement beautification measures.
- **MM AES-4:** Plaza park improvements
- **MM AES-5:** Provide Harbor viewing areas within the Regional Center

## ● **Air Quality: Construction**

- **MM AQ-1:** Clean Harborcraft Used During Construction
- **MM AQ-2:** VSRP for Cargo Ships
- **MM AQ-3:** Fleet Modernization for On-Road Trucks
- **MM AQ-4:** Fleet Modernization for Construction Equipment
- **MM AQ-5:** Best Management Practices
- **MM AQ-6:** Additional Fugitive Dust Controls
- **MM AQ-7:** General Mitigation Measure
- **MM AQ-8:** Special Precautions near Sensitive Sites.

## ● **Air Quality Operation**

- **MM AQ-9:** Alternative Maritime Power
- **MM AQ-10:** Vessel Speed Reduction Program
- **MM AQ-11:** Low-Sulfur Fuel Ship Auxiliary Engine, Main Engine and Boiler Fuel Improvement Program (0.2%)
- **MM AQ-12:** Slide Valves
- **MM AQ-13:** Reroute Cleaner Ships
- **MM AQ-14:** New Vessel Builds
- **MM AQ-15:** Yard Tractors at Berth 97-109 Terminal (Alt fueled, low NOx and PM)
- **MM AQ-16:** Yard Equipment at Berth 121-131 Rail Yard (Alt fueled, low NOx and PM)
- **MM AQ-17:** Other Yard Equipment at Berth 97-109 Terminal (electric and low NOx, PM)
- **MM AQ-18:** Yard Locomotives at Berth 121-131 Rail Yard
- **MM AQ-19:** Clean Diesel Truck Program
- **MM AQ-20:** LNG Trucks
- **MM AQ-21:** Truck Idling Reduction Measure
- **MM AQ-22:** Periodic Review of New Technology and Regulations
- **MM AQ-23:** Throughput Tracking
- **MM AQ-24:** General Mitigation Measure.
- **MM AQ-25:** LEED Certification
- **MM AQ-26:** Compact Fluorescent Light Bulbs
- **MM AQ-27:** Energy Audit
- **MM AQ-28:** Solar Panels
- **MM AQ-29:** Recycling
- **MM AQ-30:** Tree Planting

## ● **Biology**

- **MM BIO-1:** LAHD shall apply 1.27 credits (= 2.54 Inner Harbor acres) available in the Bolsa Chica or Outer Harbor mitigation banks to compensate for loss of fish and wildlife habitat due to construction of fill in the West Basin
- **MM BIO-2:** All ships calling at Berths 97-109 shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area starting 2009

## ● **Cultural Resources**

- **MM CR-1:** In the unlikely event that any artifact, or culturally deposited bone, shell or non-native stone is encountered during construction, work shall be immediately stopped and relocated to another area.

## ● **Geology**

- **MM GEO-1:** Emergency Response Planning

## ● **Transportation**

- **MM TRANS-1:** Additional turn lanes at Avalon Boulevard and Harry Bridges Boulevard.
- **MM TRANS-2:** Additional through lane at Alameda and Anaheim Streets
- **MM TRANS-3:** Additional lanes and reconfiguration at John S. Gibson and I-110 Ramps
- **MM TRANS-4:** Additional lanes at Fries Avenue and Harry Bridges Boulevard.
- **MM TRANS-5:** Additional lanes at Broad Avenue and Harry Bridges Boulevard.
- **MM TRANS-6:** Additional lanes at Seaside and Navy Way.

## ● **Noise**

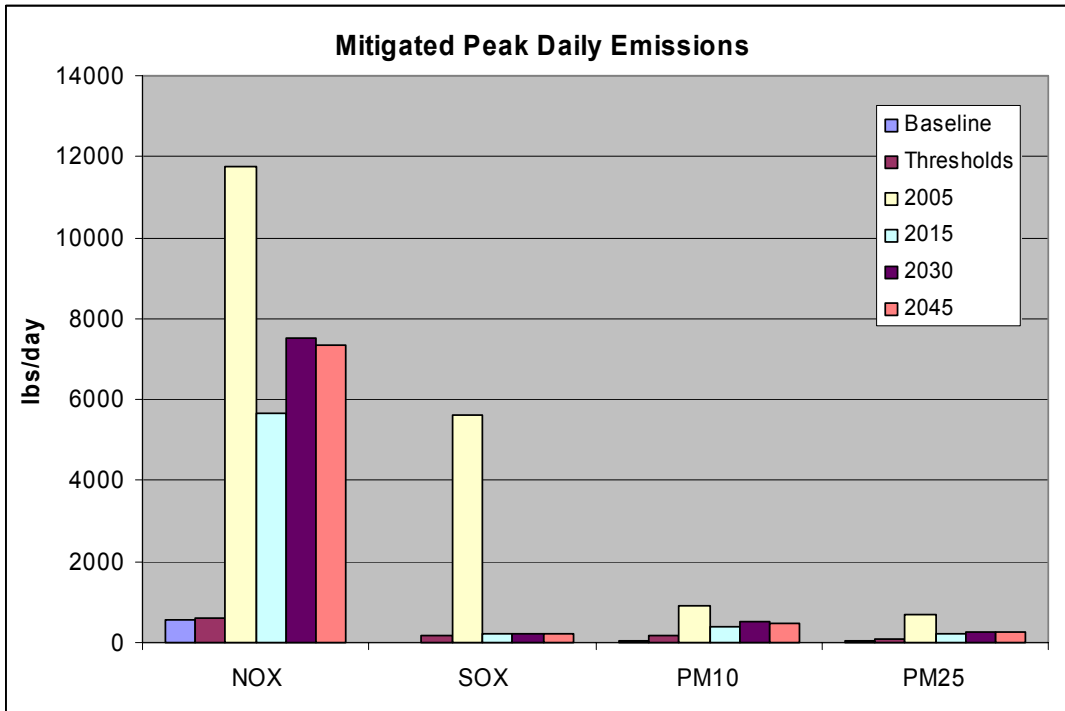
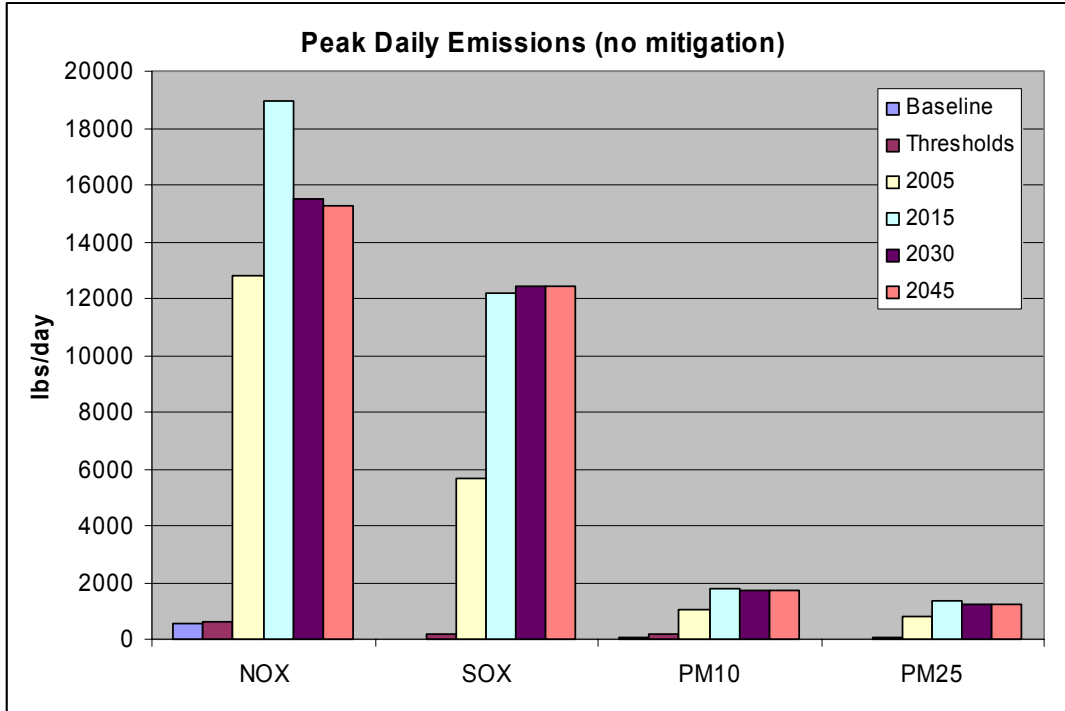
- **NOI-1:** Construction Limitations
- **NOI-2:** Installation of noise walls at the Project site or affected receiver

## ● **Public Services and Utilities**

- **MM PS-1:** Recycling of construction materials
- **MM PS-2:** Using materials with recycling content
- **MM PS-3:** Would ensure long-term adequate solid waste management starting from 2025

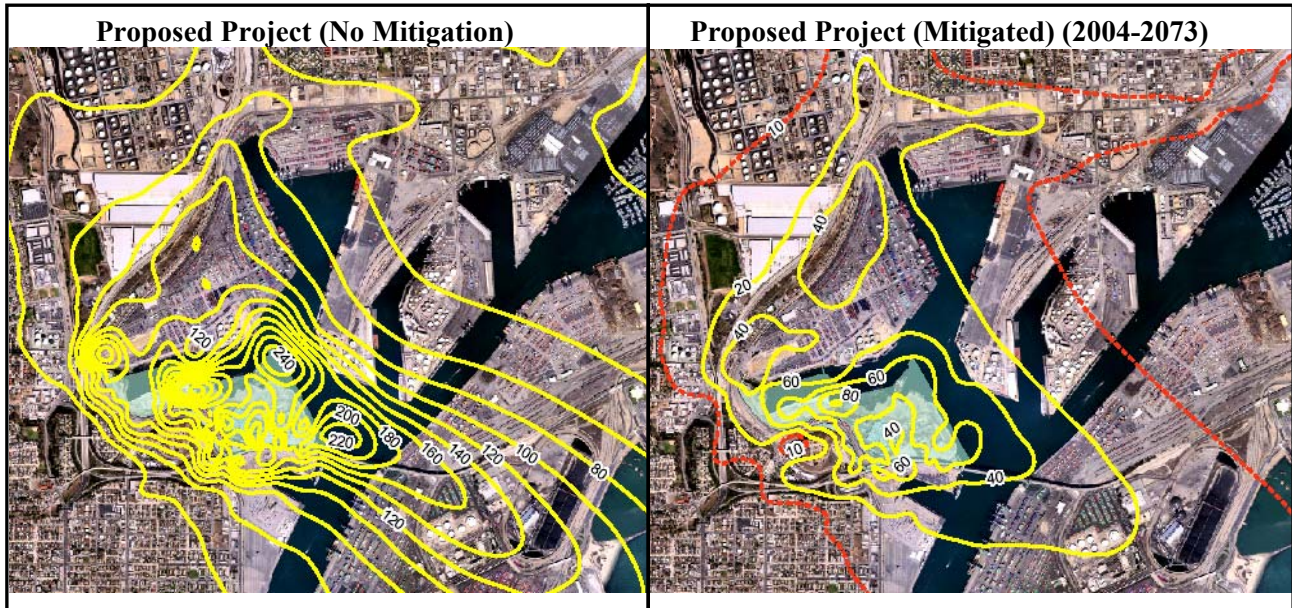
## -Community Concerns-

### -Criteria Pollutants-



## -Community Concerns-

### -Health Risk Assessment (HRA)- Cancer, Chronic (non-cancer) and Acute (non-cancer)



### -2009-2078 HRA-

Because the HRA for this project includes past emissions that present and future mitigation measures cannot reduce, a second HRA was completed for this Project to present the results of health risk from 2009-2078. The results are provided for information purposes only and were not used to determine significance. However, the [2009-2078 HRA](#) results indicate that the mitigation measures imposed by the Port starting in 2009 (the start of phases II and III) would reduce the maximum residential cancer risk to less than 10 per million for the CEQA increments.

#### Mitigated Proposed Project Health Risk

Health Impact	Receptor Type	Maximum Predicted Impact			Significance Threshold
		Proposed Project	CEQA Baseline	CEQA Increment	
<b>2004-2073 Cancer Risk</b>	Residential	19 in a million	14 in a million	<b>11 in a million</b>	10 in a million
	Occupational	13 in a million	11 in a million	<b>13 in a million</b>	
<b>2009-2078 Cancer Risk</b>	Residential	9.3 in a million	14 in a million	<b>7.5 in a million</b>	10 in a million
	Occupational	10 in a million	11 in a million	<b>10 in a million</b>	
<b>Chronic Hazard Index</b>	Residential	0.18	0.14	<b>0.06</b>	1
	Occupational	0.59	0.43	<b>0.32</b>	
<b>Acute Hazard Index</b>	Residential	1.11	0.13	<b>1.09</b>	1
	Occupational	1.7	0.22	<b>1.68</b>	

\*The maximum increments might not necessarily occur at the same receptor locations as the maximum impacts. This means that the increments cannot be determined by simply subtracting the baseline impacts from the Project impact.

## -Community Concerns-

### -Cranes-

The proposed Project includes 10 new cranes which will block some views of the Vincent Thomas Bridge. Although considered an unavoidable significant impact, mitigation has been applied including crane color studies to reduce potential contrasts, a beautification project along John S. Gibson Blvd. and Pacific Ave. at Channel St. (including landscaping and undergrounding utility lines), and Plaza Park improvements.

#### Baseline Conditions (2001)



a. Baseline conditions view from Ports Wall looking north

#### Proposed Project with 10 Cranes



b. Visual simulation of Proposed Project with a ship at Berth 0

#### Views from Plaza Park



Photograph 21 - Panoramic view from Plaza Park in San Pedro toward the Vincent Thomas Bridge and Main Channel. This photograph was taken in 2005, and at that time, the four post-2001 cranes were present at the left side of the view. The cranes are not visible in this photo because they are screened by the trees in the foreground at the photo's left edge.

**The Corps and the Port will use the contents of the DEIS/EIR in deciding whether to approve a project or project alternative. The steps in the process and opportunities for public input are identified below:**

***Step 1 - Notice of Intent/Preparation (NOI/NOP)***

This NOI/NOP was published for public review on October 22, 2003. A Draft EIS/EIR was released in August 2006. Comments received on both documents were used in the preparation of the Re-circulated DEIS/EIR.

***Step 2 - Draft EIS/EIR (DEIS/EIR)***

The Draft EIS/EIR was released on April 30, 2008 for a 60-day review period, which ends on June 30, 2007.

**Availability:** The Draft EIS/EIR is available for review at the following locations:

Los Angeles Public Library, Central Branch  
630 West 5th Street  
Los Angeles CA 90071

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

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

Port of Los Angeles Administration Building  
425 South Palos Verdes Street  
San Pedro, CA 90731

The DEIS/EIR is available on line at [www.portoflosangeles.org](http://www.portoflosangeles.org). A limited number of printed copies of the DEIS/EIR are also available at the Port's Environmental Management Division offices to purchase. The DEIS/EIR is also available on CD for no charge.

**Public Meeting:** There will be a public meeting to receive oral and written comments on Thursday, June 5, 2007 at 6:00 p.m. at Banning's Landing Community Center located at 100 E. Water Street in Wilmington. This meeting is to be conducted in English with simultaneous English/Spanish translation services provided.

**Written Comments:** Written comments on the Draft EIS/EIR can be provided at the Public Meeting or sent any time prior to close of business on June 30, 2007 to both of the addresses below:

U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division c/o Spencer D. MacNeil D.Env.  
ATTN: CESPL-RG-2003-01029-SDM  
P.O. Box 532711  
Los Angeles, California 90053-2325

Dr. Ralph G. Appy  
Port of Los Angeles  
425 South Palos Verdes Street  
San Pedro, CA 90731

Comments can also be sent electronically to: [ceqacomments@portla.org](mailto:ceqacomments@portla.org)

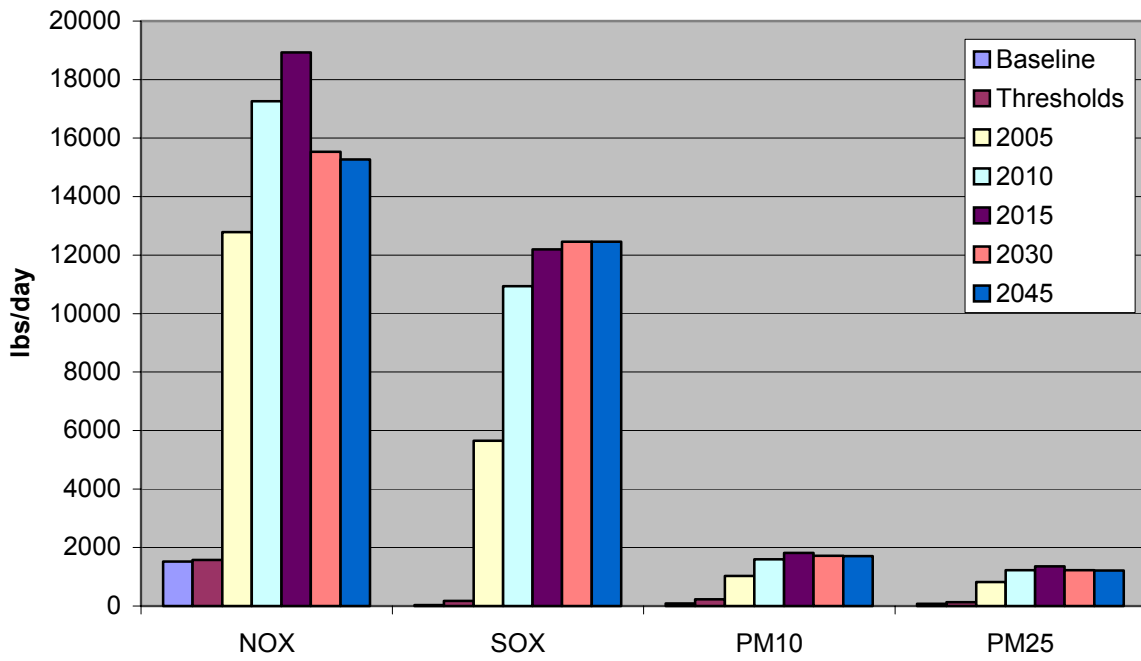
***Step 3 - Final EIS/EIR (FEIR/EIS)***

A FEIS/EIR will be prepared following receipt of oral and written public comments received. The FEIS/EIR will include responses to all of the comments received on the DEIS/EIR and will include any changes required to the DEIR/EIS as a result of public comment. Staff anticipates this will occur in the fall of 2008.

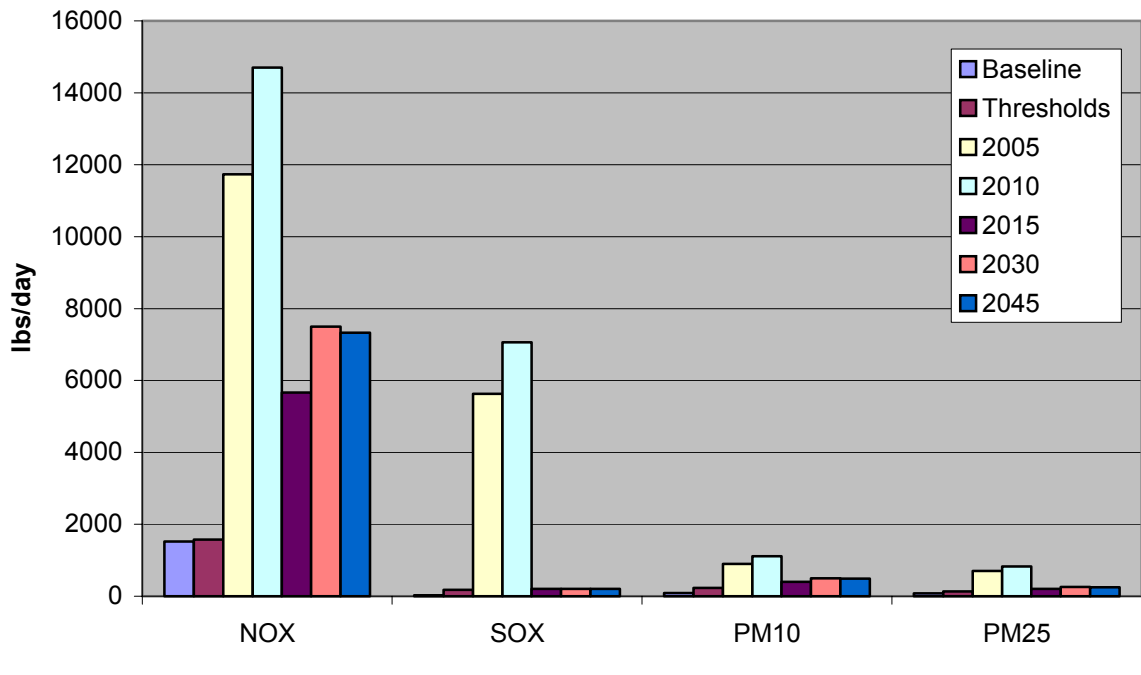
***Step 4 - Approval Action(s)***

Following completion of the FEIS/EIR, a public hearing(s) will be held by the Port where the Board of Harbor Commissioners will deliberate on whether to certify the FEIR and whether or not to approve a project or project alternative. Comments from the public will be taken by the Board at that hearing. Port staff anticipate this hearing will be held in the fall of 2008. The Corps is expected to prepare a Record of Decision within 60 days of publication of FEIS.

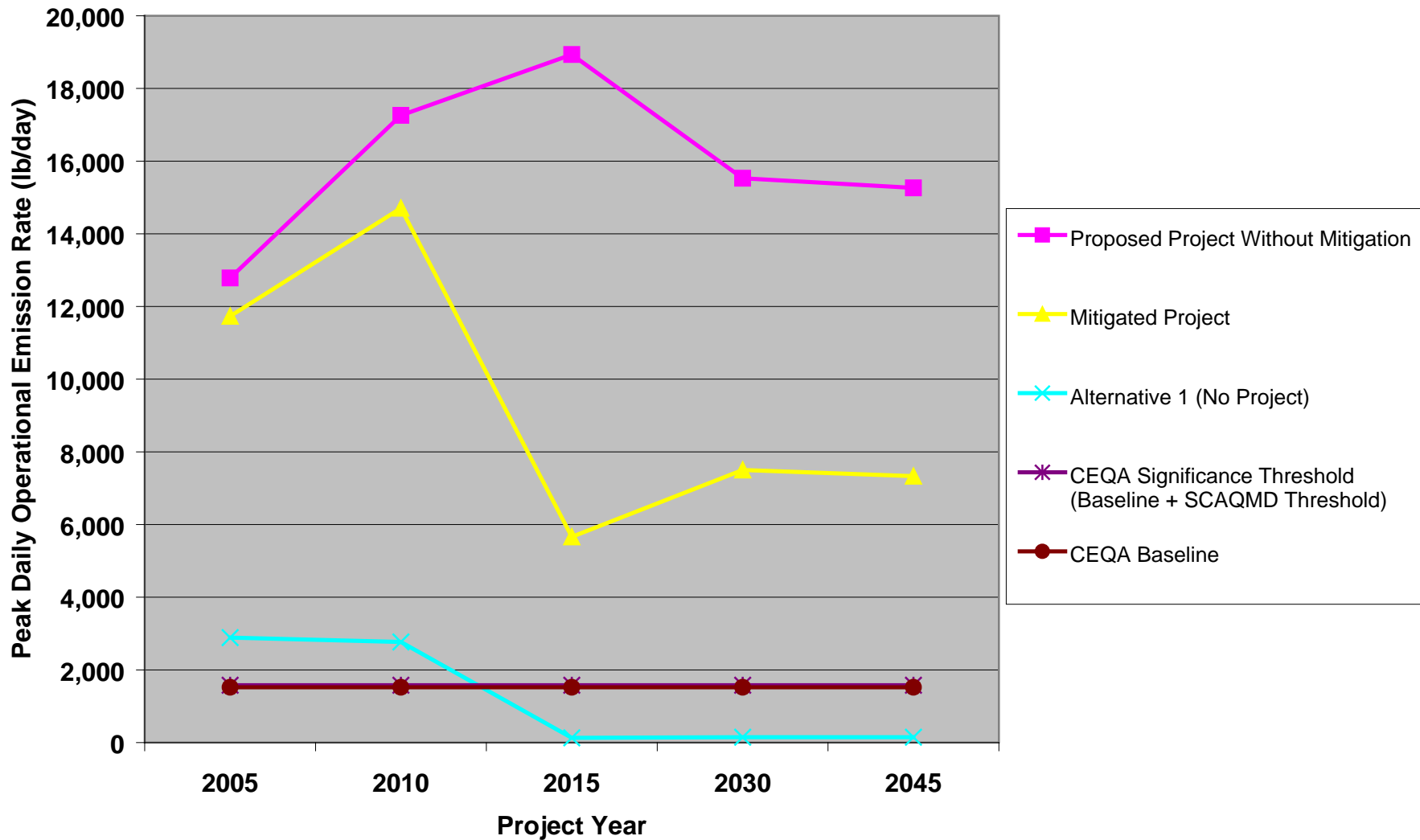
**Berth 97-109 [China Shipping] Draft EIS/EIR:  
Peak Daily Emissions No Mitigation**



**Berth 97-109 [China Shipping] Draft EIS/EIR:  
Peak Daily Emissions with Mitigation**







**Figure 3.2-1**  
**NO<sub>x</sub> Emission Trends for the Proposed**  
**Project Relative to the CEQA Baseline**  
 Berth 97-109  
 Container Terminal Project EIS/EIR



Source: Castle Environmental Consulting, LLC



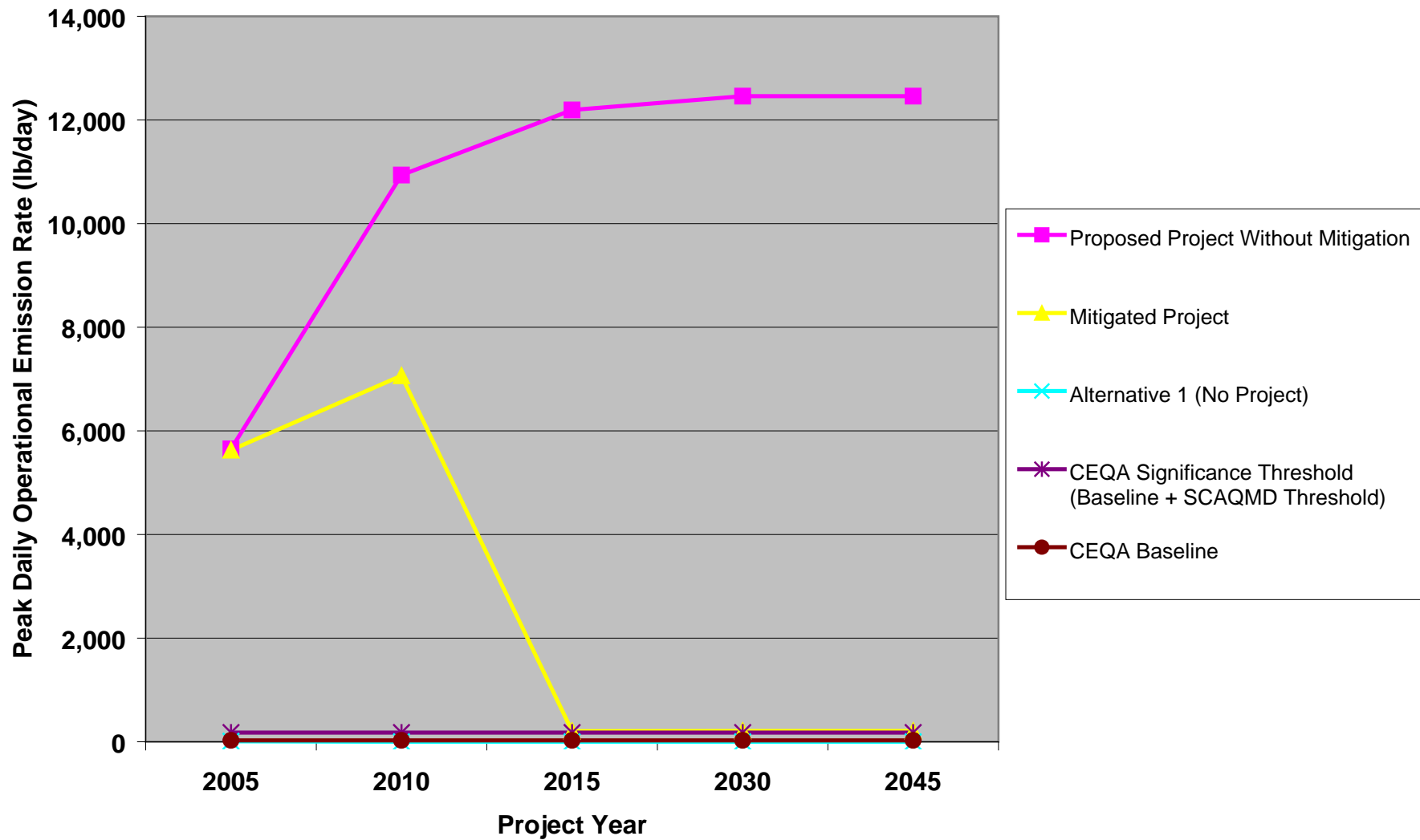


Figure 3.2-2  
**SO<sub>x</sub> Emission Trends for the Proposed Project Relative to the CEQA Baseline**  
 Berth 97-109  
 Container Terminal Project EIS/EIR



Source: Castle Environmental Consulting, LLC



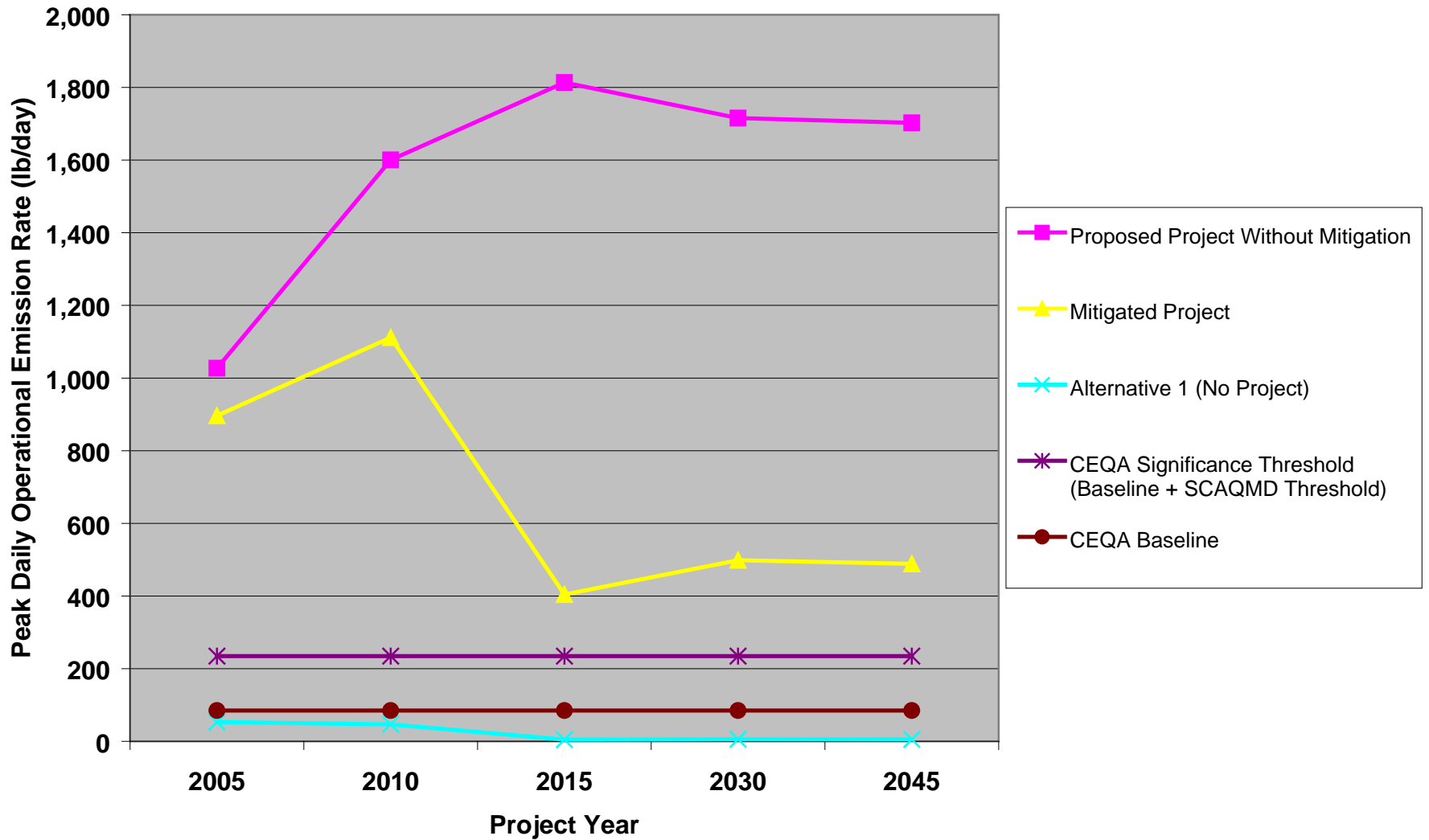
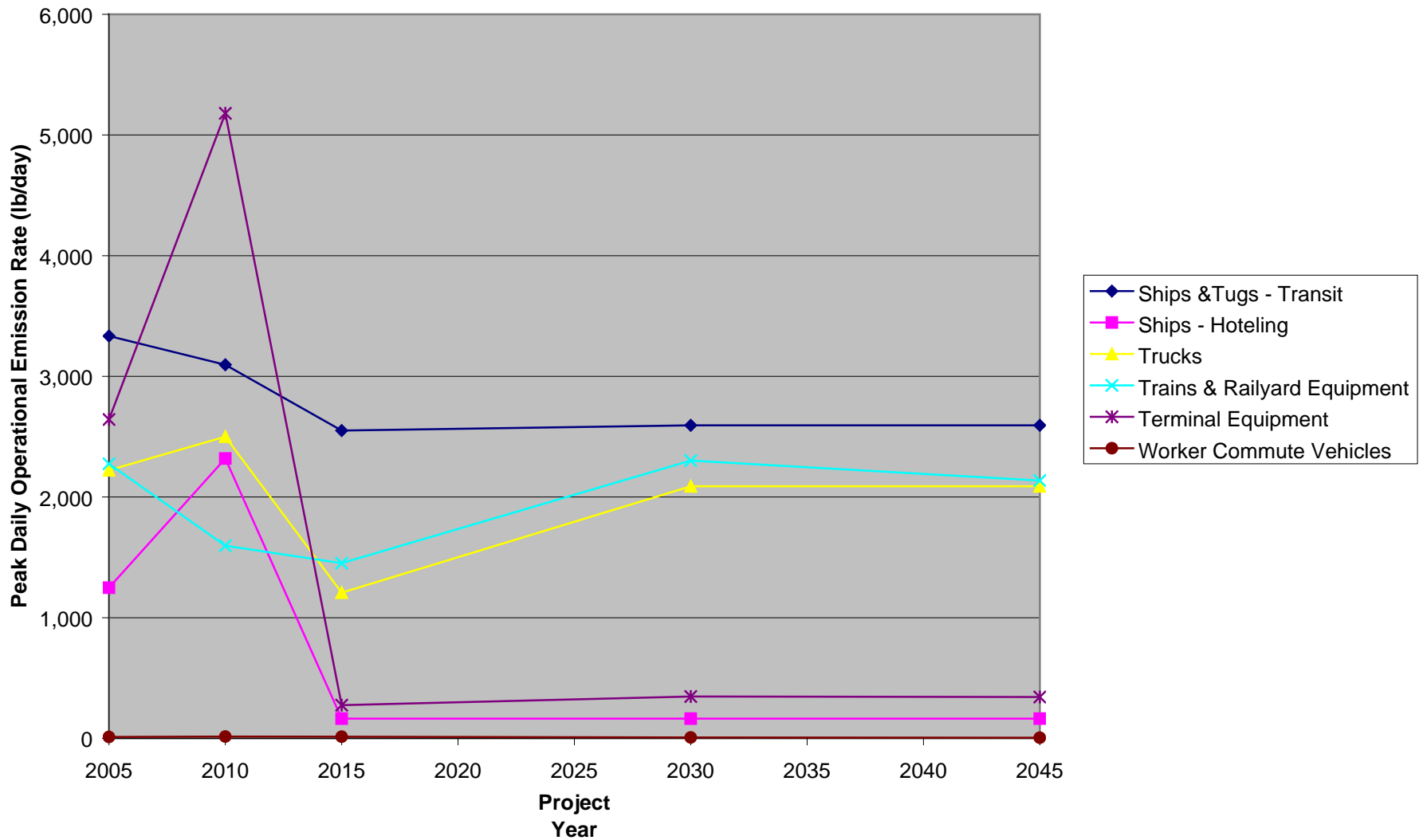


Figure 3.2-3  
**PM<sub>10</sub> Emission Trends for the Proposed Project Relative to the CEQA Baseline**  
 Berth 97-109  
 Container Terminal Project EIS/EIR



Source: Castle Environmental Consulting, LLC





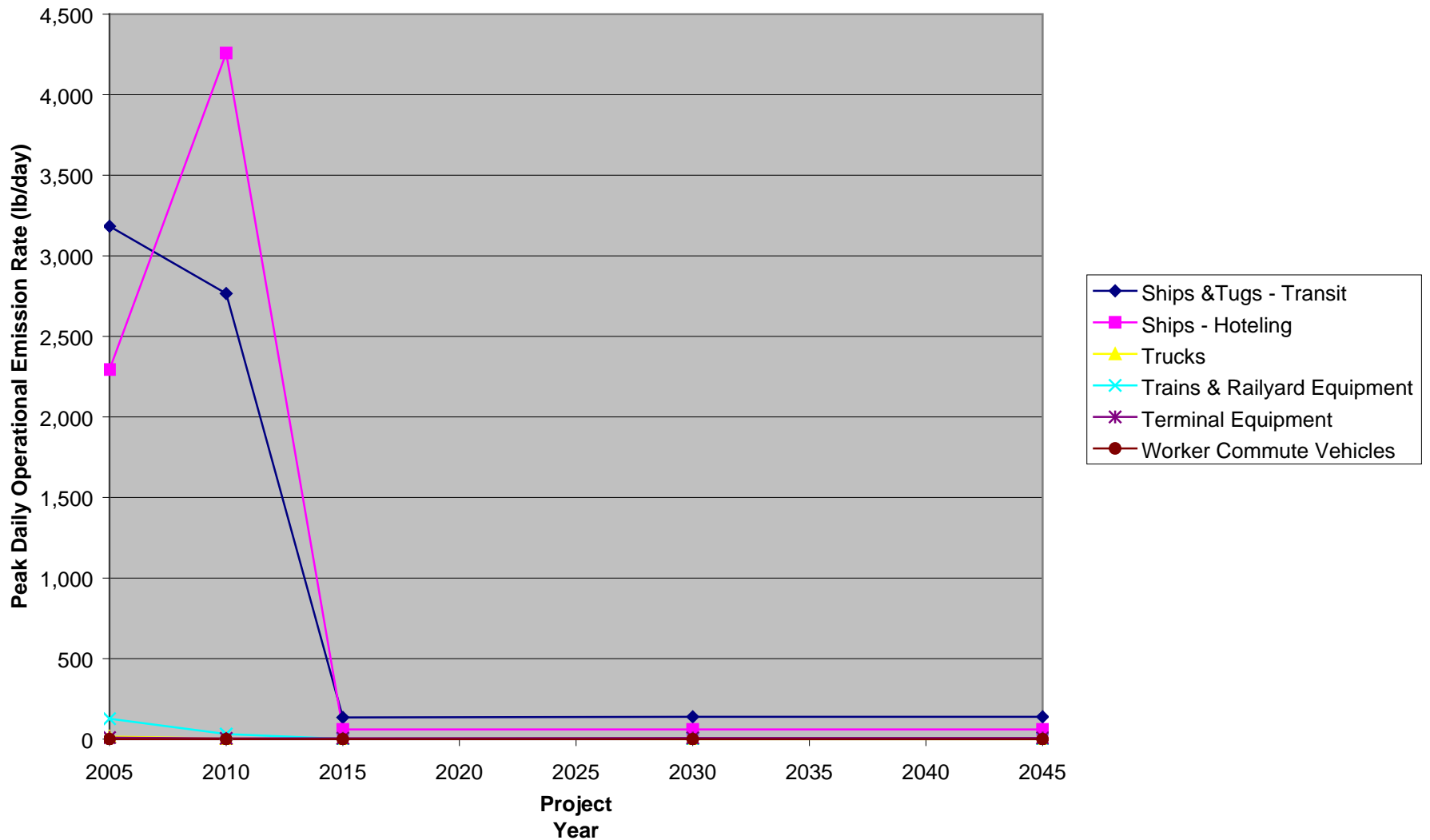
Note: Emissions from ships, trucks, and trains are within the entire South Coast Air Basin

**Figure 3.2-7**  
**NO<sub>x</sub> Emissions by Source Category**  
**for the Mitigated Project**  
 Berth 97-109  
 Container Terminal Project EIS/EIR



Source: Castle Environmental Consulting, LLC





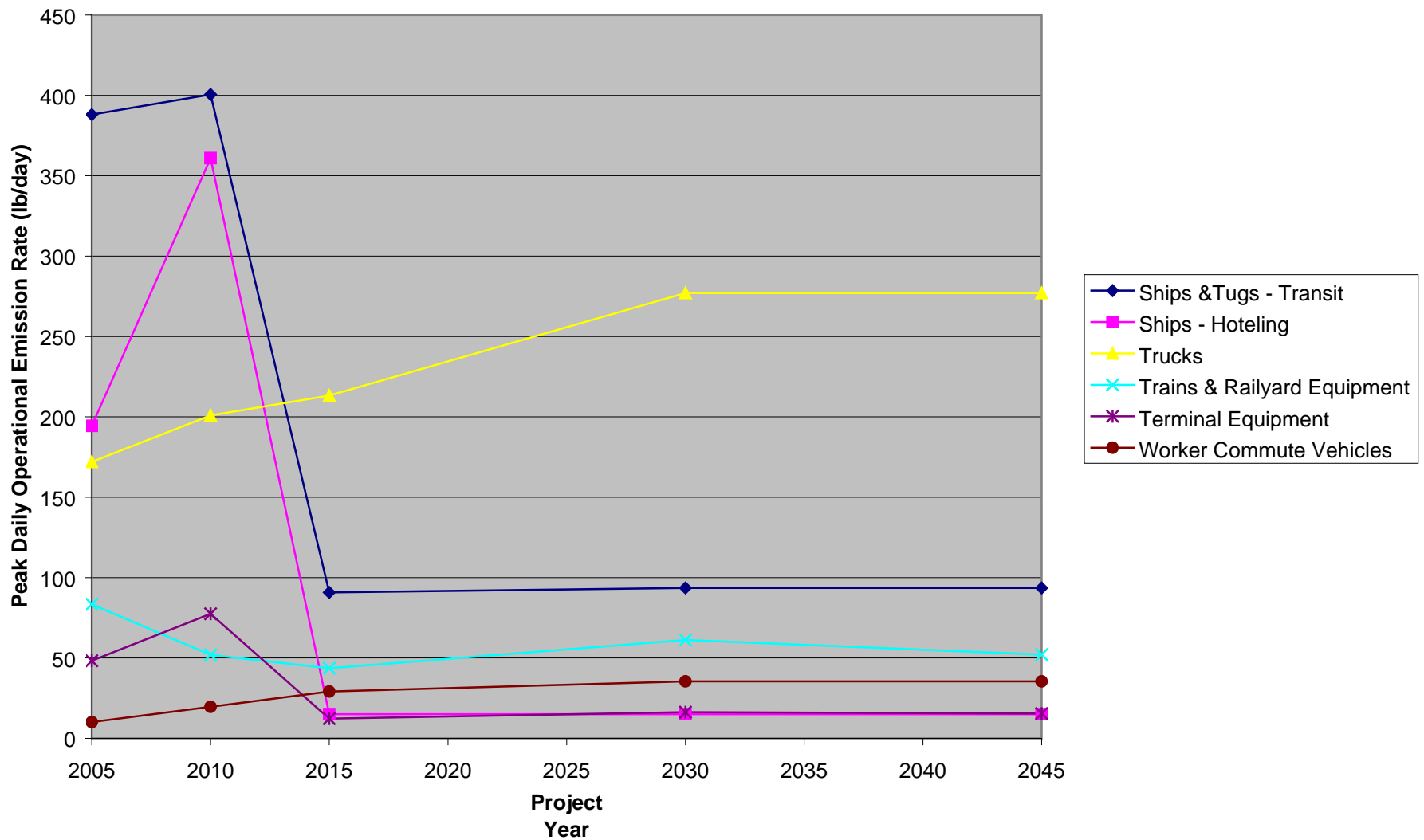
Note: Emissions from ships, trucks, and trains are within the entire South Coast Air Basin



Source: Castle Environmental Consulting, LLC

**Figure 3.2-8**  
**SO<sub>x</sub> Emissions by Source Category**  
**for the Mitigated Project**  
 Berth 97-109  
 Container Terminal Project EIS/EIR





Note: Emissions from ships, trucks, and trains are within the entire South Coast Air Basin



Source: Castle Environmental Consulting, LLC

**Figure 3.2-9**  
**PM<sub>10</sub> Emissions by Source Category**  
**for the Mitigated Project**  
 Berth 97-109  
 Container Terminal Project EIS/EIR

