

1.0

INTRODUCTION

This chapter presents background and overview information for the USS *Iowa* project (project), to be located at Berth 87 in the Port of Los Angeles (Port or POLA). This chapter includes:

- Project background and background information on the Pacific Battleship Center,
- Purpose of this Draft Environmental Impact Report (DEIR),
- Authorities of the lead agency – the Los Angeles Harbor Department (LAHD),
- Describe the scope and content of the EIR,
- Key principles guiding the preparation of this document, and
- Public outreach for the proposed project.

This EIR describes the affected resources and evaluates the potential impacts to those resources as a result of construction and operation of the proposed Project and will be used to inform decision-makers and the public about the environmental effects of the proposed waterside, landside and infrastructure improvements to Berth 87. It will describe and analyze reasonable alternatives to the proposed project and mitigation measures that would avoid or reduce the significant environmental effects of the proposed project. The alternatives to the proposed project are described in detail in Chapters 2.0, *Project Description* and 6.0, *Project Alternatives*.

The document also fulfills 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 (CEQA Guidelines) (14 California Code of Regulations [CCR] Section 15000 et seq.). For the USS *Iowa* Project, the EIR to be incorporated by reference is the San Pedro Waterfront Project EIS/EIR, [ADP Number: 041122-208, State Clearinghouse Number: 2005061041].

1.1 Project Background

1.1.1 Project Overview and Location

The project involves towing the USS *Iowa* battleship from San Francisco Bay to Berth 87 in the Port of Los Angeles. The battleship will make a brief stop off the coast of Los Angeles for hull cleaning to remove barnacles and other potentially invasive species of sea life. The battleship will be moored year-round at the Port of Los Angeles. Portions of the USS *Iowa* will be available to the public for guided tours, special events, and educational programs. Upon arrival at Berth 87, the battleship will be restored and prepared for opening as a floating museum. The existing landside parking lot will be repainted and prefabricated ticket booth/office and restroom facilities will be brought in. In a future phase, an approximately 33,800 square foot landside Visitor Center is proposed to be constructed onsite.

The USS *Iowa* Project site is identified as Berth 87 located within the Port, encompassing approximately 4.5 acres. Specifically, the site is within the San Pedro Waterfront Project Area, within the City of Los Angeles.

Major elements of the proposed project include the following:

- Preparation and transport of *USS Iowa* from the San Francisco Bay to the Port of Los Angeles;
- Mooring the battleship at Berth 87 in the North Harbor area;
- Delivery and set up of a prefabricated 480 sq ft, single story Office/Ticket Booth;
- Delivery and set up of a prefabricated 480 sq ft, single story Restroom facility;
- Delivery and set up of two prefabricated Entry Platforms to accommodate access and egress from the *USS Iowa*;
- Construction of an approximately two-story 33,800 sq ft footprint landside Visitor Center during Phase 2, and;
- Ongoing operations and maintenance.

1.1.2 Los Angeles Harbor Department

LAHD administers the POLA under the California Tidelands Trust Act of 1911. The Port is the largest manmade harbor in the Western Hemisphere, serving as the largest container port in the United States and the eighth largest in the world. It serves as a critical hub in the international supply chain, encompassing 7,500 acres and featuring cargo loading/off loading facilities, and cruise ship terminals. As the center of recreational water activity for the Los Angeles area, the Port provides slips for approximately 6,000 recreational boat crafts, sport fishing

boats, and charter vessels. The Port also accommodates commercial fishing operations, canneries, shipyards, and boat repair yards as well as recreational, community, and educational facilities.

1.1.3 Pacific Battleship Center

The Pacific Battleship Center (PBC) is a non-profit organization formed to acquire the USS *Iowa* through donation from the US Navy and run the tourist attraction and landside visitor center in the Port. PBC has support from numerous volunteers and veterans. The PBC has accepted the battleship from the Navy under the condition that it could be called to duty and must remain “battle ready”. PBC is also seeking a 30-year lease for the project site from the Port.

1.2 CEQA and the Purpose of this EIR

CEQA was enacted by the California legislature in 1970 and requires public agency decision-makers to consider the environmental effect of their actions. An EIR is prepared when a state or local agency determines that a proposed project has the potential to significantly affect the environment. The purpose of an EIR is to identify significant effects of a proposed project on the environment, to identify alternatives to the project, 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 effects.

1.2.2 EIR Process

Under CEQA, an EIR must describe all significant effects on the environment that may be caused by the proposed project; significant effects that cannot be avoided; any irreversible effects; proposed mitigation measures; project alternatives; and growth-inducing impacts. This document meets those CEQA requirements.

1.3 Lead, Responsible, and Trustee Agencies

The document fulfills the requirements of the CEQA (PRC Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (CEQA Guidelines) (14 California Code of Regulations [CCR] Section 15000 et seq.). The LAHD is the CEQA lead agency. A lead agency is defined by the 2011 CEQA guidelines as the public agency which has the principal responsibility for carrying out or approving a project which may

have a significant effect upon the environment (§ 21067). LAHD is the CEQA Lead Agency because the project is proposed within the Port of Los Angeles.

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 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 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 1.0-1 lists responsible and trustee federal, state, and local agencies that may rely on this DEIR in a review capacity or as a basis for issuance of a permit for the proposed Project or for related actions.

Table 1.0-1. Agencies Expected to Use this EIR

<i>Agency</i>	<i>Responsibilities, Permits, and Approvals</i>
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 Department of Transportation (Caltrans)	Permitting authority for highway improvements and rail trackage, connections, and signage during construction operations. Potential lease approvals for use of Caltrans property.
California Office of Historic Preservation	Consultation under Section 106 of the National Historic Preservation Act (NHPA) regarding impacts on cultural resources (e.g., demolition of buildings and structures) that are either listed or eligible for listing on the National Register of Historic Places (NRHP).
California Public Utilities Commission (CPUC)	Permitting authority for rail trackage, connections, and signage during construction operations.
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.

Agency	<i>Responsibilities, Permits, and Approvals</i>
	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 of 1972 (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.
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.).
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 Governments (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 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

Agency	<i>Responsibilities, Permits, and Approvals</i>
	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	Permitting authority for building and grading permits.
City of Los Angeles Bureau of Engineering	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	Permitting authority for industrial waste permit for discharges of industrial wastewater to the City sewer system.
City of Los Angeles Fire Department (LAFD)	Approval of business plan and risk management and prevention program. Reviews and submits recommendations regarding design for building permit.
City of Los Angeles Department of Transportation (LADOT)	Reviews and approves changes in City street design, construction, signalization, signage, and traffic counts.
City of Los Angeles Planning Department	Zone changes or amendments, general plan amendments, variances for zoning or parking code requirements.

1.4 Prior Environmental Review

1.4.1 San Pedro Waterfront EIS/EIR

The San Pedro Waterfront EIS/EIR was prepared by the Los Angeles Harbor Department Environmental Management Division and approved September 29, 2009. This project reached from the Vincent Thomas Bridge to Berths 49-50 and was planned to be developed over a 5-year time frame. The North Harbor Cut Project was analyzed in the San Pedro Waterfront EIS/EIR. The project included Berths 87 to 90 and was designed to accommodate tugboats, historical navy ships, and associated visitors. The proposed USS *Iowa* Project would eliminate the North Harbor Cut Project at that site.

1.5 Scope and Content of this DEIR

An Initial Study (IS) and Notice of Preparation (NOP) were completed for the proposed project to determine the potential environmental impacts (refer to Appendix A). The Port distributed the Initial Study and NOP, which was filed with the State of California Office of Planning and Research on August 29, 2011. The NOP comment period closed on September 29, 2011, following the mandated 30-day public review period.

1.5.1 Scope of Analysis

This DEIR has been prepared in conformance with CEQA (PRC Section 21000 et seq.), the 2011 State CEQA Guidelines (14 CCR Section 15000 et seq.), and the Port Guidelines for the Implementation of CEQA. This document includes all of the sections required by CEQA.

The criteria for determining the significance of environmental impacts in this DEIR analysis are described in each “Thresholds of Significance” subsection within the 3 resource topic sections in Section 3, *Environmental Analysis*. The threshold of significance for a given environmental effect is the level of significance at which the LAHD finds the effect on an environmental resource resulting from the construction and operation of the proposed project.

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” (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 DEIR.

The following timeline identifies the noticing and public involvement that has occurred within the environmental review process for the proposed project:

- **August 29, 2011.** The CEQA NOP and IS were released and distributed to over 700 agencies, organizations, individuals, and the California Office of Planning and Research, State Clearinghouse. The State Clearinghouse number assigned to the proposed project is 2011081097.
- **August 29, 2011.** NOP Filed with the Los Angeles County Clerk.
- **September 13, 2011.** Public Commenting Meeting took place at The Port of Los Angeles Administration Building Board Room, 425 South Palos Verdes Street, San Pedro, CA 90731. There were 26 attendees.
- **September 29, 2011.** The public commenting period ended.

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

1.5.2 Report Organization

All of the environmental issues determined to have potential impacts by the Initial Study and the issues identified for inclusion in the EIR during the public review period have been incorporated into this EIR. For each environmental issue, the EIR first describes the environmental setting (current conditions), then discusses and analyzes the potential related impacts that could result from project implementation. For each potential significant impact, the EIR specifies ways to

mitigate the impact. In addition, the EIR contains a description of the project, description of the environmental setting, identification of cumulative impacts, and an analysis of alternatives to the project. Key environmental issues evaluated within this EIR are as follows:

- Aesthetics (3.1)
- Air Quality and Greenhouse Gas Emissions (3.2)
- Traffic and Circulation (3.3)

The DEIR is organized into nine (9) sections as well as an Executive Summary. They are:

- **Section ES, *Executive Summary***, provides a brief project description and summary of the environmental impacts, and the mitigation measures for each impact.
- **Section 1.0, *Introduction***, provides CEQA compliance information.
- **Section 2.0, *Project Description***, provides the project location, background and history, environmental setting (including on and offsite use), project characteristics, project objectives, project phasing, and permits and approvals that are required for the project.
- **Section 3.0, *Environmental Analysis***, discusses the existing conditions for each environmental issue area. This section describes the methodology for significance determination; identifies short-term and long-term environmental impacts of the project; recommends feasible mitigation measures to reduce the significance of impacts; and identifies areas of unavoidable significant impacts after mitigation. This section also discusses those impacts by the combination of the proposed project and other projects in the vicinity.
- **Section 4.0, *Cumulative Analysis***, analyzes the potential for the proposed project to have a significant cumulative effect when combined with other past, present, and reasonably foreseeable future projects in the cumulative geographic scope of each resource area. Included in this chapter are the CEQA requirements for cumulative impact analysis, followed by the cumulative impact analysis for each resource area.
- **Section 5.0, *Effects Found Not to be Significant***, identifies the environmental impacts that were found to be less than significant or have no project related impacts resulting from the proposed project.
- **Section 6.0, *Project Alternatives***, describes alternatives to the proposed project, some of which may be considered during project deliberations.
- **Section 7.0, *References***, identifies reference sources utilized for the EIR
- **Section 8.0, *List of Preparers***, identifies the lead agency, preparers of the EIR, and all federal, state, and local agencies, and other organizations, and individuals consulted during the preparation of the EIR.
- **Section 9.0, *Acronyms***, provides a list of acronyms and their meanings used within this EIR.

1.6 Intended Uses of This DEIR

This DEIR 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 a draft document, this EIR does not recommend approval or denial of projects. This DEIR 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 DEIR received from agencies, organization, and individuals. It will be distributed to provide the basis for decision making by the CEQA lead agency and other concerned agencies.

1.6.1 LAHD

LAHD has jurisdictional authority over the proposed Project primarily pursuant to the POLA Tidelands Trust, CEQA, and the California Coastal Act.

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. 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:

- coastal development permit (CDP Level I, II or III),
- USACE permit (pursuant to Section 404 of the CWA, Section 10 of the RHA, and Section 103 of the MPRSA),
- building and safety permits,
- approval of a lease by LAHD,
- construction contracts.

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

- certification of the EIR,
- project approval,
- lease approvals,
- issuance of coastal development permits,

- completion of final design,
- approval of engineering permits,
- obtaining other agency permits and approvals (e.g., dredge and fill, grading, construction, occupancy, and fire safety), and
- Approval of construction contracts.

1.6.2 CEQA Lead Agency

Los Angeles Harbor Department (LAHD)
Environmental Management Division
425 South Palos Verdes Street, San Pedro, CA 90731
Contact: Kevin Grant, Project Manager (310) 732-7693

1.7 Key Principles Guiding Preparation of this DEIR

1.7.1 Emphasis on Significant Environmental Effects

This DEIR focuses on the significant environmental effects 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 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”.

This definition does 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 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 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 a physical impact leads to an economic impact, which then leads to another physical impact, that ultimate physical impact must be evaluated in the EIR. In the second instance, according to Section 15131(b) of the 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 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.

1.7.2 Forecasting

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

1.7.3 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.

1.7.4 Disagreement among Experts

It is possible that evidence that might raise disagreements will be presented during the public review of the DEIR. 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 DEIR need not resolve all such disagreements.

In accordance with the provisions of the 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 DEIR. The DEIR 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.

1.7.5 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a proposed project that exists at the time of the NOP. The conditions that existed at the time the NOP was circulated for review (August 2011) are described in Chapter 2.0 and are also described in the respective sections of Chapter 3.0 prior to the impact analysis. These environmental conditions constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact is significant. The CEQA baseline represents the setting at a fixed point in time, with no project growth over time, and differs from the Alternative 3, the No Project Alternative in that the No Project Alternative addresses what is likely to happen at the site over time, starting from the existing conditions. The No Project Alternative allows for growth at the proposed Project site that would occur without additional approvals.

1.7.6 Duty to Mitigate

According to 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.

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 (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.

1.8 Port of Los Angeles Environmental Initiatives

1.8.1 POLA Environmental Management Policy

The POLA *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.

1.8.2 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 include the San Pedro Bay Ports Clean Air Action Plan (CAAP), Environmental Management Systems, Air Quality Programs (Alternative Maritime Power, Off Peak Program, On-Dock Rail and the Alameda Corridor, Tugboat Retrofit, Electric and Alternative Fuel Vehicles, Electrified Terminal Operating

Equipment, Yard Equipment Retrofit Program, and Vessel Speed Reduction Program), Water Quality Programs (Clean Marinas Program, Water Quality Monitoring, Cabrillo Beach Water Quality Improvements), Endangered Species (California Least Tern Nesting Site Management), and Port Planning (Green Terminal Program, Channel Deepening, Green Ports Program, Recycling). All of these efforts ultimately reduce environmental effects. Refer to Section 1.6.2.3, Other Environmental Programs, of the San Pedro Waterfront EIS/EIR, for program details.

1.8.3 POLA Leasing Policy

The Los Angeles Board of Harbor Commissioners approved a comprehensive leasing policy for the Port on February 1, 2006. This policy includes environmental requirements as a provision in Port leases in addition to a formalized process for tenant selection.

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.

1.8.4 Port Community Advisory Committee

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

The purposes of PCAC are:

- (1) To assess the impacts of Port developments on the harbor area communities and to recommend suitable mitigation measures to the Board for such impacts.

- (2) To review past, present and future environmental documents in an open public process and to make recommendations to the Board that ensure that impacts of the communities are appropriately mitigated in accordance with Federal and State of California law.
- (3) To provide a public forum and to make recommendations to the Board 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

1.9 Availability of the DEIR

This DEIR is being distributed directly to agencies, organizations, and interested groups and persons for comment during a 45-day review period, required for compliance with Section 15087 of the CEQA Guidelines and 40 CFR Section 1506.10 of the CEQ NEPA regulations. During the public review period, which begins on January 23, 2012 and ends on March 7, 2012, the draft EIS/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
Central Branch
630 West 5th Street
Los Angeles, CA 90071

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

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

In addition to printed copies of the DEIR, 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 EIR. The DEIR is also available in its entirety on the Port web site at:

http://www.portoflosangeles.org/environment/public_notices.asp

¹ Port Community Advisory Committee, The Port of Los Angeles, (accessed November 15, 2011) available at <http://www.portoflosangeles.org/community/pcac.asp>.

The *Executive Summary* has been translated into Spanish and is available to the public. To request the *Executive Summary* in Spanish, or a copy of the CD mentioned above, please call the LAHD Environmental Management Division at (310) 732-3675. Interested parties may provide written comments on the DEIR, which must be postmarked by March 7, 2012. Please address comments to:

Mr. Christopher Cannon
Director of Environmental Management
425 S. Palos Verdes Street
San Pedro, California 90731
(310) 732-3675

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