Chapter 1
Introduction

1.1 Intended Use of the Final EIR Document

This Final Environmental Impact Report (EIR) for the Al Larson Boat Shop (ALBS) Improvement Project (the proposed Project) has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. The Los Angeles Harbor Department (LAHD) is the local lead agency for the Project, and has prepared this Final EIR. This Final EIR is an informational document that will inform public agency decision-makers and the general public of the significant environmental effects of the proposed improvements to the ALBS, recommend ways to minimize the significant effects, and describe reasonable alternatives to the Project. The document fulfills the requirements of the CEQA (California Public Resources Code [PRC] 21000 et seq.), the State CEQA Guidelines (California Code of Regulations [CCR] 15000 et seq.). This Final EIR will support the permitting process of all agencies, including the Los Angeles Board of Harbor Commissioners (Harbor Commission), whose discretionary approvals must be obtained for particular elements of this Project.

1.2 Project Background

In June 2008, the ALBS submitted an application to the LAHD (through LAHD's Application for Discretionary Project process) for a 30-year lease renewal and a Coastal Development Permit to modernize and upgrade their existing boat shop. The proposed Project represents the first major upgrade to the facility since 1924. The proposed Project would redevelop the existing ALBS to modernize the facility, comply with the National Pollution Discharge Elimination System (NPDES) permit and Water Discharge Requirement (WDR), and to improve its ability to repair ships and vessels. Improvements would include replacing obsolete facilities with new facilities, improving site hydrology to address NPDES stormwater requirements, maintenance dredging to ensure adequate vessel access to the site, and constructing two Confined Disposal Facilities (CDFs) over two phases of the Project. A CDF is an engineered landfill designed to safely sequester sediment that has been deemed unsuitable for open water disposal such that the contaminated material is not in contact with the surrounding water. The proposed Project's CDFs would beneficially reuse contaminated dredge materials and result in approximately 0.9 acre of new land for increased vessel maintenance and repair, including use of the area by the proposed 600- and 100-ton boat hoists. Creation of this new land area would require an amendment to change the land use of this acreage from water to Maritime Support in the Port's Master Plan. A description of alternatives to the proposed Project is provided in Chapter 2 and Chapter 6 of the Draft EIR.

Construction would include demolishing and reconstructing a number of existing buildings, maintenance dredging to a depth of -22 feet mean lower-low water level (MLLW) plus an additional -2 feet overdredge[1] (for a total of approximately 19,000 cubic yards of sediment), creation of the CDFs containing cement-stabilized dredged materials, and installing new equipment (i.e., 600-and 100-ton boat hoists). In addition, the proposed Project would remove historical sediment and soil contamination. Refer to Section 1.5.1 below for a detailed description of the proposed Project elements.

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

1.3 Existing Conditions

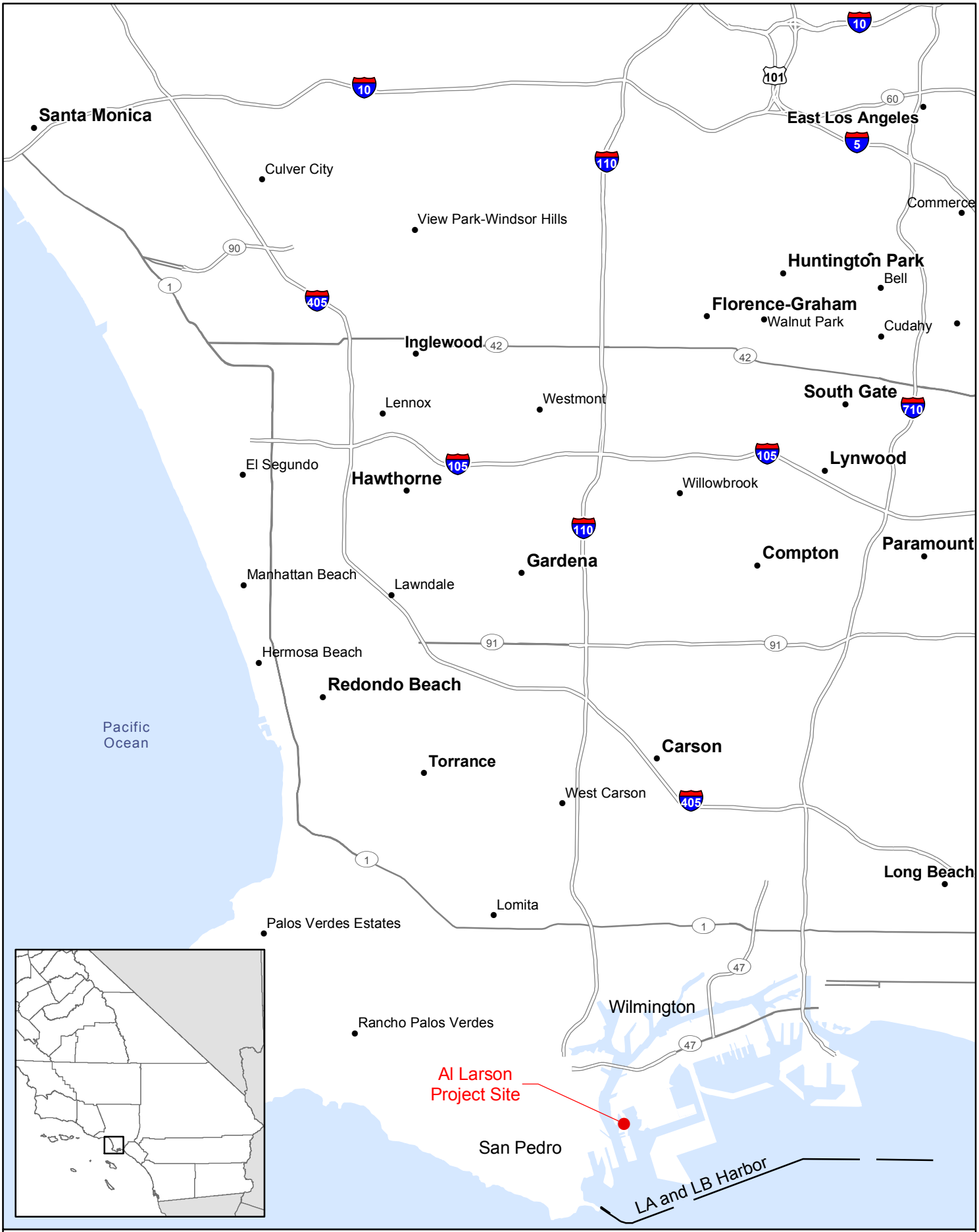
1.3.1 Regional Context

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

1.3.2 Project Site and Surrounding Uses

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

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



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Port of Los Angeles
Al Larson Boat Shop Improvement Project
Regional Location Map
Figure 1-1

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

As shown on Figure 1-3, the redevelopment area of the Project site includes the following existing facilities (note that letter designations correspond to those in the legend of Figure 1-3):

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

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

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

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

F. Floating Dry Dock and Pier; and

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

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

B. Paint Shed (approximately 12,226 square feet) – Built in 1938.

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

Project Site

Proposed Site for Dredged Material/Concrete Mixing

500 0 500

Feet

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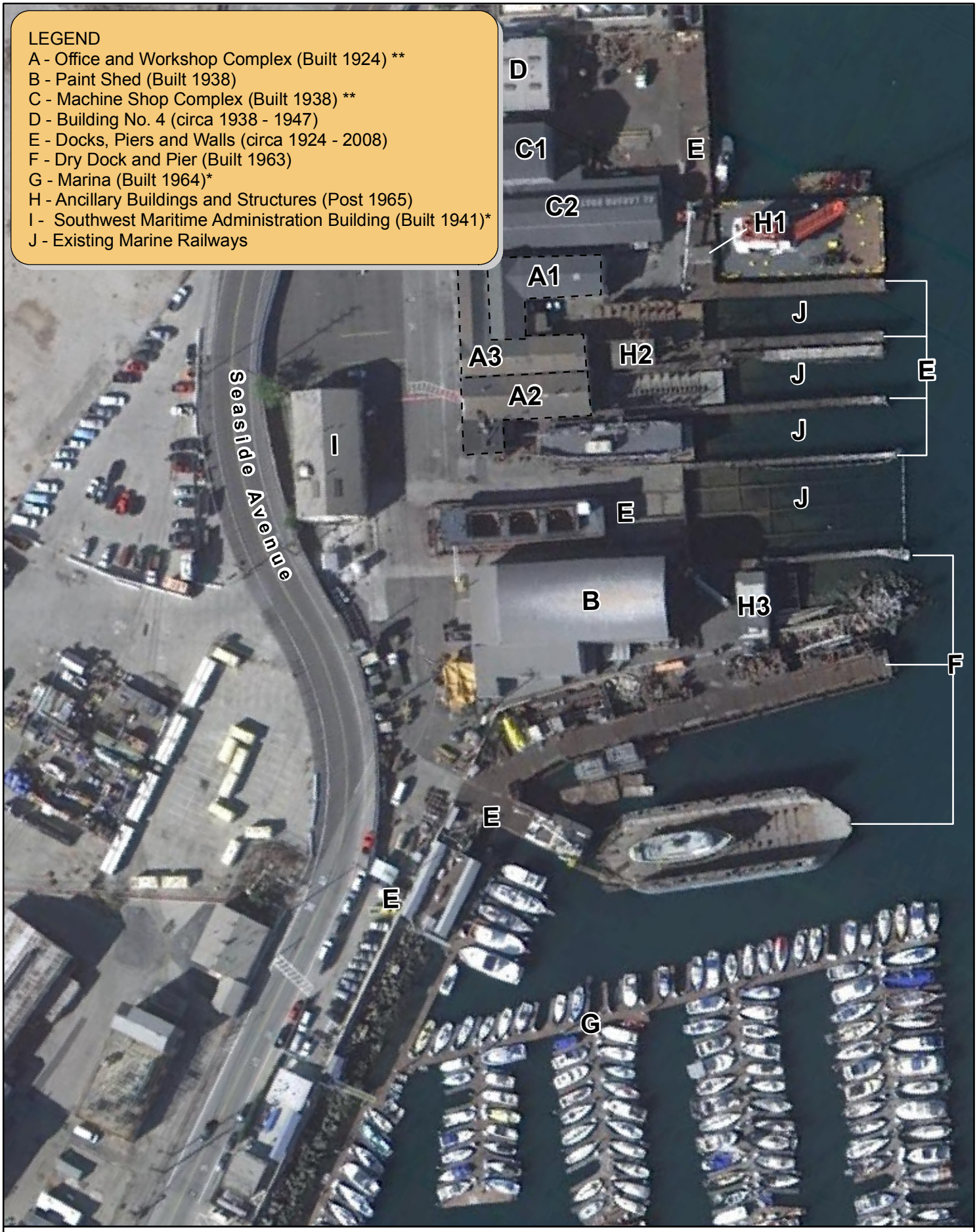
Port of Los Angeles

Al Larson Boat Shop Improvement Project

Project Site and Vicinity Map

Figure 1-2



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

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50 0 50
Feet

Port of Los Angeles
Al Larson Boat Shop Improvement Project
Project Site - Existing Conditions
Figure 1-3

1.3.3 Historic Use of the Project Site

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

- ALBS is considered a mid-sized shipyard and can dry dock vessels up to 260 feet long.
- ALBS is a full-service shipyard that provides maintenance and repair of tugboats, government vessels, fireboats, ferries, barges, offshore oil equipment, research vessels, and yachts.
- Operations include normal maintenance and repair activities found at a boat yard such as water or sand blasting, and painting of vessels.
- The majority of vessels serviced by ALBS are from the Pacific Coast region, with approximately 60 percent of vessels serviced being local (within the Port Complex), but furthest being from Seattle, Washington (to the north) and Mexico (to the south).
- Currently the out of water (landside) vessel repair capacity at the ALBS accommodates five vessels through use of its four marine railways, one floating dry dock, and dock space for dockside repairs.
- The ALBS services on average 120 to 130 vessels per year and has between 70 to 100 employees on-site depending on workload. The hours of operation of the facility span two shifts, 7:45 a.m. to 4:15 p.m., and 3:30 p.m. to 11:00 p.m.
- Currently the vessel repair capacity at the ALBS is comprised of four marine railways, one floating dry dock for repair and maintenance, and dock space for dockside repairs. Operations include normal maintenance and repair activities found at a boat yard such as water or sand blasting, and painting of vessels.

1.4 Project Purpose and Need

The LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 601) and the California Coastal Act (PRC Division 20 Section 30700 *et seq*.), which identify the Port and its facilities as a primary economic and coastal resource of the State of California and an essential element of the national maritime industry for the promotion of commerce, navigation, fisheries, and Harbor operations. Activities should be water dependent and the LAHD must give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce. The LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a landlord by leasing Port properties to more than 300 tenants.

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

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

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

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

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

1.4.1 Project Objectives

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.5 Proposed Project

1.5.1 Project Elements

To minimize operational impacts to the facility during construction, the proposed Project would be constructed in three phases (Figure 1-4). The basic elements of the three phases are as follows, along with a description of the phasing:

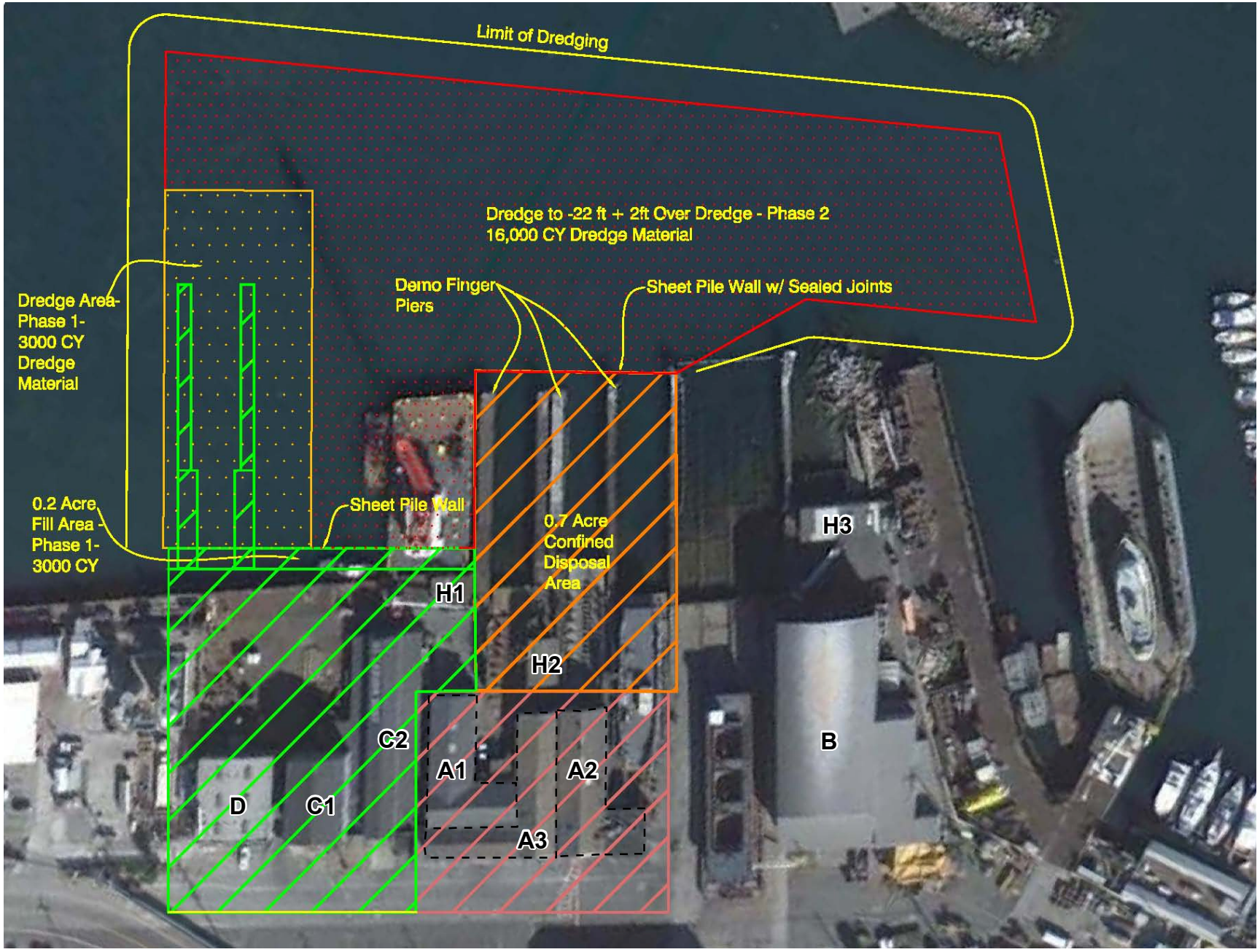
Phase 1

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

During Phase 1, an existing 200-foot creosote-treated timber wharf, piles and structure H1, would be demolished and the waste would be transported to an appropriate landfill;[3] however, the existing riprap revetment[4] under the wharf would remain. A boom would be placed around the perimeter of the work area to contain floating debris that may be generated during the removal process. The creosote debris, which is not suitable for disposal in a municipal landfill, would be transported to a disposal facility which accepts creosote wood waste. Once the timber wharf has been removed, a sealed steel sheet pile

[3] Five landfills within Los Angeles County, one within Orange County, and two within Riverside County accept treated wood waste (TWW).

[4] Rock or other material used to armor shorelines, and other shoreline structures, to protect against erosion.



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

LEGEND:
PHASE 1
PHASE 2
PHASE 3

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Port of Los Angeles
Al Larson Boat Shop
Improvement Project
Improvement Element of Proposed Project
Figure 1-4

bulkhead[5] would be constructed in approximately the same outline as the wharf, with a 10-foot offset from the face of the wharf to form the perimeter of the CDF cell located within the footprint of Phase 1. The sheet pile would be driven into the harbor bottom to a minimum depth of -47 feet MLLW.

The CDF cell would be approximately 200 foot wide and would be up to 32 feet in length. Prior to dredging, a continuous, floating silt curtain would be installed that would completely encompass the area being dredged. Then, working from a barge, a clamshell bucket and crane would dredge approximately 3,000 cubic yards within the Phase 1 footprint to a depth of -22 feet MLLW, plus an additional a 2-foot overdredge allowance. The dredged material would be placed in a scow and a binder would be added to the sediment and mechanically mixed prior to permanent placement in the CDF cell. Cement stabilization, an immobilization technology, stabilizes and solidifies contaminated dredged material. This process involves stabilization and solidification of contaminated dredged material with cement-based additive mixes to bind contaminants in the material into the least soluble, mobile, or toxic form and enhances the physical properties of the material. Cement stabilization is very successful in immobilizing contaminants (such as polychlorinated biphenyl [PCBs]) generally not mobile through air, soil, and water (Wiles and Barth, 1992). Cement stabilization binds soluble constituents, reduces chloride mobility, and significantly reduces compaction times.

There is no access for a cement truck at the ALBS wharf; therefore, scows would be tugged to an accessible area approximately 0.23 mile north from the dredge location (dredge location is shown in the area labeled Phase 1 on Figure 1-4, and the proposed location for dredge material storage and concrete mixing is shown on Figure 1-2). Two scows would be used for this process. The material would be allowed to stabilize in the scow (approximately 1 to 2 days) and would be returned to ALBS and placed behind the sheet pile bulkhead and into the CDF using the clamshell bucket. There is no bulking factor in regards to filling the CDF; the stabilized material is placed in the CDF cell, and hardens within a 24-hour period.

The first phase of the Project would also include the construction of two concrete finger piers and the installation of 600- and 100-ton boat hoists on the new piers at the north end of the Project site to increase ALBS's ability to handle larger and heavier ships in dry dock (Figure 1-4). By constructing the new finger piers as part of Phase 1, this would allow the existing marine railways to continue operating during construction. Two concrete finger piers supported by 62 (24-inch) octagonal concrete piles for each pier (126 total) would be constructed to support the new 600- and 100-ton boat hoists.

The final stage of Phase 1 would consist of completing upland improvements within the footprint of Phase 1. Buildings C1 (potentially historic), and Building D would be demolished to provide access for the 600- and 100-ton boat hoists from the new piers into the backland where vessel repair would occur. Existing pavement within the Phase 1 footprint would also be demolished, contaminated soil would be removed (disposal of approximately 2,000 cubic yards of contaminated soil followed by import of approximately 2,000 cubic yards of clean soil), the area would be graded, and the areas within the Phase 1 footprint would be paved with new high strength pavement, including

[5] Interlocking sheets of steel placed in the ground to contain the contaminated soil material.

the new surface area created by construction of the CDF to support operation of the boat hoists. In addition, best management practices (BMPs) including storm drains and an oil/water separator would be installed. The new pavement elevations would be designed to drain stormwater away from Fish Harbor waters to be collected by the storm drain system for treatment in the proposed oil/water separator facility prior to discharge into Fish Harbor.

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

Phase 2

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

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

In Phase 2, approximately 16,000 cubic yards of material would be dredged to -22 feet MLLW (plus an additional 2-foot over-dredge allowance) to improve navigation for the upgraded facilities. As in Phase 1, the dredged material would be stored on a scow and treated by the cement stabilization method. As the treatment process is completed, the

material would be placed in a newly constructed CDF cell within the footprint of Phase 2. The CDF cell would be approximately 145 feet wide and would be up to 140 feet in length. Clean material would be imported to fill in any remaining space in the CDF, if necessary, bringing the upland area to the same elevation as the sealed steel sheet pile bulkhead/wall (12 feet MLLW). As in Phase 1, the sheet pile would be driven into the harbor bottom to a minimum depth of -47 feet MLLW.

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

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

Phase 3

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

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

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

1.5.2 Construction Schedule

Construction of the proposed Project is anticipated to commence in 2012 and last for approximately three years. The proposed Project would be constructed in three phases to allow ALBS to continue operating during the three year construction period. See Figure 1-4 for proposed Project components and phasing.

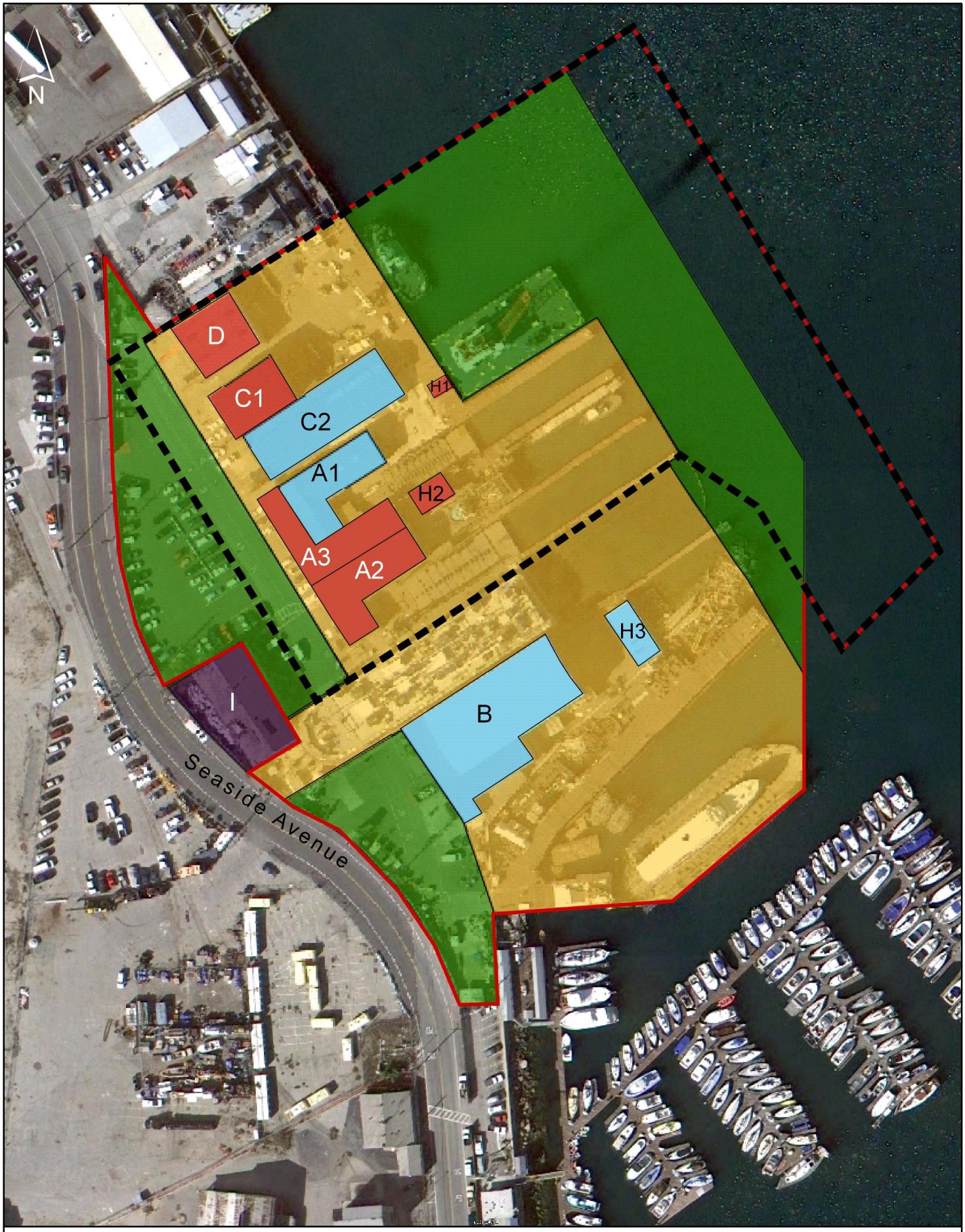
Phase 1 would last approximately one year, employing approximately 30 people. Phase 2 would last approximately six to ten months and would employ 30 people. Phase 3 would last approximately six months and would employ 20 people. Construction would take place on the site Monday through Friday (with some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

1.5.3 Project Operations

Operation of the proposed Project would occur under a new 30-year lease. The new lease term would begin in 2012. The new lease involves the entire ALBS facility. Refer to Figure 1-5, for proposed Project boundary in relation to the existing and proposed (future) lease.

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

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



Existing Lease
Area to be added to lease
Excluded
Project Boundary - Facility Improvements and Future Leasehold
Buildings to be demolished
Buildings to remain
Redevelopment Area

CDM Smith

Port of Los Angeles
Al Larson Boat Shop Improvement Project
Project Boundary and Lease Renewal
Element of Proposed Project
Figure 1-5

1.5.4 CEQA Baseline

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

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

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

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

1.6 Port of Los Angeles Environmental Initiatives

The LAHD is committed to managing resources and conducting Port developments and operations in an environmentally and fiscally responsible manner. The LAHD strives to improve the quality of life and minimize the impacts of its development and operations on the environment and surrounding communities. This is done 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 overall mission and goals associated with the Port and with those of its customers and the community. The following discussion includes details on a number of the programs and their goals.

1.6.1 Port Environmental Management Policy

The LAHD's Port Environmental Management Policy was approved by the Harbor Commission on August 27, 2003. The purposes of the Environmental Management Policy are to provide an introspective, organized approach to environmental management; further incorporate environmental considerations into day-to-day Port operations; and achieve continual environmental improvement. The Environmental Management Policy includes existing environmental initiatives for 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 Policy will encompass new initiatives such as the development of an Environmental Management System (EMS) with the Construction and Maintenance Division of the Port, and a Clean Marina Program. These programs are Portwide initiatives to reduce environmental pollution.

To ensure this policy is successfully implemented, the LAHD will develop and maintain an Environmental Management Program that will:

- Ensure that environmental policy is communicated to LAHD staff, its customers, and the community
- Ensure compliance with all applicable environmental laws and regulations
- Ensure that environmental considerations include feasible and cost-effective options for exceeding applicable regulatory requirements
- Define and establish environmental objectives, targets, and BMPs, and monitor performance
- Ensure that a Customer Outreach Program be maintained to address common environmental issues
- 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

1.6.2 Environmental Plans and Programs

The 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), the Water Resources Action Plan (WRAP), deepening the channels of the Port to accommodate larger and more efficient ships, converting the Port's fleet to electric, hybrid and alternative-fuel vehicles, and technology advancement program grants and incentives to demonstrate and encourage use of emissions reduction technology in port-related goods movement. All of these efforts ultimately reduce environmental effects.

The LAHD is committed to the spirit and intent of this policy and the laws, rules, and regulations, which give it foundation.

1.6.2.1 Clean Air Action Plan/Clean Air Action Plan Update

On November 26, 2006, the Harbor Commission, in conjunction with the Port of Long Beach Harbor Commission, approved the CAAP, a comprehensive strategy to cut air pollution and reduce health risks from Port-related air emissions. Through the CAAP, the San Pedro Bay Ports have established uniform air quality standards for the San Pedro Bay Port Complex. On November 22, 2010, the harbor commissioners from the Ports of Los Angeles and Long Beach approved the 2010 Clean Air Action Plan Update (CAAP Update). The CAAP Update essentially replaced the original CAAP, although the areas of focus for emission reductions remain the same. 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 CAAP Update is the San Pedro Bay Standards, which establish long-term goals for emissions and health-risk reductions for the ports. Also, the CAAP Update identifies milestone dates and forecasts potential emissions and reductions for the next five years, through the end of 2014. Finally, the CAAP Update is consistent with the Ports' pledge in the original CAAP that the plan would be updated periodically to make sure it remains current and forward-thinking. The San Pedro Bay Standards for 2014 include cutting port-related diesel particulate matter (DPM) emissions by 72 percent, NOx emissions by 22 percent, and SOx emissions by 93 percent below 2005 levels. By 2020, the San Pedro Bay Standards will reduce the population-weighted residential cancer risk of port-related DPM emissions by 85 percent in highly-impacted communities located near port sources. Finally, by 2023, the San Pedro Bay Standards require emission reductions of 77 percent for DPM, 59 percent for NOx, and 93 percent for SOx below 2005 levels.

The following list highlights some of the achievements that have been made as of the 2010 Update:

- Approximately 8,874 trucks in the Drayage Truck Registry (DTR) meet 2007 emission standards for both ports.
- 93 percent of truck trips are considered “clean” for both ports.
- There are approximately 853 natural gas fueled trucks in the DTR, nearly 8 percent of the container trips.
- Participation rates for the Clean Truck Program have exceeded the goals set forth in the original plan.
- As of August 2010, Port of Long Beach compliance with the Vessel Speed Reduction Incentive Program is 96 percent at 20 nautical miles and 74 percent at 40 nautical miles; Port of Los Angeles compliance is 91 percent at 20 nautical miles and 63 percent at 40 nautical miles.
- All diesel-powered Class 1 switcher and helper locomotives entering port facilities began using ultra-low sulfur diesel fuels after January 1, 2007.
- In 2008, 30 percent of cargo handling equipment (CHE) at the ports of Long Beach and Los Angeles were equipped with on-road engines which emit significantly less pollution compared to similar off-road engines.

Specific control measures directly relevant to the proposed Project are outlined below.

- Ocean Going Vehicles (OGV) Vessel Speed Reduction
- Reduction of At-Berth OGV Emissions
- OGV low sulfur fuel for auxiliary engines and auxiliary boilers
- OGV low sulfur fuel for main engines
- Cleaner OGV engines
- OGV engine emissions reduction technology improvements
- Performance standards for harbor craft
- Emissions inventory improvements

- Operational efficiency improvements initiatives

1.6.2.2 Water Resources Action Plan (WRAP)

Both the LAHD and Port of Long Beach 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. Therefore, the ports undertook a collaborative, scientific effort to address existing and potential sources of water and sediment pollution. Building on the collaborative model developed by the CAAP, the Port Complex under the WRAP will continue to work together and with other stakeholders to achieve further progress in water and sediment quality improvement. The WRAP establishes a program of water quality improvement measures necessary to achieve the goals and targets that will be established by the Los Angeles RWQCB in upcoming regulations. The WRAP targets the four basic types of potential sources of pollutants to harbor waters (land use discharges, on-water discharges, sediments and watershed discharges) and includes control measures zeroing in on known and potential sources of water and sediment contamination in the harbor area.

Provisions of the WRAP applicable to the proposed Project include the following:

Clean Marinas Program. To help protect water and air quality in the Harbor, the Port 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 could cause pollution or contaminate the environment. The program also includes several innovative clean water measures unique to the Port. The Clean Marinas Program features voluntary components and measures required through Port leases, CEQA mitigation requirements, or established federal, state, and local regulations.

Water Quality Monitoring. The Port 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 (DO), biological oxygen demand (BOD), 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.

1.6.2.3 Port of Los Angeles Sustainable Construction Guidelines

The Port of Los Angeles Sustainable Construction Guidelines was adopted in February 2008. The guidelines will be used to establish air emission criteria for inclusion in bid specifications for construction. The guidelines will reinforce and require sustainability

measures during performance of the contracts, balancing the need to protect the environment, be socially responsible, and provide for the economic development of the Port. Future resolutions are anticipated to expand the guidelines to cover other aspects of construction, as well as planning and design. These guidelines support the forthcoming Port Sustainability Program.

The intent of the Guidelines is to facilitate the integration of sustainable concepts and practices into all capital projects at the Port and to phase in the implementation of these procedures in a practical, yet aggressive, manner. These guidelines will be made a part of all construction specifications advertised for bids, and in the case of the proposed Project, made part of engineering permit conditions.

Significant features of these Guidelines include, but are not limited to:

- All ships and barges used primarily to deliver construction-related materials for LAHD construction contracts shall comply with the VSRP and use low-sulfur fuel within 40 nautical miles of Point Fermin.
- Harbor craft shall meet U.S. Environmental Protection Agency (USEPA) Tier-2 engine emission standards, and the requirement will be raised to USEPA Tier-3 engine emission standards by January 1, 2011.
- All dredging equipment shall be electric.
- On-road heavy-duty trucks shall comply with USEPA 2004 on-road emission standards for PM_{10} and NO_X and shall be equipped with a California Air Resources Board (CARB)-verified Level 3 device. Emission standards will be raised to USEPA 2007 on-road emission standards for PM_{10} and NO_X by January 1, 2012.
- Construction equipment (excluding on-road trucks, derrick barges, and harbor craft) shall meet Tier 2 emission off-road standards. The requirement will be raised to Tier 3 by January 1, 2012, and to Tier 4 by January 1, 2015. In addition, construction equipment shall be retrofitted with a CARB-certified Level 3 diesel emissions control device.
- Comply with South Coast Air Quality Management District (SCAQMD) Rule 403 regarding fugitive dust, and other fugitive dust control measures.
- Additional BMPs, based largely on Best Available Control Technology (BACT), will be required on construction equipment (including on-road trucks) to reduce air emissions further.

1.6.2.4 Other Environmental Programs

1.6.2.4.1 Air Quality

Greenhouse Gas Reduction. Under a December 2007 agreement with the Attorney General's office, the LAHD will conduct a comprehensive inventory of port-related greenhouse gas (GHG) emissions, tracking these emissions from their foreign sources to domestic distribution points throughout the United States. The LAHD will report this data annually to the California Climate Action Registry. The annual report will include emissions of all ships bound to and from the Port terminals, encompassing points of origin and destination; emissions of all rail transit to and from Port terminals, encompassing major rail cargo destination and distribution points in the United States;

and emissions of all truck transit to and from Port terminals, encompassing major truck destinations and distribution points. The Port-wide inventory will be conducted annually until Assembly Bill (AB) 32 regulations become effective.[6] Under the agreement, the LAHD will also construct at the Port a 10-megawatt photovoltaic solar system to offset approximately 17,000 metric tons of carbon dioxide equivalent annually. In addition to the agreement with the Attorney General, many of the environmental programs described in this section such as the Green Terminal Program, the Recycling Program, the Green Ports Program, and all of the air quality improvement programs described above, will serve to reduce GHG emissions.

1.6.2.4.2 Habitat Management and Endangered Species

California Least Tern Site Management. 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.

Interagency Biomitigation Team. As part the development of mitigation for the Deep-Draft Navigation Improvements, including the Pier 400 Landfill, the San Pedro Bay Port Complex helped establish an interagency mitigation team to evaluate and provide solutions for impacts of landfill and terminal construction on marine resources in the ports. The primary agencies involved include the USACE, the U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS), and the CDFG. A number of mitigation agreements have been established through this coordination, and it continues to meet as necessary to address environmental issues associated with Port development and operations.

1.6.2.4.3 General Port Environmental Programs

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 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. The LAHD incorporates a variety of innovative environmental ideas into the Ports construction projects. For example, when building an on-dock rail facility, the LAHD saved nearly $1 million and thousands of cubic yards of landfill space by recycling existing asphalt pavement instead of purchasing new pavement. The LAHD

[6] The California Global Warming Solutions Act of 2006, also known as AB 32, requires CARB to adopt regulations to require the reporting and verification of statewide GHG emissions and to monitor and enforce compliance with the program. In general, the bill requires CARB to reduce statewide GHG emissions to the equivalent of those in 1990 by 2020.

also maintains an annual contract to crush and recycle broken concrete and asphalt. In addition, the LAHD has successfully used recycled plastic products, such as fender piles and protective front-row piles, in many wharf construction projects.

1.6.3 Port of Los Angeles Leasing Policy

On February 1, 2006, the Harbor Commission 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. As required by the Port of Los Angeles Leasing Policy Directive Number 2, leases are required to include applicable Port environmental requirements that include but are not limited to: air emission controls; water, stormwater and sediment quality, trash management and recycling, lighting and noise control and facility appearance, hazardous material management requirements, facility restoration and decommissioning requirements, and CEQA mitigation measures and reporting requirements. Additional tenants are required to develop and Environmental Facilities Plan and environmental training requirements.

Specific emission-reducing provisions contained in the Leasing Policy are:

- Compliance with the VSRP;
- Use of clean Alternative Maritime Power (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 South Coast Air Basin boundaries;
- For all Cargo Handling Equipment purchases, adherence to one of the following performance standards:
    - Cleanest available NOx alternative-fueled engine, meeting 0.01 gram/brake horsepower-hour (g/bhp-hr) particulate matter (PM), available at time of purchase;
    - Cleanest available NOx diesel-fueled engine, meeting 0.01 g/chp-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 truck within terminal facilities.

Tenants may propose alternative measures as long as they have equivalent emission reductions.

1.6.4 Port Community Advisory Committee

The Port Community Advisory Committee (PCAC) was established in 2001 as a standing committee of the Harbor Commission. 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 Harbor Commission for such impacts;

- Review past, present, and future environmental documents in an open public process and make recommendations to the Harbor Commission to ensure that impacts to the communities are mitigated appropriately in accordance with federal and California law; and
- Provide a public forum and make recommendations to the Harbor Commission to assist the LAHD 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.

The role of the PCAC in Port environmental documents is described in Appendix B of the Draft EIR.

1.7 Changes to the Draft EIR

This section of the Final EIR discusses general changes and modifications that have been made to the Draft EIR. Actual changes to the text, organized by Draft EIR chapters and sections, can be found in Chapter 3, "Modifications to the Draft EIR," of this Final EIR. The changes to the Draft EIR are primarily editorial in nature and have been made for the purpose of correcting and clarifying information contained within the Draft EIR based on comments received from the public.

Changes noted in Chapter 3 are identified by text strikeout and underline. These changes are referenced in Chapter 2, "Responses to Comments," of this Final EIR, where applicable. The project description is presented above and summarized in the Executive Summary, incorporating the editorial changes noted in the Responses to Comments and other minor corrections.

The changes and clarifications presented in Chapter 3 were reviewed to determine whether or not they warranted recirculation of the Draft EIR prior to certification of the EIR according to Section 15088.5 (b) of the CEQA Guidelines. The changes would not result in any new significant environmental impacts or a substantial increase in the severity of an existing environmental effect. In response to public comments, changes and clarifications have been made throughout the Draft EIR.

This Final EIR provides the substantial evidence in the record to support the decision not to recirculate the Draft EIR. The above changes are consistent with the findings contained in the environmental impact categories in Chapter 3, "Environmental Analysis," of the Draft EIR, as amended. There would be no new or increased significant effects on the environment due to the proposed project changes, and no new alternatives have been identified that would reduce significant effects of the proposed Project. Therefore, the Draft EIR does not need to be recirculated, and the EIR can be certified without additional public review, consistent with PRC Section 21092.1 and CEQA Guidelines Section 15088.5.

1.8 References

1.8.1 Printed References

LAHD. 2006. *Port of Los Angeles Real Estate Leasing Policy.* Available at <http://www.portoflosangeles.org/Publications/POLA_Leasing_Policy_020106.pdf>. Last accessed September 2011.

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