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INTRODUCTION

1.1 Final EIS/EIR Organization

This chapter presents background and introductory information for the proposed Berths 136-147 Container Terminal Improvement Project (proposed Project), located in the north and eastern portions of the West Basin in the Port of Los Angeles (Port). Additionally, this chapter discusses general changes and modifications made to the Draft EIS/EIR, which are mostly editorial in nature.

Chapter 2, Responses to Comments, presents information regarding the distribution of, and comments on the Draft EIS/EIR, and the responses to these comments. Chapter 3 presents the modifications to the Draft EIS/EIR. This includes revisions to the Executive Summary, Introduction, Project Description, impacts analyses (Environmental and Cumulative), Comparison of Alternatives, Socioeconomics and Environmental Quality, Growth-Inducing Impacts, and Significant Irreversible Changes. There may also be revisions to sections such as References, List of Preparers, Acronyms and Abbreviations, and the Appendices.

This Final EIS/EIR has been prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 United States Code [USC] 4341 *et seq*.), and in conformance with the Council for Environmental Quality (CEQ) Guidelines and the USACE NEPA Implementing Regulations. The document also fulfills the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 *et seq*.), and the State CEQA Guidelines (California Administrative Code [CAC] 1500 *et seq*.). The USACE is the NEPA lead agency for this proposed Project, and the LAHD is the CEQA lead agency.

1.2 Project Background

1.2.1 Introduction and Project Overview

This section describes the proposed Project for the Berths 136-147 Container Terminal Project EIS/EIR. The Terminal is currently used, and is proposed to continue to be used, for container terminal operations. The proposed Project includes a 30-year lease renewal to the year 2038 and two phases of construction (2008-2015 and 2015-2025) designed to optimize container terminal operations within the Berths 136-147 area in the West Basin portion of the Port.

The proposed Project would include an expanded container terminal, deeper berths, longer and improved wharves, replacement of existing cranes, new terminal buildings and facilities, a new on-dock intermodal rail yard, a relocated Pier A rail yard, an improved Harry Bridges Boulevard, and a 30-acre buffer area adjacent to Harry Bridges Boulevard. Most of the improvements would occur on the 176 acres currently operated by TraPac (Figure 1-1). The proposed terminal expansion area is bounded by Harry Bridges Boulevard, the existing terminal, and the Pier A rail yard. Other proposed Project components would occur in the area between "C" Street and Harry Bridges Boulevard, and the area adjacent to Berths 200C – 200H. Additional detail on the proposed Project is provided in Section 1.2.4.2.

Major construction elements of the proposed Project include dredging to deepen the berthing areas; renovating 3,000 feet of wharf; constructing 705 feet of new wharf; redeveloping 57 acres of additional land into container terminal backlands; constructing a new on-dock rail yard and relocating the existing Pier A rail yard; and filling 10 acres of the Northwest Slip to create additional backlands and wharf. Additional details of proposed Project construction are provided in Section 1.2.4.4.

Six gantry (container) cranes that were on site during the baseline year would be replaced with five new cranes for a net loss of one gantry crane; seven other existing cranes would remain, resulting in a total of 12 gantry cranes at the new terminal instead of the 13 that were there during the baseline year. (This number reflects the baseline conditions existing in December of 2003. Two 50-gauge cranes along Berths 145 and 146 were removed in the spring of 2007.)

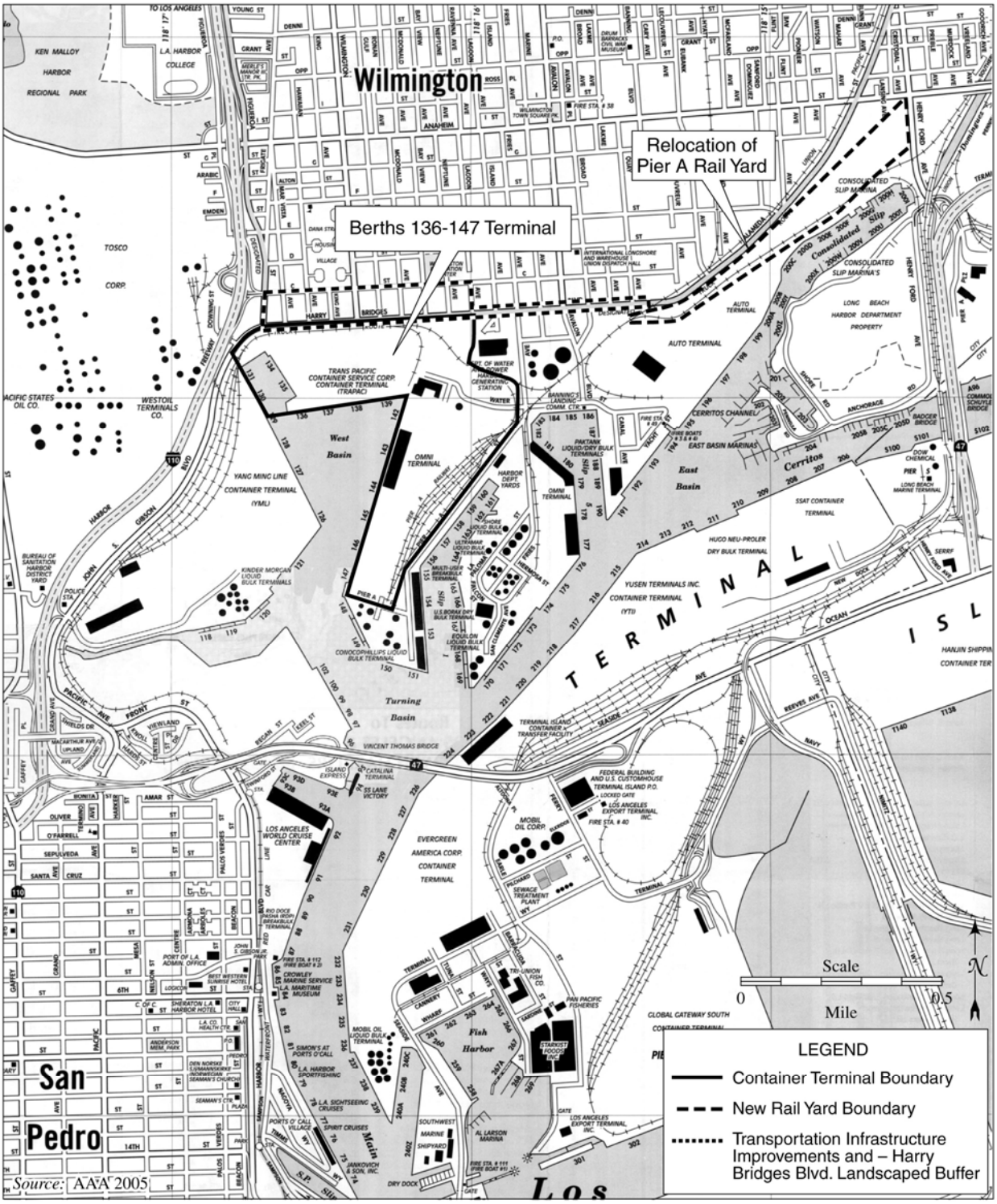


Figure 1-1. Project Vicinity

1.2.1.1 Project Throughput Comparison

Table 1-1 compares activity at the Berths 136-147 Container Terminal during the CEQA Baseline year (2003) and No Federal Action/NEPA Baseline years 2015 and 2038 to the activities of the proposed Project. General information on the CEQA and No Federal Action/NEPA Baselines is presented in Section 1.5.5 of the Draft EIS/EIR, and information specific to the proposed Project in Sections 2.6.1 and 2.6.2 of the same document. Modeling of the activity at the proposed Project site (see Section 1.1.3 of the Draft EIS/EIR for a description of throughput and capacity modeling) shows that cargo throughput would reach its maximum at year 2025 and would not increase from 2025 to 2038, the end of the 30-year lease period. Note that in 2003, although approximately 20 percent of the terminal's cargo entered or left the Los Angeles region by rail, Table 1-1 shows 0% of TEUs are transported by on-dock rail because the cargo had to be conveyed by trucks to off-site rail yards in Carson or East Los Angeles. Rail trips are shown for future conditions because the proposed Project would have an on-dock rail yard, which would eliminate that portion of local truck trips related to draying containers to rail yards.

Table 1-1. Project Throughput Comparison

	CEQA Baseline	*No Federal Action/ NEPA Baseline*		*Proposed Project*	
	2003	YEAR 2015	YEAR 2038*	YEAR 2015	YEAR 2038*
Terminal Acreage	176	233	233	233	243
TEUs per Acre	5,068	6,400	7,283	7500	9,831
Total annual TEUs	891,976	1,491,200	1,697,000	1,747,500	2,389,000
Annual Ship Calls	246	283	250	309	334
Daily Truck Trips	3,281	3,538	3,288	4,403	5,152
Annual Truck Trips**	1,197,589	1,291,247	1,200,205	1,607,093	1,880,401
Percent TEUs by Truck‡	50%	62%	51%	62%	63%
Annual Rail Trips†	731	925	1,351	1,085	1,434
Percent TEUs by Near-dock Rail	50%	1%	8%	6%	8%
Percent TEUs by On-dock Rail§	0%	37%	41%	32%	29%
Employee Estimates (including direct, indirect, and induced employees)	7,003	11,707	13,323	13,784	18,756

Note:
* Maximized at Year 2025
** Round trips. This includes truck trips carrying no containers, and therefore 0 TEUs.
‡ Calculation derived by subtracting the percentage of total annual TEUs transported by on- and near-dock rail trips from 100%. Assumes that all TEUs not transported by rail are transported by truck.
† Includes both on- and near-dock rail. CEQA Baseline figure is 100% near-dock as terminal has no on-dock facilities. Calculation extrapolated from annual TEU figures specified by Rail Master Plan. Assumes 330 containers per round trip and 1.85 TEUs per container.
§ Excludes near-dock rail. Annual TEU capacity of on-dock rail provided by Rail Master Plan.

1.2.1.2 Need for Additional Capacity

Section 1.1.3 of the Draft EIS/EIR described the forecasted cargo volumes for the Port through the year 2030. The capacity modeling showed that the capacity of the Port's terminals in that year, even with anticipated improvements in operational efficiency, as well as expansions and modernization, would be unable to accommodate the forecasted cargo demand. That analysis included the Berth 136-147 terminal as it would be improved by the proposed Project, in addition to improvements at the Port of Long Beach and other terminals in the Port of Los Angeles. It furthermore showed that all terminals in both ports are expected to be operating at maximum capacity, so that failure to expand the Berth 136-147 could not be compensated for those other terminals.

As illustrated in Figure 1-2, below, the demand for cargo throughput capacity at the Berths 136-147 terminal would continue to rise (see the line labeled "Mercer Demand"). Capacity (see the line labeled "JWD capacity") would also continue to rise, as a result of two factors: 1) increasing operational efficiency on the part of the terminal operator, and 2) physical improvements to the terminal facilities accomplished under the proposed Project or alternatives. The capacity line in Figure 1-2 is based upon the proposed Project; other alternatives would produce different lines. As Figure 1-2 shows, even with the improvements related to the proposed Project, the capacity of the Berths 136-147 Terminal is expected to fall short of demand in approximately 2020, and would reach a maximum in approximately 2025.

1.2.2 Existing Conditions

1.2.2.1 Regional Context

The Port is composed of 45 km (28 miles) of waterfront, approximately 300 commercial berths, and 3,035 hectares (7,500 acres) of land and water. The Port includes automobile, container, omni, lumber, and cruise ship terminals; liquid and dry bulk terminals; and 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.

1.2.2.2 Project Setting

The proposed Project area is located within the West Basin in the Wilmington and San Pedro Districts of the Port, approximately 32 kilometers (km) (20 miles) south of downtown Los Angeles and immediately south of the Wilmington Community (Figure 1-1). The West Basin is used primarily for containerized cargo operations at Berths 97-109 (China Shipping Terminal), Berths 121-131 (Yang Ming Terminal), and Berths 136-147 (TraPac Terminal). Other uses in the West Basin include liquid bulk operations at Berths 150-151 and an intermodal rail yard at Berths 121-131 that currently serves rail movements from the Yang Ming and China Shipping Terminals.

Additionally, the Pier A rail yard adjacent to Berths 156–160 is used for switching purposes.

1.2.2.3 Project Site and Surrounding Uses

The Berths 136-147 Terminal is roughly bordered by Harry Bridges Boulevard on the north; by Slip 1, Neptune Avenue, Water Street, and Fries Avenue on the east; by the Turning Basin to the south, and by the terminal at Berths 118-131 to the west. Berths 136-147 currently operate as a single container terminal with a combined area of 176 acres and total berth length of 2,775 feet. Berths 136-139 occupy the northern-central West Basin, and Berths 142-147 occupy most of the eastern portion of the West Basin. The Pier A rail yard, a classification (switching) yard, is located in the southeast portion of the proposed Project area, adjacent to Berths 154-160. The existing terminal has no direct rail access; containers are drayed to and from off-site intermodal facilities or transported directly to destinations in the Los Angeles area.

Existing equipment and facilities on the container terminal portion of the proposed Project site included thirteen shoreside cranes along the south- and west-facing wharves in the 2003 baseline year, along with mobile equipment used to handle containers, a 28,000-square-foot maintenance shop, several small buildings, and surface parking. Two of the cranes were removed in the spring of 2007. Most of the site consists of paved backlands used for storage of cargo containers.

Surrounding land uses include the community of Wilmington adjacent to and north of the Port, and heavy port industries to the east and west. Wilmington is a predominantly residential community, but also contains community and commercial uses.

1.2.2.4 Historic Use of Project Site

The proposed Project site was created in the 1920s by dredging and filling and has been intensively used for various Port activities since then. In 1927, the Western Oil and Refining Company constructed a marine oil terminal at Berth 128 on the western side of the basin. The eastern shore was the site of the next development, with completion in 1932 of a passenger/cargo terminal and wharf at Berths 145-146. Over the next six years, development in the basin included Pan Pacific Piling and Construction Company at Berth 140, the Coos Bay Lumber terminal at Berth 129, and the United Fruit Banana Terminal at Berth 147. In 1935, the United Fruit Company designed a new state-of-the-art fruit terminal at Berth 147.

The northern shore of the basin remained undeveloped until World War II, when a shipyard was developed along the western and northern edge of the basin, displacing the lumber and oil operations. After the war, most of the shipyard was decommissioned, although some residual activity remained for a time in the northwest portion of the basin (the Northwest Slip). New wharfs and break-bulk cargo sheds were built along the northern (Berths 136-139) and eastern (Berths 143-

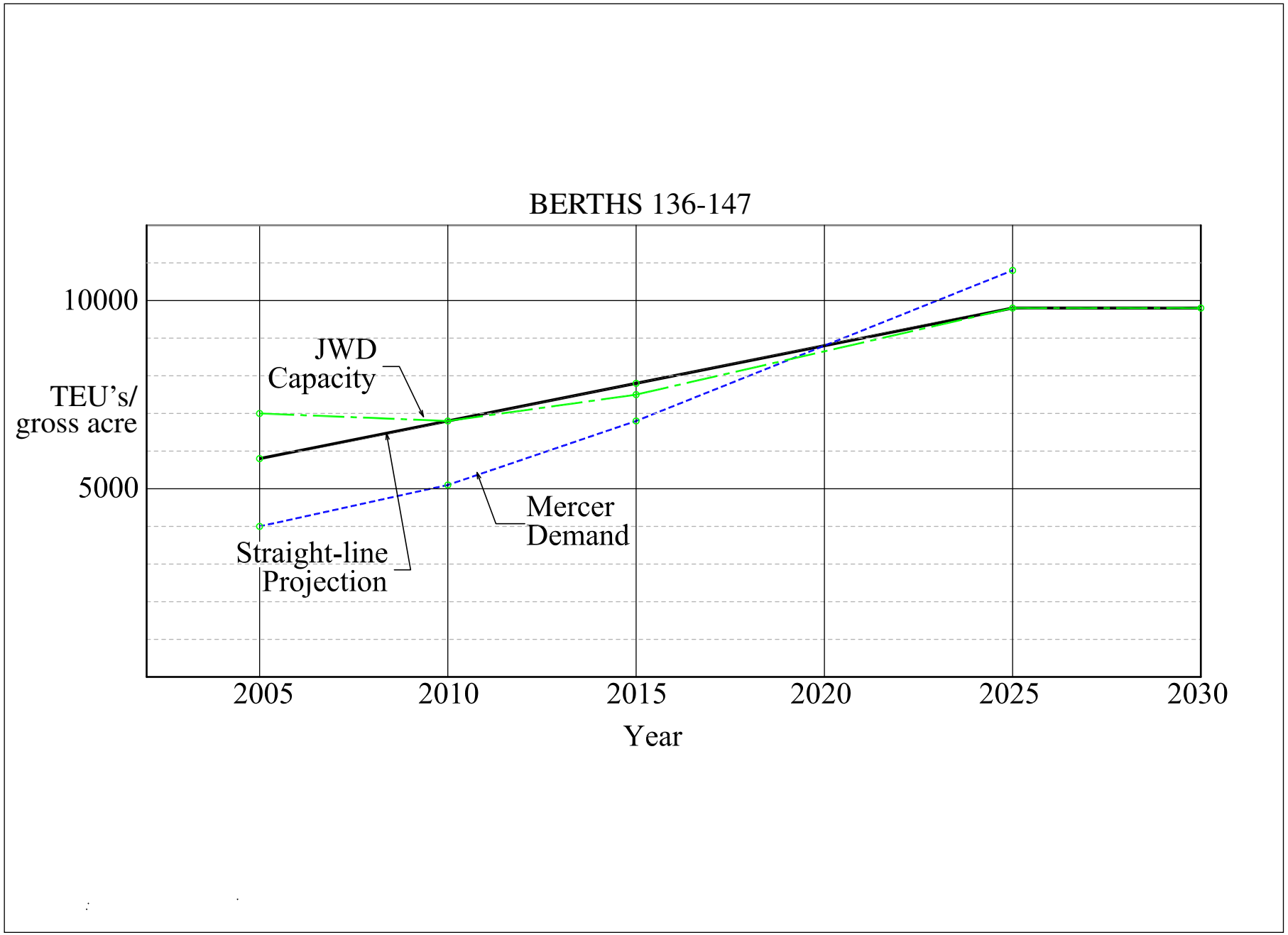


Figure 1-2. West Basin Terminals Throughput Projections

144) edge of the basin in the 1960s. In 1973, a container terminal on the west portion of the basin (Berths 128-131) began operation. By 1987, the shed on the northern shore of the basin had been removed and the TraPac Container Terminal began operations at Berths 136-139.

The area of the proposed on-dock rail yard is presently the Pier A rail yard, which serves as Pacific Harbor Railroad's (PHL) operations base. PHL is a short-line rail operator currently serving both the Port of Los Angeles and the Port of Long Beach. This base serves as a classification yard, crew on-duty point, and locomotive service facility. PHL's facility would be relocated approximately one mile northeast to a site north of Berths 200A through H. That site has been used, and would still be used, as a transfer yard. The Pier A rail yard receives rail cars of non-containerized cargo from various points, including BNSF's Watson Rail Yard in Wilmington. The proposed Project would not result in an increase in rail movements to the relocated Pier A rail yard.

The 30-acre parcel that is to be developed as a landscaped area between the community and Port industrial activities was historically an area of commercial and light industry uses. These included industrial and lumber yards, a junk yard, an environmental recycler, a taxicab company, commercial buildings, trucking companies, a filling station, warehouses, a bar, and residences. Beginning in 2001, the Port purchased these properties, through either negotiation or condemnation, and conducted soil remediation; the assembled parcels are currently vacant except for the State Fish Company, which would continue to operate at its existing location.

1.2.3 Project Purpose

LAHD operates the Port under legal mandates under the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601) and the Coastal Act (PRC Div 20 S30700 et seq.), which identify the Port and its facilities as a primary economic/coastal resource of the State and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries and harbor operations. According to the Tidelands Trust, Port-related activities should be water dependent and should give highest priority to navigation, shipping and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce.

The overall purpose of the proposed Project is to increase and improve the cargo-handling efficiency and capacity of the Port at Berths 136-147 in the West Basin to address the need to optimize Port lands and terminals for current and future containerized cargo handling. The proposed Project seeks to do this by improving facilities and expanding the existing operating 176-acre marine terminal at Berths 136-147.

1.2.4 Proposed Project

1.2.4.1 Project Summary

1.2.4.1.1 General Overview

The proposed Project (Figures 1-3 and 1-4; Table 1-2) consists of expanding the Berths 136-147 Terminal by 57 acres, from 176 to 233 acres, by 2015 (Phase I of the proposed Project), and by an additional 10 acres, to 243 acres, by 2025 (Phase II); constructing an intermodal rail facility in the terminal; and constructing a 30-acre buffer area at the northern boundary of the terminal. The proposed Project also includes replacing existing cranes, dredging deeper berthing areas, filling to create 10 acres of new land, reconstructing existing wharves, and constructing 1,105 feet of new wharves. The increased terminal acreage and new wharves would increase the amount of cargo that could be handled.

The terminal operator would be granted a 30-year lease, lasting until 2038. The Project site and associated facilities would continue to operate as a marine terminal for containerized cargo for the life of the lease, as summarized in Table 1-2. The terminal operator would be required to comply with all laws and regulations, including environmental controls that are not part of the current lease. Those controls would be imposed pursuant to the Port Environmental Policy, Clean Air Action Plan, and the Port of Los Angeles Real Estate Leasing Policy (LAHD 2006; Section 1.3), and would include emissions standards for terminal equipment; vessel speed reduction and fuel requirements; AMP for a proportion of marine vessels; clean truck requirements; and other environmental measures unrelated to air quality, such as storm water management.

As Table 1-2 shows, annual ship calls are not directly proportional to terminal acreage or TEU throughput. For example, ship calls would actually decrease over time under the No Federal Action/NEPA Baseline, yet throughput would increase because of changes in vessel size and deployment patterns. This analysis assumes, consistent with the "Forecast of Container Vessel Specifications and Port Calls within San Pedro Bay" (Ports of Los Angeles and Long Beach 2006), that the ships would increase in size from the current average of 5,000 TEU as more vessels of 10,000 TEUs and even larger enter service, thereby transporting more containers via fewer ships. Additionally, shipping companies often deploy and sail vessels even if not completely full in order to adhere to prearranged schedules. This topic is covered further in Section 1.1.3 of the Draft EIS/EIR.

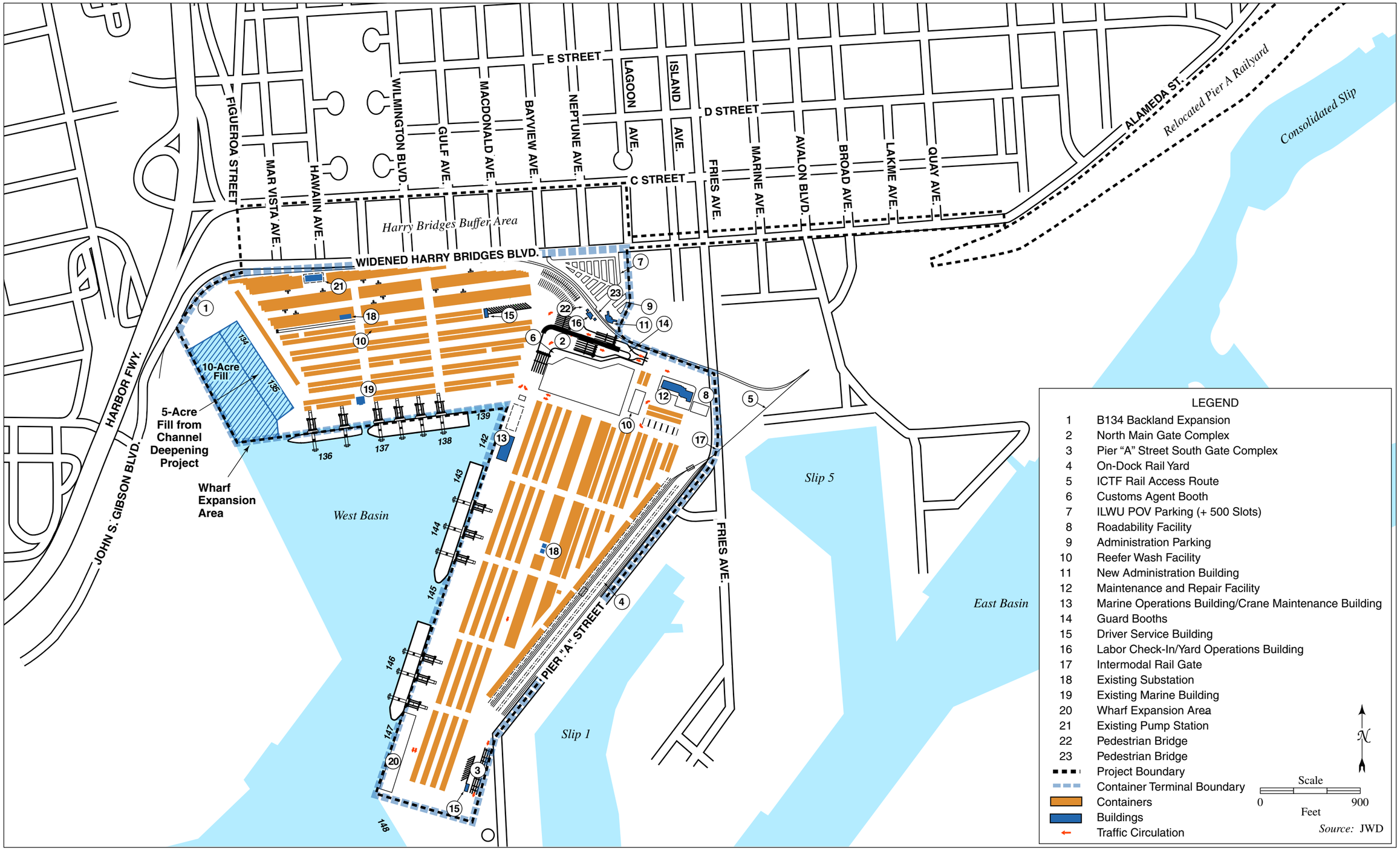


Figure 1-3. Proposed Project Layout (Conceptual)

Figure 1-4. Location of Project Components

Table 1-2. Project Summary Matrix

Berths 136-147	*CEQA Baseline*	*No Federal Action NEPA Baseline*		*Proposed Project*	
	2003	YEAR 2015	YEAR 2038*	YEAR 2015	YEAR 2038*
OPERATIONS					
Gross Acres	176	233	233	233	243
Annual Ship Calls	246	283	250	309	334
Annual TEUs	891,976	1,491,200	1,697,000	1,747,500	2,389,000
Number of Cranes	13#	11	11	12	12
Annual Truck Trips	1,197,589	1,291,247	1,200,205	1,607,093	1,880,401
Annual Rail Trips	731	925	1,351	1,085	1,434
Total Number of Access Gates	3	2	2	2	2
CONSTRUCTION					
Fill into Waters of U.S. (cubic yards)	0	0	0	0	800,000
Dredging (cubic yards)	0	0	0	295,000	3,000
Length of New Wharf**	0	0	0	705	400
Length of Seismic Retrofit Wharf**	0	0	0	3,000	0

Note: * Maximized at Year 2025
** Linear feet
# This number reflects the baseline conditions existing in December of 2003. Two 50-gauge cranes along Berths 145 and 146 were removed in the spring of 2007.

1.2.4.1.2 Project History

TraPac, an existing tenant at the Port, currently operates the container terminal at Berths 136-147. TraPac entered into a lease with the Port on January 7, 1985; the lease expired in 2002 and the tenant has been on holdover since that time. This terminal was included in the West Basin Container Terminal EIR (LAHD 1997a), and some improvements to the wharf were constructed based on that assessment. The Port has begun Term Sheet negotiations with TraPac in regards to this proposed Project/new lease but has not entered into any agreements. Under the Port's Leasing Policy, term sheets contain tentative points of agreement that are non-binding on the Port and the tenant, describing overall project parameters and compensation information recommended for negotiation. If the proposed Project or an alternative is approved, a new lease incorporating the terms of the approval would be negotiated with the tenant.

The Harry Bridges Buffer Area has a more complicated history. Prior to 2004, the proposed Harry Bridges Buffer Area was proposed to become a 25-acre container storage/backlands expansion area for the Berths 136-147 Container Terminal Redevelopment Plan. As part of this expansion, Harry Bridges Boulevard was to be realigned north to C Street, and a 20-foot-high sound wall was to be constructed along the north edge of the realigned boulevard (LAHD 1994). In preparation for this use, the Port acquired most of the properties in the area, either through negotiation or condemnation, and conducted required remediation activities at a cost

of approximately $45 million. Based on community opposition and the growing recognition of the land use conflict of having a heavy industry use immediately adjacent to residential areas, the project was eventually modified to realign Harry Bridges Boulevard in its existing location and develop 25 of the acquired acres as open-space buffer (SMWM 2004). Recently, five additional acres were dedicated to the open-space buffer for a total of 30 acres. These proposed Project changes were reflected in the Supplemental Notice of Preparation for this EIR (LAHD 2006).

Throughout 2006, the Port and its consultants, in a collaborative public planning process with the Wilmington Waterfront Subcommittee of the Port Community Advisory Committee (PCAC), worked on a conceptual design for the buffer area. During the public planning process with the community, three alternative designs for the buffer area, each including elements of the current concept, were produced and evaluated. The concept being carried forward as an element of the Berth 136-147 Container Terminal Project was identified by the Port, with support from the Subcommittee, on December 5, 2006, and ratified by the full PCAC on January 16, 2007.

Improvement of the Harry Bridges Buffer Area has been included in various past and current area planning efforts, notably the Wilmington Waterfront Development Program (LAHD and PCAC 2004). That Program is the result of efforts by the Port Community Advisory Committee (PCAC), the PCAC Wilmington Waterfront Development Subcommittee, and the City of Los Angeles Harbor Department. The Program identifies a number of goals, objectives, and implementation strategies for the Wilmington Waterfront area, and contemplates two separate and independent projects: 1) the Harry Bridges Buffer Area, which is intended to provide a physical space between the Wilmington community and the Port of Los Angeles; and 2) the Avalon Boulevard Corridor development, which is intended to provide waterfront access and commercial development opportunities for Wilmington. The two projects are at different stages of planning and development and do not rely on each other for implementation.

The Harry Bridges Buffer Area is being pursued as an element of the Berths 137-146 Container Terminal Project because of its planning and land acquisition history as an element of that project. As redesigned in response to community input, it would provide an open space buffer between that terminal and the community. Approval and implementation (or disapproval) of the Harry Bridges Buffer Area component of this proposed Project would occur separately from the Wilmington Waterfront Development Program and is not contingent upon approval of any other project under that Program.

Development of the Avalon Boulevard Corridor immediately southeast of the Harry Bridges Buffer Area is a plan for an adjacent area and the subject of its own environmental assessment. The improvements proposed in that project would provide additional public access and maritime-related development activities at the Wilmington waterfront. Construction of the Harry Bridges Buffer Area, if approved, would proceed independent of future decisions for development of the Avalon Boulevard Corridor.

1.2.4.2 Project Elements

Key elements of the proposed Project include backlands development, improvements to the terminal gates, new and reconstructed wharf facilities, dredging and landfill, on-dock rail, relocation of an existing rail yard, and a buffer area between the community and the terminal.

1.2.4.2.1 Expanded/Reconfigured Backlands and New Buildings

Phase I development would include adding 57 acres to the terminal for expanded container storage and an on-dock rail yard through 1) the redevelopment of 52 acres of existing land within the proposed Project area and 2) the development of 5 acres of fill in the Northwest Slip. Part of the existing land is vacant, part is underutilized by current uses, and part is occupied by the Pier A rail yard, which would be relocated.

The creation of the 5-acre fill is a separate project being analyzed as part of the Channel Deepening Project SEIS/EIR (USACE and LAHD in preparation). The 5 acres of new land would allow realignment of the wharf roadway at Berths 136-139 in the Northwest Slip, which in turn would facilitate safer and more efficient truck and equipment movement on the wharf. The current configuration requires trucks and other container handling equipment to make a 180-degree turn to exit the wharf area, which raises safety concerns and causes traffic delays. The additional area would also allow additional wheeled operations to occur for container storage and handling instead of a stacked Rubber-Tired Gantry (RTG) operation (see Section 1.1.2 of the Draft EIS/EIR).

The existing main guard station, administration building, reefer wash facility, maintenance and repair and roadability facility, longshore restroom, yard operations building, and Pacific Harbor Line office would all be demolished and replaced by new buildings (Figure 1-3). The terminal would have two new truck gates, one at the northeast corner of the terminal and the other at the south end of the terminal; the existing gate would be removed. A new 500-space parking lot would be constructed in the northeast corner of the site (Figure 1-3). The lot would be used by International Longshore and Warehouse Union (ILWU) workers. A pedestrian under- or overpass would connect the parking lot to the operating container terminal. Existing paving throughout the terminal would be rehabilitated or replaced, as necessary.

Phase II of the proposed Project would add 10 acres of backland at Berth 134 for container terminal use by filling in the remaining 10 acres of the Northwest Slip not filled by the Channel Deepening Project (Figure 1-3). Note that if the 5-acre fill is not permitted through the Channel Deepening Project then the 10-acre fill would not be built in Phase II and the proposed Project would resemble the Reduced Fill Alternative (see Section ES.6.2.2).

The terminal would be served by existing utilities (water, sewer, electrical, storm drain, lighting) except in the case of the 15 acres of created land, on which new utilities would be installed. Existing utilities would have to be relocated to serve the new buildings and terminal configuration, and additional electrical facilities constructed to support Alternative Maritime Power (AMP) (see Section 1.2.4.2.3).

The new storm drain system on the new land would be sized to accommodate the 10-year storm event and would include the installation of pollution control structures as required by the Los Angeles County Standard Urban Stormwater Mitigation Plan (LADWP 2002). Such structures may include catch basins and filter-type inserts to trap particulate matter and oil and grease.

1.2.4.2.2 Deeper Vessel Berths

The waters adjacent to Berths 144-147 would be deepened by dredging to match the planned –53-foot (mean lower low water [(MLLW)]) channel depth that is expected to be achieved by the Channel Deepening Project. Approximately 265,000 cubic yards of sediments would be dredged from Berths 144-147 and disposed of as described in Section 1.2.4.4.1.

1.2.4.2.3 New and Reconstructed Wharf Facilities

The existing concrete wharves at Berths 136-139 and 145-146 (approximately 2,900 feet of wharf) would be upgraded to meet current seismic standards, and the existing timber wharf at Berth 147 would be replaced by a new, 705-foot concrete wharf (78,135 square feet). In Phase II, a new 400-foot (44,332 square feet) extension of the Berth 136 - 138 wharf into Berth 134, along the south edge of the 10-acre landfill in the Northwest Slip (see Section 1.2.4.4.2) would be constructed. The wharf upgrades would involve dredging approximately 30,000 cubic yards of sediments from the West Basin (in addition to the 265,000 cy above). All berths would be equipped with shore power capability to allow the use of AMP for vessels calling at the terminal (see Section 1.6.2.3 of the Draft EIS/EIR).

In addition to the new wharves, the proposed Project would include new wharfside gantry cranes. There were 13 cranes at the terminal in 2003. Two of the 100-gauge cranes along Berths 136-139 have been removed; these would be replaced by one new 100-gauge crane as part of the Project. In addition, two 100-gauge cranes and two 50-gauge cranes at Berths 144-147 would be replaced by four new 100-gauge cranes. This would result in a total of 12 cranes at the container terminal (one less than present in the baseline year of 2003), all of which would be electric powered.

As part of the China Shipping Settlement, the Port of Los Angeles has investigated the use of low-profile cranes for container terminals to reduce the overall height of container cranes, thereby reducing some potential aesthetic effects of the taller standard A-frame cranes. Low-profile cranes utilize a boom that moves horizontally, rather than up or down, to access different areas of the container ships. Because of this, they have a lower profile (total height of approximately 175 feet) than A-frame cranes at rest (approximately 280 feet). The Port's investigation found low-profile cranes to be infeasible under CEQA Guidelines Section 15126.4(a) due to economic and productivity considerations. Low-profile cranes are somewhat shorter than the standard A-frame cranes but are more bulky at the base. They were not found to reduce overall aesthetic impacts and they were found to cost significantly more than standard A-frame cranes. Because of this expense combined with the relatively small reductions in visual impacts, low-profile cranes are not considered to be feasible

mitigation measures. Additionally, low-profile cranes are associated with safety issues because they are much heavier than standard A-frame cranes.

Mobile cranes, such as those manufactured by Leberer, are mounted on mobile, rubber-tired units that can be moved along the wharf. The crane itself is a single arm that is operated from the base of the unit and is kept vertical through counterbalancing and hydraulic feet. From a visual perspective, the crane takes up a very narrow aerial space and could be lowered when not in use. The cranes are typically used in terminals that handle a diversified cargo or in situations where A-frame cranes are not available. The cranes are not considered feasible for use at Port container terminals because they are much less efficient, in terms of number of containers moved per hour, as compared to A-frame cranes for this specialized use. To achieve economically acceptable rates of container transfer, several mobile cranes would need to operate in place of one A-frame crane in a coordinated fashion such that there would be no physical contact between crane arms when transferring containers to and from the ship. Even in these situations, it is unlikely that these cranes could achieve the handling rates of A-frame cranes, which are specifically designed for container operations. There are no major container terminals in the world that rely on mobile cranes as the primary means for loading and unloading containers from newer-generation container ships.

1.2.4.2.4 New and Relocated Rail Facilities

On-Dock Rail Yard. The proposed Project includes an on-dock rail yard (Figure 1-3) to be constructed where the Pier A rail yard is presently located (along the eastern edge of the existing terminal; Figures 1-1 and 1-4). The rail yard would require approximately 10 acres of land and would consist of a container staging area and six working tracks totaling approximately 16,200 feet. The rail yard would connect via lead tracks to the Alameda Corridor. The facility could load and unload up to four trains per day.

Relocated Pier A Rail Yard. The Pacific Harbor Line's (PHL) Pier A rail yard would be relocated to a 70-acre area northeast of the existing terminal, between the Consolidated Slip and Alameda Street (Figure 1-5), that is currently being used as a rail transfer facility. PHL would continue its operations out of the relocated rail yard. The new rail yard (Figure 1-5) would include 46 tracks totaling 125,630 feet of track, a locomotive service facility; a small yard office (8,000 square feet) with change areas, toilets, and showers; a track and material storage area; and 30 parking spaces for employees. The locomotive service facility would include a 5,000-square-foot diesel service shed and inspection pits, a sanding building with storage and compressed air, and a 1,000-square-foot maintenance shed.

1.2.4.2.5 Harry Bridges Boulevard and Buffer Area

Harry Bridges Boulevard would be widened and a 30-acre buffer area would be constructed between Harry Bridges Boulevard and "C" Street, from Figueroa Street to Lagoon Avenue, on vacant, Port-owned property (Figure 1-6). The north-south streets within this area and their intersections with Harry Bridges Boulevard would be removed, with the exception of King Avenue, which would remain open. The existing State Fish Company and Harpur's Marine buildings would remain, the former being within the perimeter of the proposed buffer area and the latter at its east edge. The State Fish driveway/loading area would be at least partially screened from public use areas with plantings. The southern edge of the area, adjacent to the reconstructed boulevard, would include enough space for a future extension of the Red Car Line, so that if the (separate) development is ultimately approved a right of way would be available. Space would also be available for a contemplated extension of the California Trail, although the trail itself is not a component of the proposed Harry Bridges Buffer Area.

The topography would consist of a low berm (to a maximum of 16 feet) along the northern edge of the proposed Project and gentle grades; landscaping would include grass, trees (approximately 500 are proposed), and other plant material, as well as paths, benches, hardscaping, water features, pedestrian bridges, restrooms, a playground, and incidental architectural structures. The open space would serve public gatherings, community events, informal play, sitting, and promenading. Along the north side of the east end of the area there would be open fields for informal recreation, pick-up games, and family events. There would be no areas in the buffer that would be dedicated to the exclusive use of organized sports teams. All open areas in the Harry Bridges Buffer Area will be available to any user, consistent with the trust grants and the public trust doctrine. Two simulated perspectives of the Harry Bridges Buffer Area are shown in Figure 1-7. Views of design features from other developments that may be incorporated into the Harry Bridges Buffer Area design are shown in Figures 1-8 and 1-9.

1.2.4.2.6 Terminal Operations

The completed Berths 136-147 Terminal could handle a maximum of approximately 2,389,000 TEUs (1,277,540 containers) per year. That maximum capacity is expected to be reached by 2025 (Table 1-2).

Marine Terminal Operations. The operation of container vessels, their loading and unloading, and the handling of containers in the terminal are described in Section 1.1.2 of the Draft EIS/EIR. A total of four vessels could be berthed at the terminal at any one time, but the more usual case would be two vessels at berth. At maximum capacity, the terminal would experience approximately 334 vessel calls per year by 2025.

A proportion of the vessels calling at the Berths 136-147 Terminal would use AMP while at berth; that requirement would be phased in over time as described in Section 3.2.4.4 of the Draft EIS/EIR. AMP allows vessels to turn off their diesel auxiliary generators and support hoteling needs with shoreside electrical power. Vessels not

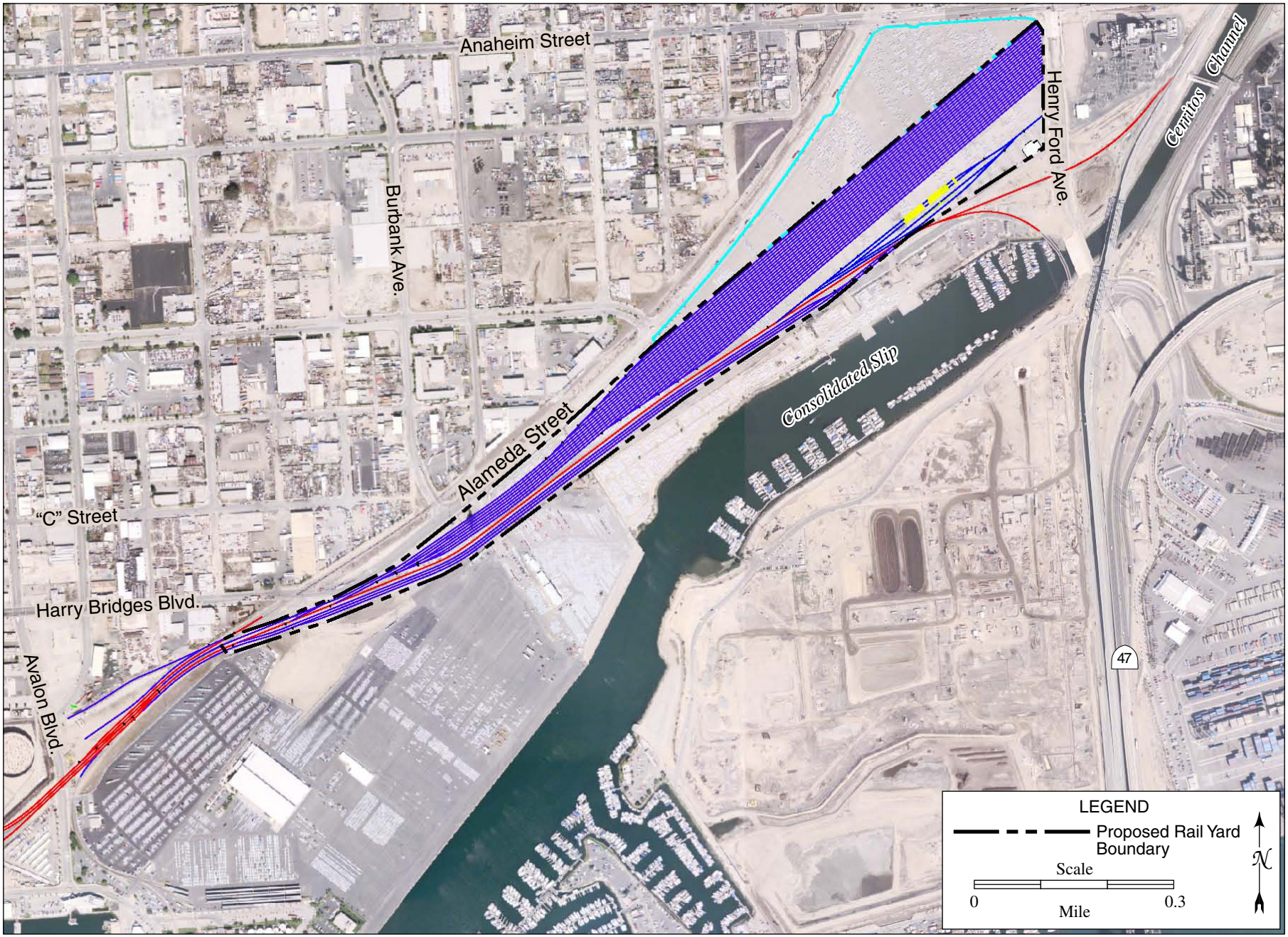


Figure 1-5. Relocation of Pier A Rail Yard

Figure 1-6. Harry Bridges Buffer Area and Conceptual Design Elements

EVENT LAWN

EL PASEO

PROMENADE

SCULPTURE GARDEN

PICNIC SLOPE

GREAT MOUND

ADVENTURE PLAYGROUND

SPLASH FOUNTAIN

SEPTEMBER 14, 2006

SASAKI

Figure 1-7. Design Elements From Other Developments to be Used in the Buffer Area

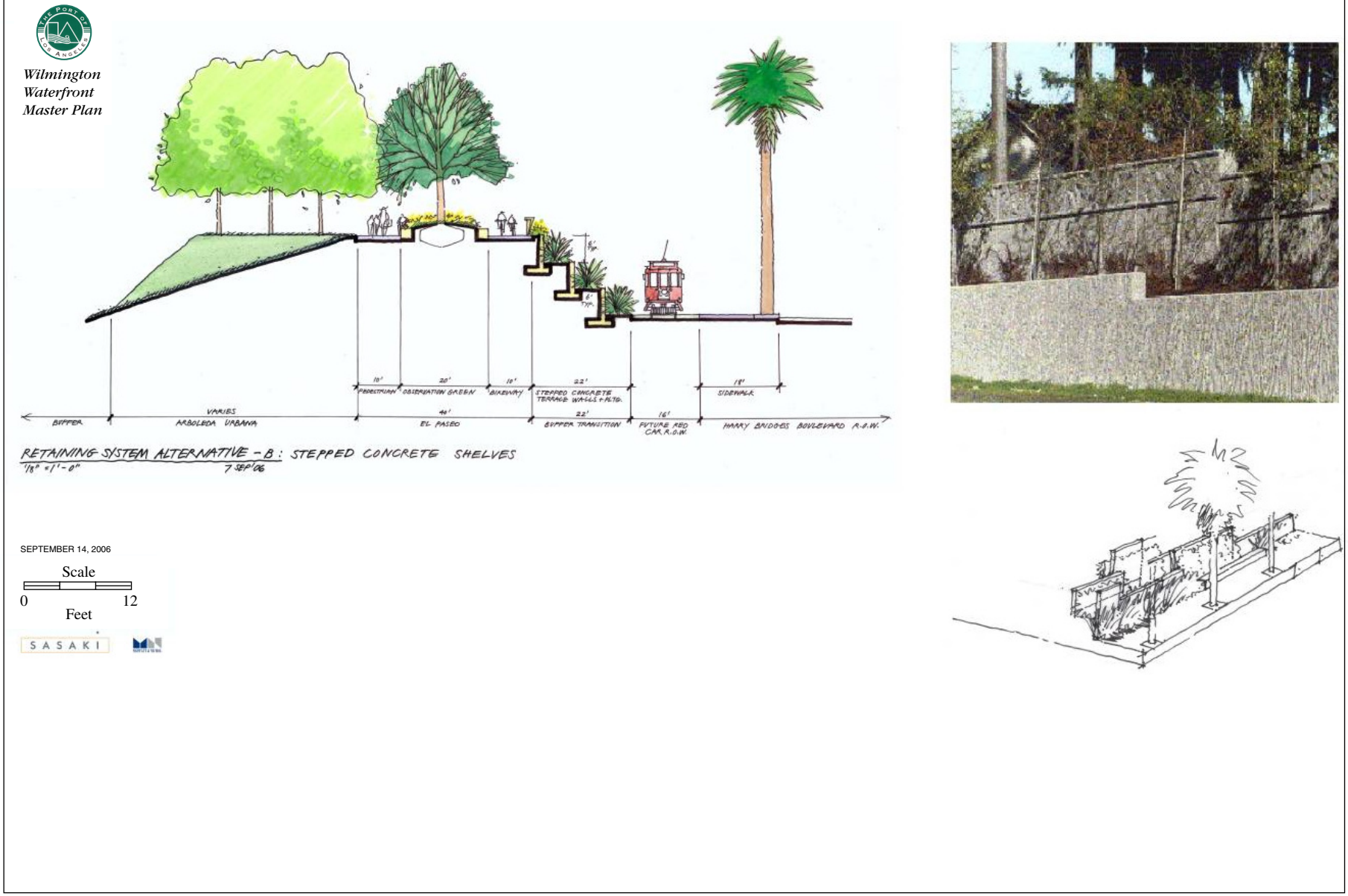
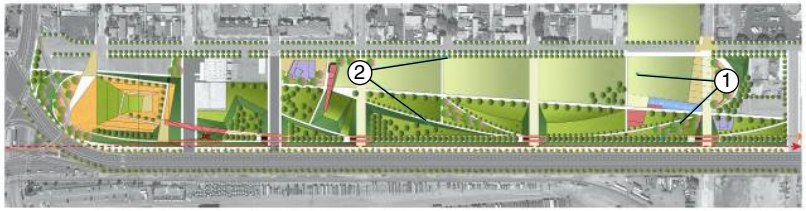


Figure 1-8. North-South Cross-Section of the Buffer Area and Stepped Concrete Walls

Wilmington
Waterfront
Master Plan



KEY MAP

VIEW 1

VIEW 2

SEPTEMBER 14, 2006

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Figure 1-9. Simulated Perspectives of the Buffer Area

capable of using AMP would be required to use low-sulfur fuel (0.2 percent or less) in their generators and boilers while in the port area, and all vessels would be required to use low-sulfur fuel in their main engines within 40 nautical miles of Point Fermin; those requirements would likewise be phased in over time, as described in Section 3.2.4.4 of the Draft EIS/EIR.

Truck Operations. By 2025, when the throughput is expected to reach the terminal's maximum capacity, the Berths 136-147 Terminal would generate approximately 5,152 daily truck trips (Table 1-1). Those trips would include local cargo (principally Southern California but including Northern California, Arizona, Nevada, and Utah), national cargo hauled entirely by truck, and intermodal cargo bound for or coming from farther east.

The intermodal component would consist of containers that could not be accommodated by the terminal's on-dock rail yard. Trucks would haul those containers on public highways to and from off-site rail yards, including the Union Pacific's Carson ICTF, the Burlington Northern Santa Fe's Hobart Yard in Vernon, and the Union Pacific's East Los Angeles Yard.

Non-intermodal cargo, both local and national, would be hauled to and from the terminal gates by trucks. As rail use increases over time, the proportion of cargo hauled by truck would decrease, but terminal planners estimate that in 2025 and thereafter, approximately 70 percent of the terminal's cargo (approximately 4,500 truck trips per day) would move by truck at least as far as an off-site rail yard.

Rail Operations.

Rail operations at on-dock rail yards involve a number of entities. The terminal operator moves containers to and from the on-dock facility. Containers are off-loaded and loaded directly from and onto trains. Railcars are then coupled with other cars traveling to the same destination. The coupled railcars are called a unit train. These unit trains are usually built by Pacific Harbor Line (PHL).

PHL is a third-party, independent rail company that provides rail transportation, yard switching, maintenance and dispatching services to the San Pedro Bay Ports. PHL manages all rail dispatching and switching functions at the on-dock rail yards at the two ports, including:

- Scheduling and overseeing all train movements;
- Organizing railroad cars carrying containers of imported goods and switching them onto various tracks to form unit trains; and
- Breaking down unit trains arriving at the ports, switching railroad cars onto various tracks and distributing them to nine marine terminals where containers are loaded onto ships for export.

The Port is served by two Class 1 railroads, Burlington Northern Santa Fe (BNSF) and Union Pacific (UP), often referred to the main line or line haul rail companies. After PHL has built a unit train, BNSF or UP will hook up their line-haul locomotive(s) to the train and pull the train out of the on-dock rail yard on to the

Main-line tracks to the eventual destination. PHL locomotives will occasionally pull portions of a unit train out of the on-dock facility to one of the near dock ICTFs. A loaded double-stack train is typically pulled by three or four line-haul locomotives, although, if Pacific Harbor Lines (PHL) pulls the train, it would be hauled by two or three smaller locomotives.

PHL contracts with the Ports of Los Angeles and Long Beach to operate the rail traffic control system. Agreements with BNSF and UP for international cargo are usually handled by the shipping lines. Many shipping lines have a contract with both BNSF and UP.

In addition to switching and scheduling services for the on-dock facilities, PHL also serves as a go-between for trains carrying supplies from various parts of the United States to be delivered directly to Los Angeles- and Long Beach-area businesses. For this carload function, PHL handles tank cars, automobile carriers, box cars, hopper cars and various other types of cars. PHL currently operates with a base at Water Street Yard on Pier A in the Port. This base serves as a classification yard, crew on duty point, and locomotive service facility. As part of the proposed Project, the Port would relocate the Pier A yard to Rear Berth 200.

The new on-dock rail yard at the Berths 136-147 Terminal would handle cargo only from that terminal. According to the Port Rail Master Plan, the rail yard could handle approximately 700,000 TEUs (374,331 containers) annually, or approximately 30 percent of the terminal's projected 2025 throughput of 2.4 million TEUs per year.

Containers would be hauled by yard tractors between the vessel berths and the new rail yard. At the rail yard they would be lifted onto and off of railcars by mobile cranes or rail mounted gantry cranes (RMGs). The rail yard would be operated 24 hours per day, 350 days per year, and could handle two double-stack unit trains each day. Each train could carry approximately 330 containers each way, although due to the US trade imbalance, inbound trains often carry less containers than outbound trains.. To be conservative, this analysis estimated is that each inbound train trip (into the Port) transports an average of 90 containers (167 TEUs) plus empty railcars, while each outbound train trip (to inland locations) transports an average of 240 containers (444 TEUs), for an average of 330 containers (617 TEUs) per round trip (Yang Ming/ MTC Terminal 2003). A loaded double-stack train is typically pulled by three or four line-haul locomotives; although, if PHL operates the train it would be hauled by two or three smaller locomotives.

1.2.4.3 Federal Project

The limits of federal jurisdiction in this proposed Project mean that not all of the elements described above are subject to federal permits, and the scope of the federal review of the proposed Project is different from the scope of the CEQA review (see Section 1.4 of the Draft EIS/EIR). The federal project is indicated by shading on Figure 1-10, and basically consists of all dredging in the West Basin, the rehabilitation of the existing wharves and the creation of a new 705-ft wharf at Berth 147, and the creation of the 10-acre fill and a 400-ft wharf in the Northwest Slip. Landside construction activities within 100 feet of the shoreline, associated with the

Figure

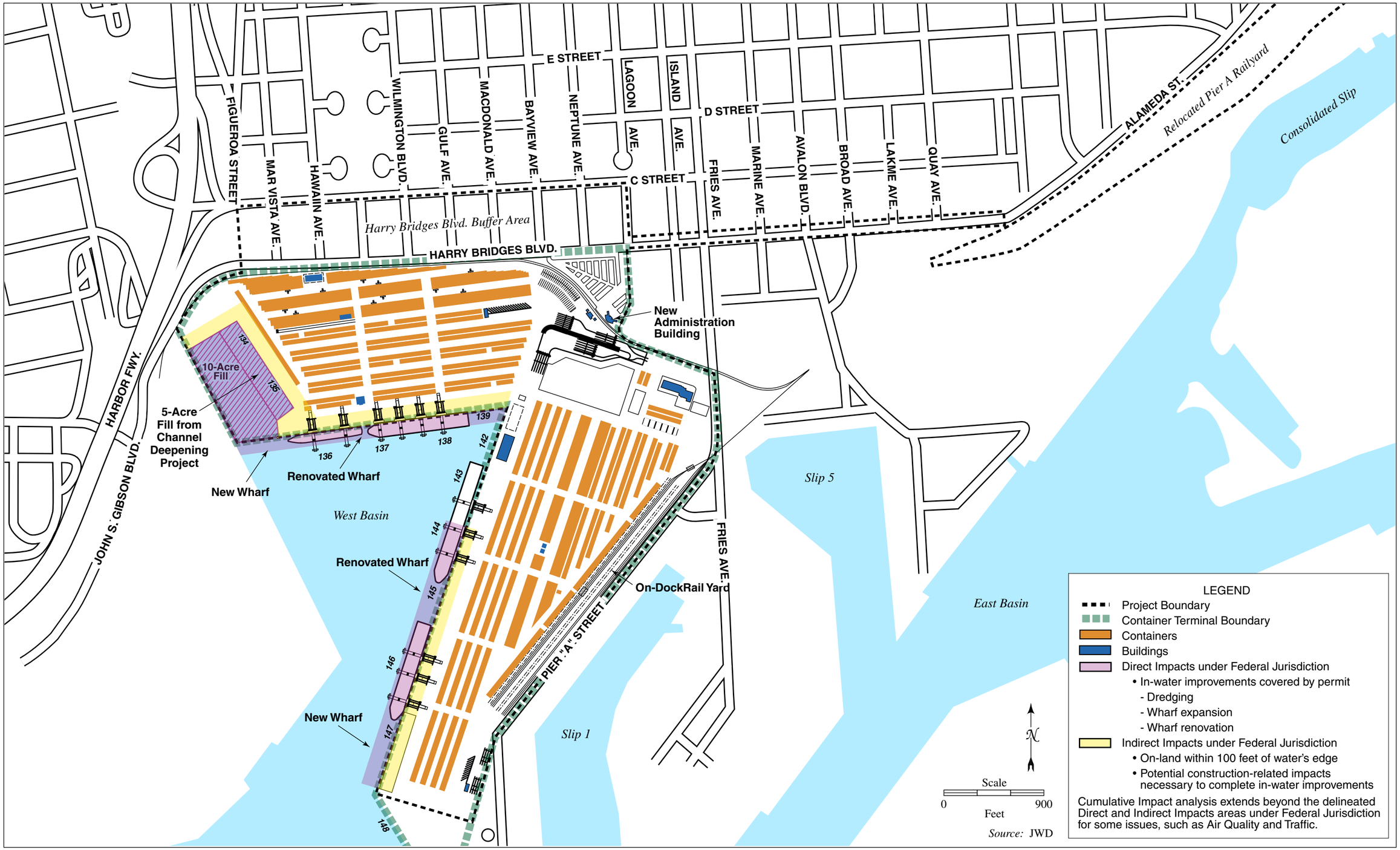

Figure 1-10. Scope of Analysis for Federal Review of Proposed Project Impacts

in-water work and construction, are also subject to Corps of Engineers permit requirements. The federal project does not include the demolition and construction of buildings, gates, or rail facilities; installation of utilities (except on and near the wharves); rehabilitation of paving; or the creation of the Harry Bridges Buffer Area. Any transport of dredged material for the purpose of ocean disposal (LA-2, LA-3) would also be subject to federal permitting requirements.

1.2.4.4 Construction Plan by Phase

Phase I of the proposed Project would be completed by 2015 and Phase II would be completed after 2015. Figure 1-3 identifies the major improvements that would occur during each construction phase. Table 1-3 shows the estimated construction schedule for each component of the proposed Project, by phase. Within this overall schedule, construction activities would be phased so as to minimize disruption both to the terminal, which will continue to operate during the entire construction period, and to surrounding operations. In practice this would mean that, for example, only one wharf would be reconstructed at a time, construction of the on-dock rail yard would not begin until the new Pier A rail yard had been completed and PHL's operation transferred, only a portion of the backlands construction would be occurring at any one time, and dredging would affect only one berth at a time.

Table 1-3. Proposed Project Construction Schedule

Proposed Project Component	*Estimated Construction Schedule*
PHASE I CONSTRUCTION	
Wharf Improvements	2008-2010
Backlands Improvements and Associated Facilities	2010-2011
Relocate Pier A Rail Yard	2009-2010
New On-Dock Rail Yard	2010-2011
Harry Bridges Buffer Area	2008-2010
PHASE II CONSTRUCTION	
Filling in the 10-acre Northwest Slip & Associated Wharf and Backlands Construction	Post-2015

Prior to construction, the LAHD would prepare a Public Services Relocation Plan to address the public utilities and services that would require relocation or otherwise be affected during proposed Project construction. The Plan would be developed with input from the service providers for the proposed Project site and would be submitted to City regulatory departments for review and approval. Construction affecting utilities could not begin until the Plan was approved. The Plan would be on file with the LAHD during construction.

The Plan would include the following measures:

- Prior to disconnecting any existing services, new facilities (i.e., water, sewer, communications, gas, and electricity) would be installed. Pipeline installation would occur within existing utility corridors/easements.
- As demolition activities progress, unnecessary facilities and connections would be eliminated and new facilities and connections activated.
- Minor service interruptions (defined as those lasting 1 day or less) may occur during the transition between obsolete and newly installed facilities and services. Affected properties would be properly notified prior to any service interruption.
- Full access to all utilities would be restored after the completion of proposed Project construction.

1.2.4.4.1 Phase I (Projects Completed by 2015)

The first phase of construction is assumed to begin in mid-2008 and would include the following activities:

- **Backlands Development.** Phase I would include demolishing most of the existing structures and constructing new ones. Buildings or structures that would be removed to provide additional backlands include the main guard station, existing administration building, reefer wash facility, maintenance and repair and roadability facility, longshore restrooms, yard operations building, Pacific Harbor Line office, and the Pier A rail yard. In general, the buildings would not be demolished until their replacements had been completed. Building demolition would involve heavy diesel-powered construction equipment and haul trucks to remove the debris, and would occur over a period of three months.

  After the land is cleared, the areas would be graded, paved, and improved with striping, lighting, fencing, utilities, buildings, and other typical backland elements, and the new ILWU parking lot would be installed along with the under- or overpass. Construction would require heavy, diesel-powered graders, loaders, dirt-hauling trucks, excavators, trucks for delivering materials, cement trucks, and paving equipment, and would last over 19 months.

  A new 20,000 square-foot Leadership in Energy and Environmental Design (LEED)-certified (gold certification) administration building would be constructed in the northeast corner of the site as shown on Figure 1-3. Employee and visitor parking would be provided adjacent to the building. Other new buildings or structures include a customs agent booth, roadability facility, reefer wash facility, LEED-certified maintenance and repair facility, marine operations buildings/crane maintenance building, longshore restrooms, guard booths, driver service building, and labor check-in/yard operations building. Construction would require cement trucks, heavy-duty on-road trucks delivering structural materials, and cranes and other equipment used in building fabrication, and would occur over a period of 19 months.

  Two new truck access gates to the terminal would be built: the Pier "A" Street South Gate Complex (inbound traffic) and the North Main Gate Complex (inbound and outbound traffic). Construction would include the

installation of computer and fiber optic cables to support modern gate operations. Construction equipment would be similar to that used in building construction.

The 5 acres of land created in the Northwest Slip by the Channel Deepening Project would also be graded, paved, and improved with striping, lighting, and fencing. Construction equipment would be similar to that used in redevelopment of the existing backlands (above).

- **Dredging at Berth 144-147.** Approximately 265,000 cy of sediments would be dredged to support construction of the wharves at Berths 145-147 and to deepen the waters adjacent to Berths 144-147 to match the planned -53-foot channel depth. An additional 30,000 cy of sediments would be dredged for the wharf seismic retrofit improvements (see below). On the basis of previous sampling and analyses, the Army Corps of Engineers and USEPA have determined that a portion of the material is unsuitable for unconfined ocean disposal. Additional sampling may be performed to refine that determination, but for the purposes of this evaluation it is assumed that the material is unsuitable and thus would be placed in an approved confined disposal site(s) (CDF) at either the Port of Los Angeles or the Port of Long Beach, or at an appropriate upland site such as the Anchorage Road Disposal Site or a site in the Port of Long Beach. Clean material would be considered for disposal at the Pier 400 submerged disposal site or at an EPA-approved ocean disposal site (LA-2 or LA-3).

  Dredging would likely be accomplished by a barge-mounted clamshell dredge. Dredged material would be placed in hopper barges that would be hauled to the disposal site by tugboats. At the disposal site the material would be offloaded either by bottom dump, if the material is being placed in the lower tiers of a CDF, or clamshell derrick if it is being placed upland. Upland disposal would also involve diesel-powered earthmovers, trucks, and loaders to de-water the sediments at a waterfront site and convey the de-watered sediments to the disposal site. Dredging and disposal would follow the requirements of the permits issued by the Army Corps of Engineers, the Water Quality Control Board, and the Port of Los Angeles, which would include measures to control water pollution such as monitoring for excessive turbidity, prohibitions on overfilling barges, regular inspections, and monitoring to ensure accurate dredging and disposal.

  Typically, construction would involve one clamshell dredge, two hopper barges, one workboat, and one tugboat, and would take a total of approximately 100 days, but those days would be spread over the entire Phase I construction period.

- **New and Reconstructed Wharves at Berth 145-147.** Existing concrete wharves at Berths 146-147 would be upgraded and the existing timber wharf at the southern end of Berth 147 would be demolished and replaced by a new 705-foot wharf (78,135 square feet) concrete wharf.

  Construction would require placement of approximately 179,500 cy of rock barged from Catalina Island for the rock dike, placement of 25,000 cy of fill behind the bulkhead, and placement of 380 piles to support the new wharf. The rock would be brought to the site on barges pulled by tugboats and placed in the dike by being pushed off the barges by bulldozers. The piles would be

installed by a barge-mounted pile driver that would be brought to the site and maneuvered by a tugboat and supported by a workboat. Construction of the wharf deck would require concrete trucks, heavy-duty on-road trucks delivering structural materials, and cranes and other fabrication equipment. The rock placement would require two tugboats and barges and last approximately 41 days; pile driving and construction of the concrete wharf deck would take approximately eight months.

Approximately 3,000 cy of sediment would be dredged from the area along the wharf face as part of this phase of the proposed Project. The dredge material would be disposed of in the same way as the dredging at Berths 144-147. Dredging would require one diesel-powered clamshell dredge and barge and their associated support boats, and would take one or two days.

Demolished concrete would be re-used for beneficial purposes to the extent practical, and any that could not be re-used would be hauled to an approved municipal landfill. Examples of beneficial uses include creation of approved offshore reefs or grinding for use as aggregate.

- **Wharf Seismic Improvements.** For improved structural response to earthquakes, approximately 2,900 feet of existing wharves at Berths 136-139 and 145-146 would be improved and upgraded. Additional piles would be installed and 30,000 cy of sediments would be dredged and disposed of as described above.

  Construction would involve a barge-mounted crane and pile-driver maneuvered by a tugboat, heavy-duty, diesel-powered demolition equipment, heavy-duty on-road trucks to haul away demolition debris, cement trucks, heavy-duty on-road trucks delivering structural materials, and cranes and other fabrication equipment, and would occur over approximately 24 months.

- **New Cranes.** By the end of Phase I construction, two of the 100-gauge cranes along Berths 136-139 would be removed and a new 100-gauge crane would be installed in their place. In addition, two 100-gauge cranes along Berths 144-147 would be removed, and four new 100-gauge cranes would be installed in their place. (Two 50-gauge cranes along Berths 145-147 were removed in the spring of 2007, but for the purposes of the CEQA baseline and impact analyses they are assumed to be at the site.) This would result in a total of 12 modern A-frame container cranes at the completed terminal. A specialized cargo ship, assisted by two tugboats, would deliver the cranes to the wharf.

- **Relocate Pier A Rail Yard.** Phase I development would relocate the Pier A rail yard as shown in Figures 1-4 and 1-5. To minimize impacts on existing rail operations, the new Pier A rail yard would be constructed before the existing one is demolished and rebuilt as the on-dock facility. Construction would include installing 125,630 feet of track, switches as necessary, a locomotive maintenance facility, and office buildings.

  Once construction of the new rail yard was complete the existing Pier A rail yard would be demolished. Construction would require heavy-duty, diesel-powered demolition equipment, heavy-duty on-road trucks to haul away demolition debris, specialized diesel-powered ballasting and track-laying machines, excavators, loaders, dirt-hauling trucks, cement trucks, heavy-duty on-road trucks delivering structural materials, and cranes and other equipment, and would occur over approximately twelve months.

- **New On-Dock Rail Yard.** Construction of the new on-dock rail yard would install 16,200 feet of track, switches, paved loading areas, utilities, including an underground compressed air system, and striping and lighting.

  Construction would require specialized diesel-powered ballasting and track-laying machines, excavators, loaders, dirt-hauling trucks and trucks to haul away demolition debris, cement trucks, heavy-duty on-road trucks delivering structural materials, and cranes and other fabrication equipment, and would occur over approximately 12 months.

- **Widening of Harry Bridges Boulevard.** The roadway of Harry Bridges Boulevard would be widened from 50 feet to 84 feet between Figueroa Street and Alameda Street (see Figure 1-6). Intersections would be rebuilt in response to the closure of several north-south streets, and signals and striping would be altered as necessary following City of Los Angeles Department of Transportation guidelines. The boundary of the new roadway alignment would be moved 20 feet north of its present location.

  Construction would require graders, excavators, dirt-haul trucks, concrete trucks, heavy-duty on-road trucks delivering structural materials, and cranes and other fabricating equipment, and would last approximately 13 months. Traffic control measures conforming to the requirements and guidance of Caltrans and the Los Angeles Department of Transportation would be required by the construction permits.

- **Harry Bridges Buffer Area.** Existing streets within the site would be demolished along with sidewalks, signage, and signals. Approximately 200,000 cubic yards of imported fill would be used to create varied terrain, and landscape plants would be installed on the created terrain. Pedestrian walkways, benches, shelters, lighting, signage, an irrigation system, sanitary facilities, a sanitary sewer system, and a storm drain system would be installed.

  Construction would require heavy-duty, diesel-powered demolition equipment, heavy-duty on-road trucks to haul away demolition debris, graders, excavators, dirt-haul trucks, concrete trucks and heavy-duty on-road trucks delivering structural materials, and cranes and other fabricating equipment, and would last approximately one year.

1.2.4.4.2 Phase II (Projects Completed between 2015 and 2025)

During Phase II construction, backlands would be expanded for container terminal use and the wharf at Berth 136 would be extended westward. The backland expansion would increase the terminal size from 233 to 243 acres. Construction staging would occur onsite. Proposed Project construction would include:

- **Additional Backlands.** Filling in the 10-acre Northwest Slip would require 800,000 cy of fill, which may come from any combination of dredging for channel deepening and wharf construction, outer harbor dredging, upland sources, or sediment stored at underwater sites in the harbor for beneficial re-use, depending upon what is available at the time of construction. Following completion of the fill the site would be graded, utilities would be installed, and the site would be paved, striped, and fenced.

Placement of fill is assumed to be accomplished by a hydraulic dredge pumping a sediment/water slurry from an Outer Harbor borrow/dredge site such as the Pier 400 underwater site or a channel deepening site into the 10-acre site. The dredge would be supported by one or two workboats. The slurry would be conveyed by a pipeline laid along the Main Channel and across the West Basin in such a way as to minimize navigational conflicts. The slurry would be retained by a rock dike that would become the new shoreline, the sediments would settle out in the diked area to become new land, and the clarified water would be released to the West Basin. Monitoring at the release point would ensure that turbidity would not exceed regulatory limits. The fill activity would take several months to complete.

The rock dike would be composed of quarry rock from Catalina transported to the site by tug-hauled barges. Two tug/barge combinations would work for approximately 24 days to construct the dike. A surplus of material, either dredged material or imported upland material, would be placed on the fill as surcharge so that its weight would speed consolidation of the dredged material. Once the new land was consolidated it would be graded, utilities (storm drains, electrical conduits) would be installed, and the site would be paved, fenced, and striped.

- **Wharf Improvements.** A 400-foot extension of the wharf at Berth 136 (44,332 square feet) would be constructed at the face of the new land created by filling the Northwest Slip; the rock dike constructed to retain the fill would support the new wharf. Approximately 12,000 cy of imported fill would be placed behind the dike, and 397 concrete piles would be installed to support the wharf structure. Approximately 3,000 cy would be dredged as part of this proposed Project and disposed of either in the new fill or as in Phase I. The new wharf would be equipped with utilities, including provisions for AMP.

  Construction would require a barge-mounted clamshell dredge maneuvered by a tugboat and supported by one or two workboats, a barge-mounted pile driver maneuvered by a tugboat and supported by a workboat, cement trucks, heavy-duty on-road trucks delivering structural materials, and cranes and other fabrication equipment, and would last for up to eight months.

1.3 Port of Los Angeles Environmental Initiatives

The Port's Environmental Policy as described in this section was approved by the Los Angeles Board of Harbor Commissioners on April 27, 2003. The purposes of the Environmental 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.

1.3.1 Port Environmental Policy

The Port is committed to managing resources and conducting Port developments and operations in an environmentally and fiscally responsible manner. The Port would

strive to improve the quality of life and minimize the impacts of its development and operations on the environment and surrounding communities. This would be 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 of the Port, 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:

- Ensure this environmental policy is communicated to Port staff, its customers, and the community;
- Ensure compliance with all applicable environmental laws and regulations;
- Ensure environmental considerations include feasible and cost-effective options for exceeding applicable regulatory requirements;
- Define and establish environmental objectives, targets, and Best Management Practices (BMPs), and monitor performance;
- Ensure the Port maintains a Customer Outreach Program to address common environmental issues; and
- 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.

1.3.2 Clean Air Action Plan

On November 26, 2006, the LAHD Board of Harbor Commissioners, in conjunction with the Port of Long Beach Harbor Commissioners, approved the San Pedro Bay Ports Clean Air Action Plan (SPBP CAAP), a comprehensive strategy to cut air pollution and reduce health risks from Port-related air emissions. Through the CAAP, the Ports have established uniform air quality standards for the San Pedro Bay. To attain such standards, the Ports will leverage a number of implementation mechanisms including, but not limited to, lease requirements, tariff changes, California Environmental Quality Act (CEQA) mitigation, and incentives. Specific strategies to significantly reduce the health risks posed by air pollution from port-related sources include:

- Aggressive milestones with measurable goals for air quality improvements.
- Specific standards for individual source categories.
- Recommendations to eliminate emissions of ultra-fine particulates.
- A technology advancement program to reduce green house gases.
- A public participation process with environmental organizations and the business communities.

The Plan is expected to eliminate more than 47% of diesel particulate matter (PM) emissions, 45% of smog-forming nitrogen oxide (NOx) emissions, and 52% of sulfur oxides (SOx) from port-related sources within the next five years.

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

In 2004, the Port developed a plan to reduce air emissions through a number of near-term measures. The measures were primarily focused on decreasing nitrogen oxides (NOx), but also particulate matter (PM) and sulfur oxides (SOx). In August 2004, a policy shift occurred and Mayor James K. Hahn established the No Net Increase Task Force to develop a plan that would achieve the goal of No Net Increase (NNI) in air emissions at the Port relative to 2001 levels. The plan identified 68 measures to be applied over the next 25 years that would reduce PM and NOx emissions to the baseline year of 2001. The 68 measures included near term measures; local, state and federal regulatory efforts; technological innovations; and longer-term measures still in development. Appendix B of the Draft EIS/EIR contains a document that identifies and analyzes all of the NNI measures in terms of proposed Project applicability.

In 2006, in response to a new Mayor and Board of Harbor Commissioners, the Port, along with the Port of Long Beach and in conjunction with the AQMD, CARB and USEPA, began work on the Clean Air Action Plan (CAAP). The CAAP's goal was to expand upon existing emissions reductions strategies and to develop new ones. The Draft CAAP was released as a draft plan for public review on June 28, 2006, and it was approved at a joint meeting of both the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006. The CAAP focuses primarily on reducing diesel particulate matter (DPM), along with NO_X and SO_X, with two main goals: (1) to reduce Port-related air emissions in the interest of public health, and (2) to disconnect cargo growth from emissions increases. The Plan includes near-term measures implemented largely through the CEQA/NEPA process and through new leases at both ports. Port-wide measures at both ports are also part of the Plan. This Draft EIS/EIR analysis assumes compliance with the CAAP. Proposed Project-specific mitigation measures applied to reduce air emissions and public health impacts are consistent with, and in some cases exceed, the emission reduction strategies of the Plan.

1.3.3 Port of Los Angeles Leasing Policy

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

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

- Compliance with vessel speed reduction programs;
- Use of clean Alternative Maritime Power ("AMP" or cold-ironing technology), plugging into shore-side electric power while at dock, where appropriate;
- Low sulfur fuel use in main and auxiliary engines while sailing within the boundaries of the South Coast Air Basin;
- Clean, "low emission" truck and locomotive use within terminal facilities.

1.4 Changes to the Draft EIS/EIR

This section of the Final EIS/EIR discusses general changes and modifications that have been made to the Draft EIS/EIR. Actual changes to the text, organized by Draft EIS/EIR sections, can be found in Chapter 3, "Modifications to the Draft EIS/EIR Text," of this Final EIS/EIR. The changes to the Draft EIS/EIR are primarily editorial in nature and have been made for the purpose of correcting and clarifying information contained within the Draft EIS/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 of this Final EIS/EIR, "Responses to Draft EIS/EIR Comments," where applicable. The project description is presented in its entirety above and 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 re-circulation of the Draft EIS/EIR prior to certification of the EIS/EIR according to CEQA and NEPA Guidelines and Statutes. 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 in the following sections of the Draft EIS/EIR:

- Executive Summary
- Section 3.1 – Aesthetics/Visual Resources
- Section 3.2 – Air Quality
- Section 3.3 – Biological Resources
- Section 3.6 – Groundwater and Soils
- Section 3.8 – Land Use
- Section 3.9 – Noise
- Section 3.13 – Water Quality, Sediments, and Oceanography
- Section 4 – Cumulative Analysis
- Section 5 – Environmental Justice
- Section 10 – References

- Section 12 – Acronyms and Abbreviations
- Appendix D – Air Quality/Health Risk Assessment Report, and
- Appendix H – Section 404(B)(1) Alternatives Analysis

The above changes are consistent with the findings contained in the environmental impact categories in Chapter 3 of the Draft EIS/EIR, "Environmental Analysis," as amended, namely, that there would be no new or increased significant effects on the environment due to the above project changes, and no new alternatives have been identified that would reduce significant effects of the proposed project. Therefore, the Draft EIS/EIR does not need to be re-circulated, and the EIS/EIR can be certified without additional public review, consistent with Public Resource Code Section 21092.1 and CEQA Guidelines Section 15088.5, and NEPA regulations in 40 CFR 1502 & 1503.