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Executive Summary

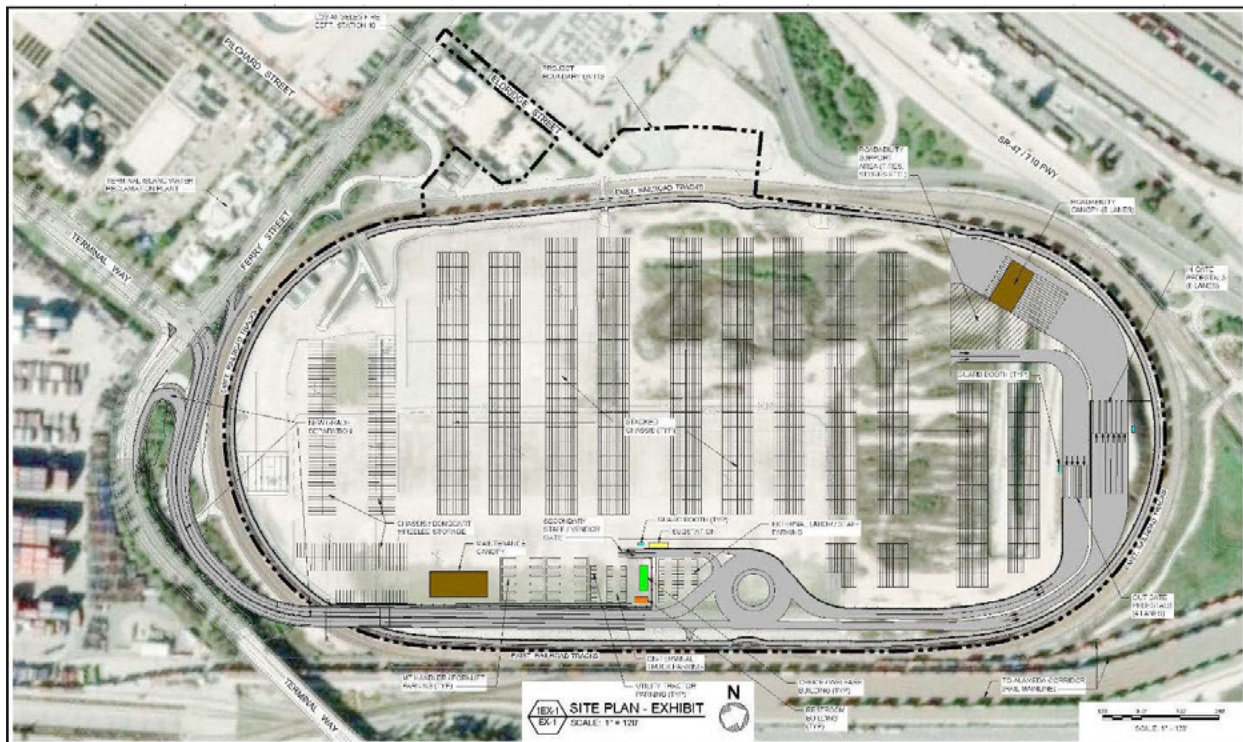
2 ES.1 Introduction

3 This Environmental Impact Report (EIR) has been prepared by the Los Angeles Harbor
4 Department (LAHD) to evaluate environmental impacts related to the construction and
5 operation of the Terminal Island Maritime Support Facility (MSF) (MSF Project or
6 “Proposed Project”). The Project site (Figure ES-1) occupies approximately 89.2 acres,
7 including approximately 73 acres of usable space within “the loop” at 740 Terminal Way,
8 San Pedro at the Port of Los Angeles (Port or POLA). LAHD proposes to construct and
9 operate a chassis support and/or empty wheeled container storage facility, including
10 office/welfare buildings, canopy structures, restrooms, guard booths, Maintenance and
11 Repair (M&R) facilities, chassis stalls (i.e., parking spaces), and appurtenant water and
12 electrical infrastructure, that would allow for additional chassis and empty wheeled
13 container storage and increased efficiency on-terminal. This EIR has been prepared in
14 accordance with the requirements of the California Environmental Quality Act (CEQA)
15 and the Guidelines for Implementation of the California Environmental Quality Act of
16 1970 (State CEQA Guidelines). Specifically, this Executive Summary has been prepared
17 in accordance with Section 15123(b) of the State CEQA Guidelines, which states that the
18 EIR should contain a brief summary of the proposed actions and their consequences and
19 should identify: (1) each significant effect with proposed mitigation measures and
20 alternatives that would reduce or avoid that effect; (2) areas of controversy known to the
21 lead agency; and (3) issues to be resolved including the choice among alternatives and
22 whether or how to mitigate significant effects. Throughout the Executive Summary are
23 references to various chapters and sections in the EIR where detailed information and
24 analyses can be reviewed.

25 ES.2 Purpose of the EIR

26 The EIR will be used to inform decision-makers and the public about the potential
27 significant environmental effects of the Proposed Project and alternatives. The Draft EIR
28 is also provided to the public for review, comment, and participation in the planning
29 process. After public review and comment, a Final EIR will be prepared that will include
30 responses to comments on the Draft EIR received from agencies, organizations, and
31 individuals. The Final EIR will provide the basis for decision-making by the CEQA lead
32 agency, as described below. The Final EIR will then provide the basis for decision-
33 making by the LAHD. Several other agencies (federal, State, regional, and local) have
34 jurisdiction over some part of the Proposed Project, or a resource area affected by the
35 Proposed Project and are expected to utilize this EIR as part of their approval or permit
36 processes.

1 **Figure ES-1. Proposed Project Site**



2 **ES.2.1. CEQA Analysis Overview**

3 The LAHD operates the Port under the legal mandates of the Port of Los Angeles
 4 Tidelands Trust (Los Angeles City Charter, Article VI, Section 601; California Tidelands
 5 Trust Act of 1911) and the California Coastal Act (PRC Division 20 Sections 30700 et
 6 seq.). The LAHD is chartered to develop and operate the Port to benefit maritime uses,
 7 and it functions as a landlord by leasing Port properties to more than 300 tenants. The
 8 actions under consideration by LAHD involve physical changes to the environment that
 9 would have potentially significant impacts, as determined in the Notice of Preparation/
 10 Initial Study (NOP/IS) for the Proposed Project (Appendix A). Accordingly, an EIR is
 11 required. This EIR evaluates the direct, indirect, and cumulative impacts of the Proposed
 12 Project in accordance with the provisions set forth in the State CEQA Guidelines. It will
 13 be used to address potentially significant environmental issues. The primary intended
 14 uses of this EIR by LAHD are (1) to inform agencies considering permit applications and
 15 other actions required to construct, lease, and operate the selected alternative; (2) to
 16 inform the public of the potential environmental consequences of the Proposed Project
 17 and alternatives; and (3) to adopt mitigation measures that, where possible, will reduce or
 18 eliminate significant environmental impacts.

1 **ES.2.2. Project Objectives**

2 The Project objectives are to:

- 3 • issue a Term Permit or Permits for the operations of a chassis support facility or
4 facilities for up to 25 years;
- 5 • optimize the use of existing land to support chassis storage;
- 6 • reduce inefficient chassis trips: currently, bobtails (truck tractors) are sometimes
7 not able to obtain a chassis in the terminal and need to go to another terminal to
8 retrieve a chassis and then return to the same terminal to retrieve a container, thus
9 resulting in additional inefficient truck trips and vehicle miles traveled;
- 10 • provide a full-service depot that would increase the efficiency of terminal
11 operations by providing storage, maintenance, repair, and stop/start functions of
12 chassis, and/or wheeled empty container storage;
- 13 • advance POLA’s zero-emission cargo-handling equipment goals by January 1,
14 2030.

15 **ES.2.3. CEQA Baseline**

16 Consistent with LAHD practice, the CEQA baseline for the Project consists of conditions
17 in calendar year 2023, the first full calendar year preceding publication of the NOP/IS on
18 December 7, 2023. In 2023, activity within the boundaries of the Project site during the
19 first quarter was comprised of empty container storage. Since the second quarter of 2023
20 activity has ceased, as the site was vacated and is not operated by any entity. The baseline
21 conditions for specific resource areas are described in more detail in Chapter 2, *Project*
22 *Description*. However, for purposes of defining the CEQA baseline, it is considered that
23 activities at the Project site during 2023 are primarily negligible; accordingly, the
24 majority of the baseline for the CEQA analyses reflects zero activity.

25 **ES.3 Proposed Project**

26 **ES.3.1. Overview**

27 The Proposed Project includes construction and operation of a chassis support and con-
28 tainer storage facility at the Port, on Terminal Island. Additional elements of the
29 Proposed Project include an amendment of the Port Master Plan to change the site’s land
30 use designations of Maritime Support (23.6 acres), Liquid Bulk (53.3 acres), and
31 Container (12.3 acres) to a dual designation of Maritime Support and Container and
32 issuance by the LAHD of a 25 -year entitlement (if completed by an applicant; no
33 entitlement needed if completed by LAHD). The Project site is located at 740 Terminal
34 Way, San Pedro, at the Port Terminal Island and is bounded by Navy Way to the east,
35 Ferry Street to the west, Terminal Way to the south, and State Route (SR) 47 to the north
36 (Figures 2-1 and 2-3).

ES.3.2. Project Construction

Construction of the Proposed Project is described in detail in Section 2.5.2, *Construction*. The Proposed Project would include development of the approximately 80-acre site for use as a chassis depot and ancillary empty container storage facility. Construction of the Proposed Project would span approximately 24 months. Proposed construction activities for the site include:

- installation of asphalt concrete to pave approximately 75 acres of the 89.2-acre site for backland storage use;
- installation of stormwater drainage and sewage systems in compliance with the City of Los Angeles Low Impact Development (LID) Ordinance and City of Los Angeles Bureau of Sanitation (LA Sanitation & Environment) requirements;
- installation of approximately 7,000 linear feet (lf) of chain-link fencing for the perimeter of the site (additional chain link fencing on k-rails would be required to separate areas for different operators, if necessary);
- installation of approximately 3,600 chassis stalls (e.g., parking spaces) at 90 degrees, plus chassis/bombcart wheeled storage stalls, forklift, and utility tractor rig (UTR) parking;
- installation of 40 high mast light poles (maximum height of 100 feet);
- as-needed installation of vaults, switchgears, transformers, associated concrete pads/foundations, and conduit for electrical connections;
- installation of approximately 40 fire hydrants;
- installation of charging and fueling infrastructure;
- construction of a Los Angeles Department of Water and Power (LADWP) substation;
- construction of up to two approximately 10-foot by 40-foot office/welfare buildings;
- installation of up to four corrugated metal M&R canopies;
- construction of up to four approximately 30-foot tall, 16,000 sf, neutral tone steel canopy structures above a concrete foundation for use as roadability canopies, an accompanying roadability support area, up to four approximately 200-sf longshore restrooms, and up to 12 approximately 300-sf guard booths; and
- interior modification (e.g., replace carpet, repair utilities, repaint interior, etc.) of an approximately 2,900-square-foot (sf) office building at 750 Eldridge Street that can be shared among multiple operating companies/tenants (existing potable water connection, toilets, sinks, and sanitary sewer are available).

1 **ES.3.3. Project Operation**

2 Operation of the Proposed Project is described in detail in Section 2.5.3, *Operation*.
3 Under the Proposed Project, a chosen operating company/tenant (or multiple companies/
4 tenants) would operate a chassis support facility, which could provide: chassis storage,
5 M&R facilities, and/or wheeled empty container storage. Yard equipment to support
6 operations would include fourteen 30,000-pound forklifts, fourteen 10,000-pound
7 forklifts, and two UTRs. Operations under the Proposed Project would occur under a new
8 entitlement for up to 25 years.

9 **ES.4 Alternatives**

10 **ES.4.1. Alternative 1 – No Project Alternative**

11 State CEQA Guidelines Section 15126.6(e) requires the analysis of a no-project alter-
12 native. This analysis must discuss the existing conditions as well as what would be
13 reasonably expected to occur in the foreseeable future if the Proposed Project is not
14 approved. Under the No Project Alternative (Alternative 1), the Project site would remain
15 unused. Conditions under this alternative would remain the same as baseline conditions,
16 as no construction or operational activities would occur. No other proposed development
17 at the site has been permitted or approved.

18 **ES.4.2. Alternative 2 – Reduced Project Alternative**

19 Under the Reduced Project Alternative (Alternative 2), the Project site area would be re-
20 duced by about half, from 89.2 acres to 52.7 acres (73 acres [usable space]/2 + 16.2 acres
21 other/outside loop). The number of buildings and structures to be constructed and
22 operated at the site would be reduced by half. This alternative would include the same
23 modifications and operation of the existing office building at 750 Eldridge Street and
24 construction of the LADWP substation like the Proposed Project. Other construction and
25 operational activities would be similar to the Proposed Project, but with reduced intensity
26 given the smaller area. For example, less asphalt concrete, stall striping, lighting, and
27 fencing would be installed due to the reduced footprint.

28 **ES.4.3. Alternatives Considered But Not Further Evaluated**

29 Two alternatives were considered based on comments received during the public scoping
30 period (December 7, 2023 – January 22, 2024) and in coordination with LAHD, as dis-
31 cussed in Section 5.2.3, *Alternatives Considered But Not Further Evaluated*, and include:

- 32 • Container Storage Only Alternative; and
- 33 • Half Peel-Off Alternative.

34 These alternatives were eliminated from further consideration because they would not
35 meet most of the basic Project objectives, were deemed infeasible, or would be unable to
36 avoid or substantially lessen one or more of the significant environmental impacts of the
37 Proposed Project (State CEQA Guidelines Section 15126.6(c)).

ES.4.4. Environmentally Superior Alternative

CEQA requires identification of an environmentally superior alternative. The environmentally superior alternative is the alternative found to have an overall environmental advantage compared to the other alternatives based on the impact analysis in the EIR (Chapter 3). Table 5-2 in Chapter 5, *Comparison of Alternatives*, presents a comparison of the Proposed Project and each alternative for each resource area analyzed in this EIR.

The No Project Alternative (Alternative 1) is identified as having the fewest impacts because no construction or operations would occur. However, CEQA requires that if the environmentally superior alternative is the No Project Alternative, another alternative be identified as environmentally superior (State CEQA Guidelines Section 15126.6(e)(2)). Accordingly, the Reduced Project Alternative (Alternative 2) was evaluated. Based on the comparison, the Reduced Project Alternative (Alternative 2) impacts would be less severe than those of the Proposed Project and avoid the significant and unavoidable impact from NO_x emissions during operations at full buildout (2046). Accordingly, the Reduced Project Alternative (Alternative 2) could be considered the environmentally superior alternative.

The Reduced Project Alternative (Alternative 2) would satisfy the Project objectives (Section ES.2.2, *Project Objectives*), but to a lesser degree, as it would reach capacity faster than the Proposed Project and would have a reduced ability to decrease container dwell time for empty containers at the marine terminal, inefficient chassis trips, double-handling of empty containers, and increase on-terminal efficiency by having sufficient readily available chassis. Improving efficiencies reduces the wasteful use of nonrenewable resources (e.g., fossil fuel), number of truck trips, and greenhouse gas (GHG) emissions; therefore, the greater long-term operational efficiency of the Proposed Project would offset the Project-specific NO_x emissions and greater short-term construction impacts making the Proposed Project the environmentally superior alternative.

ES.5 Environmental Impacts

Based on the NOP/IS (Appendix A), the following issues have been determined to be potentially significant and are therefore evaluated in this EIR:

- Air Quality and Health Risk
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials

The criteria for determining the significance of environmental impacts are described for each issue in Chapter 3, *Environmental Analysis*. Chapter 4, *Cumulative Analysis*, discusses the cumulative impacts of the Proposed Project and the alternatives. Chapter 5, *Comparison of Alternatives*, compares the alternatives, Chapter 6, *Significant Irreversible Changes*, summarizes the Proposed Project's significant, irreversible commitments of resources, and Chapter 7, *Growth-Inducing Impacts*, discusses growth-inducing impacts. Summary descriptions of the impacts, mitigation measures, and residual impacts for the Proposed Project and alternatives are provided in Table ES-1.

ES.5.1. Impacts Not Considered in this EIR

The scope of this EIR was established based on the NOP/IS issued by LAHD on December 7, 2023 (Appendix A), and on the comments received by agencies and members of the public during the scoping period. The NOP/IS concluded that certain topics would result in a less-than-significant or no impact and need not be evaluated in the EIR. Accordingly, the EIR does not analyze aesthetics, agriculture and forestry, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

ES.5.2. Impacts of the Proposed Project and Alternatives

Table ES-1 provides a summary of the impacts of the Proposed Project and alternatives, as well as Project Features (PF) and mitigation measures (MM) to reduce impacts.

Table ES-1: Summary of Impacts and Mitigation for the Proposed Project and Alternatives

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
3.1 Air Quality and Health Risk				
Proposed Project	AQ-1: Would the Proposed Project result in emissions that exceed the SCAQMD regional thresholds of significance for construction emissions?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-2: Would the Proposed Project result in off-site ambient air pollutant concentrations that exceed the SCAQMD thresholds of significance?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-3: Would the Proposed Project result in operational emissions that exceed SCAQMD peak day regional emission thresholds of significance?	Potentially Significant	PF AQ-1: Zero-Emission Operational Equipment MM AQ-1: Zero-Emission Cargo-Handling Equipment	Significant and Unavoidable
	AQ-4: Would the Proposed Project result in off-site ambient air pollutant concentrations that exceed SCAQMD thresholds of significance?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-5: Would the Proposed Project expose receptors to significant levels of TACs?	Less Than Significant	Mitigation Not Required	Less Than Significant

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
Proposed Project (Continued)	AQ-6: Would the Proposed Project conflict with or obstruct implementation of an applicable air quality plan?	Less Than Significant	Mitigation Not Required	Less Than Significant
Alt 1 – No Project	AQ-1: Would Alternative 1 result in emissions that exceed the SCAQMD regional thresholds of significance for construction emissions?	No Impact	Mitigation Not Required	No Impact
	AQ-2: Would Alternative 1 result in off-site ambient air pollutant concentrations that exceed the SCAQMD thresholds of significance?	No Impact	Mitigation Not Required	No Impact
	AQ-3: Would Alternative 1 result in operational emissions that exceed SCAQMD peak day regional emission thresholds of significance?	No Impact	Mitigation Not Required	No Impact
	AQ-4: Would Alternative 1 result in off-site ambient air pollutant concentrations that exceed SCAQMD thresholds of significance?	No Impact	Mitigation Not Required	No Impact
	AQ-5: Would Alternative 1 expose receptors to significant levels of TACs?	No Impact	Mitigation Not Required	No Impact
	AQ-6: Would Alternative 1 conflict with or obstruct implementation of an applicable air quality plan?	No Impact	Mitigation Not Required	No Impact
Alt 2 – Reduced Project	AQ-1: Would Alternative 2 result in emissions that exceed the SCAQMD regional thresholds of significance for construction emissions?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-2: Would Alternative 2 result in off-site ambient air pollutant concentrations that exceed the SCAQMD thresholds of significance?	Less Than Significant	Mitigation Not Required	Less Than Significant

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
Alt 2 – Reduced Project (Continued)	AQ-3: Would Alternative 2 result in operational emissions that exceed SCAQMD peak day regional emission thresholds of significance?	Less Than Significant	Mitigation Not Required PF AQ-1: Zero-Emission Operational Equipment	Less Than Significant
	AQ-4: Would Alternative 2 result in off-site ambient air pollutant concentrations that exceed SCAQMD thresholds of significance?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-5: Would Alternative 2 expose receptors to significant levels of TACs?	Less Than Significant	Mitigation Not Required	Less Than Significant
	AQ-6: Would Alternative 2 conflict with or obstruct implementation of an applicable air quality plan?	Less Than Significant	Mitigation Not Required	Less Than Significant
3.2 Energy				
Proposed Project	EN-1: Would the Proposed Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant	Mitigation Not Required PF AQ-1: Zero-Emission Operational Equipment MM AQ-1: Zero-Emission Cargo-Handling Equipment	Less Than Significant
Alt 1 – No Project		No Impact	Mitigation Not Required	No Impact
Alt 2 – Reduced Project		Less Than Significant	Mitigation Not Required PF AQ-1: Zero-Emission Operational Equipment	Less Than Significant

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
3.3 Greenhouse Gas Emissions				
Proposed Project	<p>GHG-1: Would the Proposed Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	Less Than Significant	<p>Mitigation Not Required</p> <p>PF AQ-1: Zero-Emission Operational Equipment</p> <p>MM AQ-1: Zero-Emission Cargo-Handling Equipment</p>	Less Than Significant
	<p>GHG-2: Would the Proposed Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	Less Than Significant	Mitigation Not Required	Less Than Significant
Alt 1 – No Project	<p>GHG-1: Would Alternative 1 generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	No Impact	Mitigation Not Required	No Impact
	<p>GHG-2: Would Alternative 1 conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	No Impact	Mitigation Not Required	No Impact
Alt 2 – Reduced Project	<p>GHG-1: Would Alternative 2 generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	Less Than Significant	<p>Mitigation Not Required</p> <p>PF AQ-1: Zero-Emission Operational Equipment</p>	Less Than Significant
	<p>GHG-2: Would Alternative 2 conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	Less Than Significant	Mitigation Not Required	Less Than Significant

Alternative	Environmental Impacts	Impact Determination	Applied Project Features/Mitigation Measures	Residual Impacts
3.4 Hazards and Hazardous Materials				
Proposed Project	HAZ-1: Would the Proposed Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?	Potentially Significant	MM HAZ-1: Characterize Soil, Soil Vapor, and Groundwater Contamination	Less Than Significant
Alt 1 – No Project		No Impact	Mitigation Not Required	No Impact
Alt 2 – Reduced Project		Potentially Significant	MM HAZ-1: Characterize Soil, Soil Vapor, and Groundwater Contamination	Less Than Significant

1 **ES.5.2.1. Unavoidable Significant Impacts**

2 This EIR has determined that implementation of the Proposed Project would result in
 3 significant and unavoidable impacts related to:

- 4 • **Air Quality and Health Risk:** Operational NOx emissions would result in a
 5 significant unavoidable impact related to Air Quality and Health Risk for the
 6 Proposed Project (Impact AQ-3), even after implementation of PF AQ-1 (*Zero-*
 7 *Emission Operational Equipment*) and MM AQ-1 (*Zero-Emission Cargo-*
 8 *Handling Equipment*). No other significant unavoidable impacts related to Air
 9 Quality and Health Risk would occur for the Proposed Project or alternatives.

10 **ES.5.2.2. Summary of Significant Impacts that Can be Mitigated,**
 11 **Avoided, or Substantially Lessened**

12 This EIR has determined that implementation of the Proposed Project would result in
 13 significant impacts that can be mitigated related to:

- 14 • **Hazards and Hazardous Materials:** The existing contaminated soil,
 15 groundwater, and soil vapor at the Project site would result in a significant
 16 hazards and hazardous materials impact (Impact HAZ-1) during construction and
 17 operations. MM HAZ-1 (*Characterize Soil, Soil Vapor, and Groundwater*
 18 *Contamination*) would ensure that contaminated soil, groundwater, and soil vapor
 19 in areas of Project disturbance and where proposed buildings and structures would
 20 be built are characterized to allow for implementation of appropriate handling,
 21 storage, and disposal, including use of suitable personal protective equipment by
 22 workers, as part of the Soil Management Plan, and proper design of a vapor
 23 intrusion mitigation system (VIMS) and vapor monitoring, if needed.
 24 Additionally, compliance with the LADBS General Methane Mitigation
 25 Requirements (LAMC Section 91.7103), as enforced by the City of Los Angeles
 26 Fire Department, would reduce the potential for adverse health impacts to workers
 27 in Project site structures from methane.

1 **ES.5.2.3. Summary of Less-than-Significant Impacts**

2 This EIR has determined that the Proposed Project and alternatives would result in less-
3 than-significant impacts without mitigation for the following issues.

- 4 • **Air Quality:** Environmental impacts due to construction and operational emis-
5 sions and related off-site ambient air pollution concentrations; exposure of
6 receptors to significant levels of toxic air contaminants (TACs) during
7 construction; and conflict with or obstruct implementation of an applicable air
8 quality management plan (AQMP).
- 9 • **Energy:** Environmental impacts due to wasteful, inefficient, or unnecessary
10 consumption of energy; and conflict/obstruct state or local renewable energy plan.
- 11 • **Greenhouse Gas Emissions:** Environmental impacts due to the generation of
12 GHG emissions; and conflict with plans, policies, or regulations for reducing
13 GHG emissions.

14 **ES.5.2.4. Cumulative Impacts**

15 This EIR defines cumulative impacts as the changes in the environment resulting from
16 the incremental impact of the Proposed Project and alternatives when added to other
17 closely related recent, current, and reasonably foreseeable future projects. This definition
18 is consistent with State CEQA Guidelines Section 15355(b). Cumulative impacts can
19 result from individually minor but collectively significant projects taking place over a
20 period of time.

21 A list of related projects in the general area of the Port that could contribute to cumulative
22 impacts was developed (Table 4-1). The Proposed Project and the alternatives were
23 analyzed in conjunction with those related projects to assess the potential to contribute to
24 significant cumulative impacts. Cumulative impact evaluations for each resource are
25 included in Chapter 4 of this EIR.

26 The analysis concludes that the Proposed Project and alternatives would make no
27 cumulatively considerable contributions to significant cumulative impacts in any resource
28 areas under CEQA, with the exception of Air Quality and Health Risk. The Proposed
29 Project's NOx emissions during operations would be significant and therefore
30 cumulatively considerable resulting in a cumulatively significant impact.

31 **ES.5.2.5. Significant Irreversible Changes to the Environment**

32 As discussed in Chapter 6 of this EIR, implementation of the Proposed Project would
33 require the use of non-renewable resources, including energy (fossil fuels and electricity)
34 and non-renewable construction materials. Most of the energy uses would represent
35 irretrievable expenditures of nonrenewable resources, although some electricity would be
36 provided by renewable sources and would not represent an irretrievable and irreversible
37 commitment. The minimal irreversible changes likely would be justified by the economic
38 growth in the area, which the Proposed Project would provide. The Proposed Project
39 would also reduce inefficient use of nonrenewable sources at the Port by reducing
40 container dwell time for empty containers at the marine terminal, reducing inefficient

1 chassis trips, providing on-terminal efficiency by providing a centralized location with
2 readily available chassis, providing a full-service depot to improve the efficiency of
3 terminal operations, and providing off-terminal maritime support to increase the
4 efficiency of goods movement in the Port. The irreversible changes associated with the
5 Proposed Project are considered justified under CEQA.

6 **ES.5.2.6. Growth-Inducing Impacts**

7 As discussed in Chapter 7 of this EIR, the Proposed Project would directly accommodate
8 future economic growth by increasing on-terminal efficiency and efficiency of goods
9 movement in the Port but would not foster population growth in the Port's region of
10 influence (Los Angeles County, Orange County, Riverside County, San Bernardino
11 County, and Ventura County). Although the Proposed Project would improve on-terminal
12 and goods movement efficiency in the Port, this change would not in itself stimulate
13 significant population growth. Further, it would not remove obstacles to population
14 growth, nor would it necessitate construction of new community facilities that would lead
15 to additional growth in the surrounding area.

16 **ES.6 Public Involvement**

17 During the NOP/IS scoping process, individuals and agencies provided comments on the
18 scope and content of the Draft EIR. The scoping period lasted from December 7, 2023,
19 until January 22, 2024, and included one virtual scoping meeting on January 9, 2024.
20 Table 1-2 in Chapter 1, *Introduction*, presents a summary of the relevant comments on
21 the NOP/IS and where a particular comment would be addressed in this EIR. Key
22 comments provided general guidance on preparing the air quality and GHG emissions
23 analyses, requested consideration of the Vertical Chassis storage system, that the
24 Terminal Island remain as is, and that the operator (if chosen) be identified.

25 **ES.7 Areas of Controversy**

26 No areas of controversy have been identified by LAHD.

27 **ES.8 Issues to be Resolved**

28 Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain issues to
29 be resolved; this includes whether or how to mitigate significant impacts. This section
30 discusses the major issues to be resolved regarding the Proposed Project. The major
31 issues to be resolved include decisions by the lead agency as to whether:

- 32 • This EIR adequately describes the environmental impacts of the Proposed Project;
- 33 • The recommended mitigation measure(s) should be adopted or modified; or
- 34 • The Proposed Project should or should not be approved for implementation.