Executive Summary

ES.1 Introduction and Background

The Los Angeles Harbor Department (LAHD) operates the Port of Los Angeles (Port) under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 601; California Tidelands Trust Act of 1911) and the California Coastal Act (PRC Division 20 Sections 30700 et seq.). The LAHD is chartered to develop and operate the Port to benefit maritime uses, and it functions as a landlord by leasing Port properties to more than 300 tenants.

ES.1.1 Purpose of the Supplemental EIR

Among the LAHD's tenants is China Shipping, which leases premises at Berths 97-109 to operate a marine container terminal (the "CS Container Terminal"). The terminal handles foreign waterborne commerce in the form of containerized cargo, and has been operational since 2005. The LAHD has prepared this Draft Supplemental Environmental Impact Report (Draft SEIR) to the Berths 97-109 [China Shipping] Container Terminal Project Environmental Impact Statement/Environmental Impact Report (EIS/EIR) certified by the City of Los Angeles Board of Harbor Commissioners on December 18, 2008 (LAHD and USACE, 2008). The 2008 EIS/EIR evaluated the environmental impacts of the construction and operation of the CS Container Terminal (the "Approved Project") at Berths 97-109. Construction of the Approved Project was completed in 2013.

This Draft SEIR evaluates the continued operation of the CS Container Terminal under modified mitigation measures. These changes are collectively referred to in this document as the "Revised Project" and encompass modifications to the project mitigation measures that were analyzed in the 2008 EIS/EIR (see Section 2.5 of this Draft SEIR). Because the Revised Project does not include any elements requiring federal action subject to the National Environmental Policy Act (NEPA), including approvals, a NEPA document is not required and is not being prepared.

The purpose of a Supplemental EIR is to provide the additional information necessary to make the previously certified EIR adequate for the project as revised. Accordingly, a SEIR need only contain the information necessary to respond to the project changes, changed circumstances, or new information that triggered the need for additional environmental review (CEQA Guidelines, Section 15163.) A SEIR does not "re-open" a previously certified EIR or reanalyze the environmental impacts of a project as a whole; the analysis is limited to whether the project changes result in new or substantially more severe significant impacts.

The LAHD, in the course of preparing the Draft SEIR, has determined that the physical capacity of the CS Container Terminal is greater than the assumptions used in the 2008

EIS/EIR. These changes are "changed circumstances" or "new information" that require analysis in an SEIR. Accordingly, this Draft SEIR, in evaluating the impacts of operation of the CS Terminal under the Revised Project, assumes and analyzes impacts of an incremental increase in the terminal's throughput in future years, based upon re-assessment of terminal capacity, compared to the assumptions in the 2008 EIS/EIR.

This Draft SEIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (CEQA Guidelines) (14 California Code of Regulations [CCR] Sections 15000 et seq.). This Executive Summary has been prepared in accordance with Section 15123 (b) of the CEQA Guidelines which states that the EIR should contain a brief summary of the proposed actions and its consequences and should identify: 1) each significant effect with proposed mitigation measures that would reduce or avoid that effect; 2) areas of controversy known to the lead agency; and 3) issues to be resolved including whether or how to mitigate significant effects. This Draft SEIR describes the affected resources and evaluates the potential impacts to those resources as a result of operating the Revised Project. Throughout the Executive Summary are references to various chapters and sections in the Draft SEIR where detailed information and analyzes can be reviewed.

ES.1.2 Project Background

The full background of the Approved Project is described in detail in Section 1.2.3 of this Draft SEIR. In summary, a previous EIR (LAHD, 1997) was prepared by LAHD and was challenged by project opponents. The lawsuit was settled in 2004 through an Amended Stipulated Judgement (ASJ) in which LAHD committed to preparing a new project-specific EIR, agreed to several mitigation measures, and established a $50 million community impact fund.

In the resultant 2008 EIS/EIR the LAHD adopted 52 mitigation and lease measures, including additional measures beyond those in the ASJ, to reduce significant construction and operational impacts of the Approved Project in the areas of aesthetics, air quality, biology, cultural resources, geology, ground water, noise, public services, and transportation. At the time of the 2008 EIS/EIR, many of those measures had never been attempted anywhere in the world, but LAHD believed that they were realistic and could be accomplished by the terminal operator within a reasonable timeframe.

Most of the mitigation measures, including all the measures associated with construction and all of the ASJ requirements, have been implemented or are underway. Accordingly, those measures and the ASJ requirements are outside of the scope of the Revised Project and are not considered in this Draft SEIR. However, several of the measures associated with air quality and transportation have not been implemented for various reasons, including the permittee's (China Shipping) assertions that some measures were not feasible due to technological, economic, and operational factors (see Section 1.2.4 for details). The Revised Project (described in Section ES-2 and Chapter 2) makes minor changes to the continued operation of the CS Container Terminal by modifying 10 mitigation measures and one lease measure that were originally adopted in the 2008 EIS/EIR. This SEIR analyzes the impacts of these modifications, in light of conclusions of the certified 2008 EIS/EIR for the CS Container Terminal. The 2008 EIS/EIR is used

in this Draft SEIR as a comparison against which the Revised Project is evaluated (a full description of the baseline is presented in Section 2.6).

ES.1.3 Uses and Scope of the Supplemental EIR

This Draft SEIR will be used to inform decision-makers and the public about the potential significant environmental effects of the Revised Project. Section 1.5 describes the agencies that are expected to use this document, including the lead, responsible, and trustee agencies under CEQA. This Draft SEIR is being provided to the public for review and comment; after that review and comment period, a Final SEIR will be prepared that will include responses to public comments. The certification by LAHD of the SEIR, Notice of Determination, Findings of Fact, and Statement of Overriding Considerations (if necessary) will document the decision of the LAHD as to the adequacy of the Draft SEIR and will inform subsequent decisions by the LAHD whether to approve and implement the Revised Project.

Section 1.6 describes the scope and content of the Draft SEIR. The scope is based upon the identified environmental issues involved in the Revised Project, namely the modification of operational mitigation measures designed to address air quality and traffic impacts. Accordingly, and pursuant to CEQA Guidelines, Section 15163, the Draft SEIR considers only Air Quality, Ground Transportation, and Greenhouse Gases. The Notice of Preparation (NOP) included Noise as an issue to be addressed in the Draft SEIR because mitigation measure MM NOI-2 has not yet been completed. However, the mitigation measure did not specify a completion date and the LAHD is in the process of implementation. Furthermore, a screening analysis conducted by the LAHD has demonstrated that the increases in throughput of the Revised Project compared to the Approved Project would not cause substantial increases in noise levels at sensitive receptors (see Appendix E2). For these reasons, Noise is not considered in the Draft SEIR.

As described in Section 1.7, the Draft SEIR does not include an analysis of alternatives because the 2008 EIS/EIR analysed a reasonable range of alternatives, and because the proposed modifications to mitigation measures in the Revised Project do not concern or alter any analysis of or conclusions reached regarding alternatives analysed in the 2008 EIS/EIR.

As described in Section 1.8, if the modifications to the operational mitigation measures proposed as the Revised Project are not approved by the Board of Harbor Commissioners, the CS Container Terminal would continue to operate under the terms previously approved for the project studied in the 2008 EIS/EIR. The environmental impacts determined in the 2008 EIS/EIR for the CS Container Terminal, including significant and unavoidable impacts, would still remain and the previously approved mitigation measures would still be required.

ES.1.4 Project Objectives

In the 2008 EIS/EIR, the LAHD's objectives for the CS Container Terminal were:

(1) provide a portion of the facilities needed to accommodate the projected growth in the volume of containerized cargo through the Port;

(2) comply with the Mayor's goal for the Port to increase growth while mitigating the impacts of that growth on the local communities and the Los Angeles region

by implementing pollution control measures, including the elements of the Clean Air Action Plan (CAAP) applicable to the proposed Project; and

(3) comply with the Port Strategic Plan to maximize the efficiency and capacity of terminals while raising environmental standards through application of all feasible mitigation measures.

The first objective of the 2008 EIS/EIR was achieved by construction of the Approved Project.

The overall purpose of the Revised Project is to further the second and third objectives by eliminating some previously adopted measures that have proved to be infeasible or unnecessary, instituting new, feasible, mitigation measures, and modifying other existing measures to enhance their effectiveness.

ES.1.5 CEQA Baseline

An objective of this Draft SEIR is to determine whether modifications to the Approved Project would result in new or substantially more severe significant environmental impacts than disclosed in the 2008 EIS/EIR. To make this determination, impacts resulting from implementation of the Revised Project are compared to a baseline condition. The difference between the Revised Project and the baseline is then compared to a threshold to determine if the difference between the two is significant.

As described in Section 2.6.1.1, a supplemental EIR would typically use the Approved Project, as mitigated, as the baseline conditions for evaluating the impacts of the Revised Project and to disclose the incremental change in environmental impacts between the Approved Project and the Revised Project. This approach is used for analysis of cumulative Ground Transportation impacts to street intersections and at-grade rail crossings (see Section 2.6.1).

In the case of air quality (including health risk), greenhouse gases, and project-specific ground transportation and cumulative highway traffic delay impacts, however, it is not possible to use the Approved Project as the baseline because of the substantial changes in analytical and modeling techniques that have occurred. The LAHD has determined that the most informative and appropriate approach is to adopt an alternative baseline for those analyses that represents existing conditions (2014) with full implementation of the 2008 Approved Project. The 2014 Existing Conditions With Approved Project Mitigation Baseline ("2014 Mitigated Baseline") discloses the incremental change in environmental impacts between the Approved Project and the Revised Project for air quality, greenhouse gases, and project-specific ground transportation and cumulative highway traffic delay impacts (see Section 2.6.2).

Whereas the 2008 EIS/EIR estimated CS Terminal throughput in year 2015 at about 1,164,000 twenty-foot equivalent units (TEUs), actual throughput levels reflected in the 2014 Mitigated Baseline were lower, at 1,088,639 TEUs. This means that comparison of impacts of the Revised Project to a 2014 Mitigated Baseline will assume a greater incremental increase in throughput than would be assumed if the Draft SEIR were to use a baseline which reflected the throughput assumptions in the 2008 EIS/EIR.

ES.1.6 Analytical Framework

As discussed in Section 2.6.2, this Draft SEIR contains several sets of analyses that employ different scenarios evaluating air quality/health risk assessment and greenhouse gas impacts. For cumulative ground transportation impacts, the Draft SEIR compares impacts of future operations of the CS Container Terminal as analyzed in the 2008 EIS/EIR to those now projected to occur, based on changes in throughput, technology, and other factors. The Draft SEIR also analyzes scenarios in which two intermodal rail projects that could affect traffic related to the CS Container Terminal are or are not built. These projects include the Union Pacific Intermodal Container Transfer Facility (ICTF) near-dock railyard expansion, and the BNSF Southern California International Gateway (SCIG) near-dock railyard.

Although not required by CEQA, in response to certain comments received on the NOP, the Draft SEIR compares impacts of actual terminal operations from 2005-2014, without full mitigation, to the impacts disclosed in the 2008 EIS/EIR, with full mitigation. As discussed in Section 2.4.4, LAHD performed a comprehensive review of the past performance of the China Shipping Terminal with respect to the air quality mitigation measures imposed by the 2008 EIS/EIR. This review found that in the period 2005-2013, emissions of pollutants, pollutant concentrations, and predicted health risks did not exceed the predicted levels in the 2008 EIS/EIR. That comparison is provided for informational purposes only in Appendix D.

ES.2 Revised Project

ES.2.1 Background

The CS Container Terminal (Figure ES-1) is located in the Port of Los Angeles. The Project site lies on the western side of the Los Angeles Harbor Main Channel, and is generally bounded by the World Cruise Center and San Pedro waterfront to the south, I-110 and the community of San Pedro to the west, the West Basin and the Yang Ming Container Terminal to the north, and the Main Channel, Turning Basin, and Berths 222 – 228 to the east. Land access is provided by a network of arterial routes and freeways (I-110, I-710, I- 405, and State Route [SR]-103/SR-47).

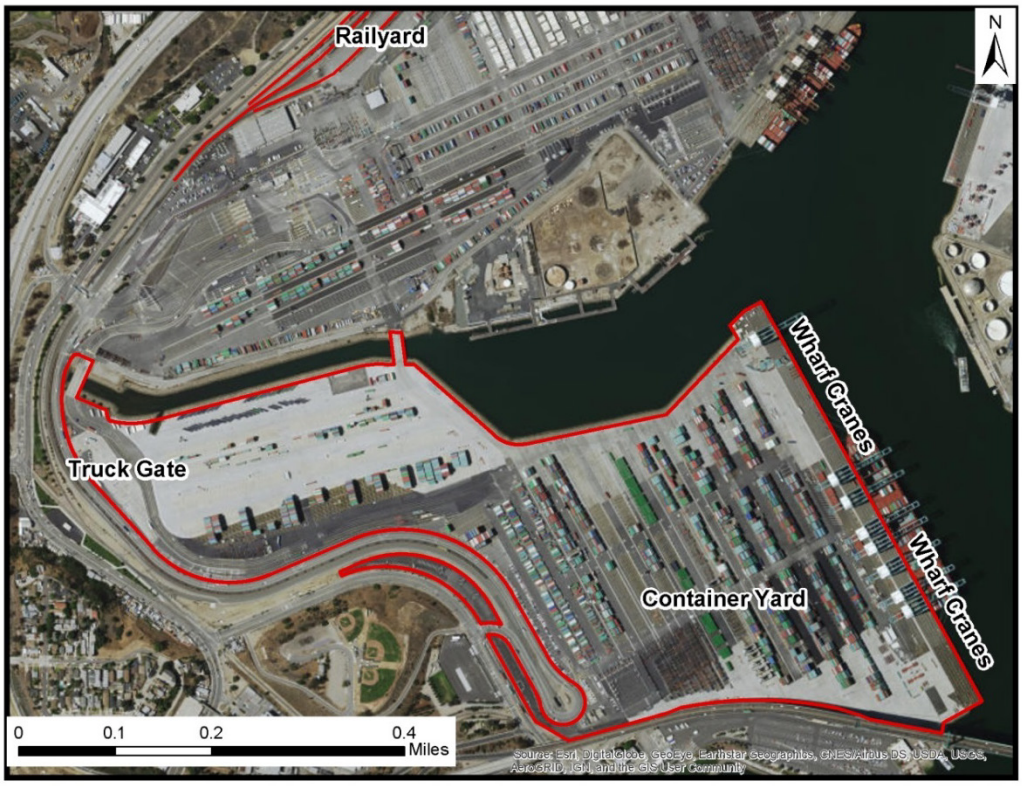
ES.2.2 Overview

The Revised Project involves the continued operation of the CS Container Terminal under new and/or modified mitigation measures (described in Section 2.5.2), compared to those set forth in the 2008 EIS/EIR for the Approved Project (Section 2.5.1). The revisions include modifications of details of the implementation of a measure, substitution of new measures, and elimination of some measures altogether. Other components of the Approved Project, including construction and the physical operation of the CS Container Terminal and all other mitigation measures, remain the same as those evaluated in the 2008 EIS/EIR.

The 2008 EIS/EIR assumed that at full capacity, in 2030, the 142-acre CS Container Terminal would handle approximately 1,551,000 TEUs, which is roughly equivalent to 8,400 standard shipping containers, per year. That throughput would require 1,508,000 truck trips, 234 vessel calls, and 817 train trips per year. Those numbers were based on cargo forecasting performed in 2005.

Since the 2008 EIS/EIR, there have been a number of changes in the operational activity of the CS Container Terminal. Actual throughput has only slightly exceeded forecasted throughput, but numbers of truck trips and trains trips have been substantially lower than forecasted in the 2008 EIS/EIR (Table 2-3).

Figure ES-1: Berths 97-109 (China Shipping) Container Terminal



ES.2.3 Project Description

The Revised Project elements are described in detail in Section 2.5.2. Under the Revised Project, the CS Container Terminal would operate under a different suite of mitigation and lease measures. For the analysis of future operations the Draft SEIR analyzes the Revised Project with the measures described in Table ES-1 in place instead of the corresponding measures analyzed for the Approved Project with mitigation in the 2008 EIS/EIR. Mitigation measures (MMs) and lease measures (LMs) are summarized below and all acronyms used hereafter are defined in Chapter 7.

Table ES-1. Revised Mitigation and Lease Measures

Measure	Approved Project	Revised Project
MM AQ-9	China Shipping ships calling at Berths 97-109 must use AMP in the following percentages while hoteling in the Port. Jan-Jun 2005: 60%; July 2005: 70%; Jan 2010: 90%; Jan 2011: 100%. Additionally, by 2010, all ships retrofitted for AMP shall be required to use AMP while hoteling at a 100 percent compliance rate, with the exception of circumstances when an AMP-capable berth is unavailable due to utilization by another AMP-capable ship.	Beginning January 1, 2018, all ships calling at Berths 97-109 must use AMP while hoteling in the Port, with a 95 percent compliance rate. Exceptions may be made if one of the following circumstances or conditions exists: • Emergencies • An AMP-capable berth is unavailable • An AMP-capable ship is not able to plug in • The vessel is not AMP-capable. In the event one of these circumstances or conditions exist, an equivalent alternative at-berth emission control capture system shall be deployed, if feasible, based on availability, scheduling, operational feasibility, and contracting requirements between the provider of the equivalent alternative technology and the terminal operator. The equivalent alternative technology must, at a minimum, meet the emissions reductions that would be achieved from AMP.
MM AQ-10	Starting in 2009, all ships calling at Berths 97-109 shall comply with the expanded VSRP of 12 knots between 40 nm .	Beginning January 1, 2018, at least 95 percent of vessels calling at Berths 97-109 shall either 1) comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area or 2) comply with an alternative compliance plan approved by the LAHD for a specific vessel and type. Any alternative compliance plan shall be submitted to LAHD at least 90 days in advance for approval, and shall be supported by data that demonstrates the ability of the alternative compliance plan for the specific vessel and type to achieve emissions reductions comparable to or greater than those achievable by compliance with the VSRP. The alternative compliance plan shall be implemented once written notice of approval is granted by the LAHD.
MM AQ-15	Starting in 2015, all yard tractors at the Berths 97-109 terminal to have cleanest available NO_X alternative-fueled engine meeting 0.015 gm/hp-hr for PM.	By January 1, 2019 all LPG yard tractors of model years 2007 or older shall be alternative fuel yard tractors that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. By January 1, 2023 all LPG yard tractors of model years 2011 or older shall be alternative fuel yard tractors that meet or exceed Tier 4 final off-road engine standards for PM and NO_x.

Table ES-1. Revised Mitigation and Lease Measures

Measure	Approved Project	Revised Project
MM AQ-16	All diesel-powered CHE at the WBICTF rail yard that handles Berth 97-109 terminal's containers shall meet Tier 4 non-road standards by the end of 2014.	Combined with MM AQ-17.
MM AQ-17	All RTGs to be electric-powered by 2009 and all diesel-powered CHE at the Berth 97-109 terminal shall meet Tier 4 engine standards by the end of 2014.	All yard equipment at the terminal except yard tractors (see MM AQ-15) shall implement the following requirements: <u>Forklifts</u> • By January 1, 2019 all 18-ton diesel forklifts of model years 2004 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2020 all 18-ton diesel forklifts of model years 2005 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2020 all 5-ton forklifts of model years 2011 or older shall be electric. • By January 1, 2021 all 18-ton diesel forklifts of model years 2007 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. <u>Top-picks</u> • By January 1, 2019 all diesel top-picks of model years 2006 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2021 all diesel top-picks of model years 2007 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2023 all diesel top-picks of model years 2014 and older shall be replaced with units that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. <u>Rubber-Tired Gantry Cranes (RTGs)</u> • By January 1, 2021 all diesel RTG cranes of model years 2003 and older shall be diesel-electric hybrid with diesel engines that meet or exceed Tier 4 final off-road engine standards for PM and NO_x.

Table ES-1. Revised Mitigation and Lease Measures

Measure	Approved Project	Revised Project
		• By January 1, 2023 all diesel RTG cranes of model years 2004 and older shall be diesel-electric hybrid with diesel engines that meet or exceed Tier 4 final off-road engine standards for PM and NO_x. • By January 1, 2025 four RTG cranes of model years 2005 and older shall be replaced by all-electric units, and one diesel RTG crane of model year 2005 shall be diesel-electric hybrid with a diesel engine that meets or exceeds Tier 4 final off-road engine standards for PM and NO_x. <u>Sweepers</u> • Sweeper(s) shall be alternative fuel or the cleanest available by 2025. <u>Shuttle Buses</u> • Gasoline shuttle buses shall be zero emissions by 2025.
MM AQ-20	Heavy-duty trucks entering the Berth 97-109 Terminal shall be LNG fueled in the following percentages: 50% in 2012 and 2013, 70% 2014 through 2017, 100% in 2018 and thereafter.	Not included in the Revised Project because there is no feasible measure for reducing drayage truck emissions by quantifiable amounts.
LM AQ-23	If the Project exceeds project throughput assumptions/projections anticipated through the years 2010, 2015, 2030, or 2045, staff shall evaluate the effects of this on the emissions sources (ship calls, locomotive activity, backland development, and truck calls) relative to the EIS/EIR. If it is determined that these emissions sources exceed EIS/EIR assumptions, staff would evaluate actual air emissions for comparison with the EIS/EIR and if the criteria pollutant emissions exceed those in the EIS/EIR, then new or additional mitigations would be applied through MM AQ-22 Periodic Review of New Technology Regulations.	LM AQ-23 is not included in the Revised Project.
MM TRANS-2	Provide an additional eastbound through-lane on Anaheim Street. This measure shall be implemented by 2015.	Would not be implemented under the Revised Project because current data indicates it is not needed.

Table ES-1. Revised Mitigation and Lease Measures

Measure	Approved Project	Revised Project
MM TRANS-3	Provide an additional southbound and westbound right-turn lane on John S. Gibson Boulevard and I-110 NB ramps. Reconfigure the eastbound approach to one eastbound through-left-turn lane, and one eastbound through-right-turn lane. Provide an additional westbound right-turn lane with westbound right-turn overlap phasing. This measure shall be implemented by 2015.	Would not be completed under the Revised Project because current data indicates remaining element is not needed.
MM TRANS-4	Provide an additional westbound through-lane on Harry Bridges Boulevard. Provide an additional northbound, eastbound, and westbound right-turn lane on Fries Avenue and Harry Bridges Boulevard. This measure shall be implemented by 2015.	Would not be implemented under the Revised Project because current data indicates it is not needed.
MM TRANS-6	Provide an additional eastbound through-lane on Seaside Avenue. Reconfigure the westbound approach to one left-turn lane and three through-lanes. This measure shall be implemented by 2030.	Would not be implemented under the Revised Project because a future project will improve the intersection.

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ES.3 Environmental Impacts.

Based on the Initial Study in the NOP, the following issues have been determined to be potentially significant and are therefore evaluated in this Draft SEIR:

- Air Quality and Meteorology
- Greenhouse Gas Emissions
- Ground Transportation

Chapter 3, Environmental Analysis, of this Draft SEIR evaluates those issues. The criteria for determining the significance of environmental impacts are described for each resource topic in Chapter 3, Environmental Analysis. Mitigation measures to reduce impacts to less than significant are proposed whenever feasible. Chapter 4, Cumulative Analysis, discusses the cumulative impacts of the Revised Project.

Summary descriptions of the impacts, new mitigation measures, and residual impacts for the Revised Project are provided in Table ES-2.

ES.3.1 Impacts Not Considered in this Draft SEIR

The NOP (Appendix A) concluded that certain topics would be excluded from the Draft SEIR because (a) the 2008 EIS/ EIR concluded that there were no significant impacts associated with those topics, or (b) the mitigation measures proposed in the 2008 EIS/EIR have been implemented and/or completed, or (c) the mitigation measures are in progress and would mitigate impacts of the Revised Project to a less-than-significant level, and/or (d) the level of significance is unchanged from that described in the 2008 EIS/EIR and any modification to the mitigation measures or assumed incremental increase in throughput is not expected to affect that finding. Accordingly, the SEIR does not re-analyze or recirculate biology, cultural resources, geology, groundwater and soils, hazardous materials, land use, marine transportation, public services, recreation, utilities, and water quality, consistent with CEQA Guidelines Section 15163. In addition, as described in Section 1.3, although the NOP indicated that noise impacts would be re-evaluated, subsequent evaluation has determined that noise does not need to be re-evaluated.

Finally, re-evaluations of socioeconomics and environmental justice are not required, socioeconomics because the Revised Project would have no effect on employment, and environmental justice because CEQA does not require that analysis.

LAHD re-evaluated the scope of impacts covered in the Draft SEIR when, following the NOP review process, it was determined that capacity of the CS Container Terminal had increased incrementally compared to the capacity level identified for the Terminal in the 2008 EIS/EIR. In light of this assumption of incrementally increased throughput under the Revised Project, compared to the throughput assumed in the 2008 EIS/EIR, LAHD conducted a "screening analysis" to identify any impact areas analyzed in the 2008 EIS/EIR, but not already being analyzed in the Draft SEIR (i.e., all except Air Quality, Greenhouse Gases, and Ground Transportation), in which there would be potential for a new or substantially more severe significant impact, compared to the impacts disclosed in the 2008 EIS/EIR, due to the assumed incremental increase in throughput under the Revised Project. That analysis, which is presented in Appendix E to the Draft SEIR, confirms that the SEIR is not required to assess the following impact areas: Aesthetics,

Biological Resources, Cultural Resources, Geology, Hazards and Hazardous Materials, Land Use, Marine Transportation, Noise, Recreation, Utilities; Water Quality, Sediments, and Oceanography, or Socioeconomics.

ES.3.2 Impacts of the Revised Project

ES.3.2.1 Unavoidable Significant Impacts

Table ES-2 identifies unavoidable significant impacts associated with the Revised Project. This Draft SEIR has determined that implementation of the Revised Project would result in unavoidable significant impacts on air quality, greenhouse gases, and ground transportation.

Air Quality

The 2008 EIS/EIR determined that the Approved Project, even with implementation of all mitigation measures, would have significant and unavoidable impacts relative to air quality. Operation of both the Revised Project relative to both the 2014 Mitigated Baseline and the 2014 Unmitigated Baseline would result in incremental peak daily emissions of CO in all four future years that would exceed SCAQMD significance thresholds. This exceedance would represent a significant impact. As discussed in Section 3.1.4.4, no additional mitigation beyond the measures that constitute the Revised Project are available to reduce emissions below the thresholds. Three lease measures would likely reduce emissions, but as their effects cannot be quantified they cannot be assumed to reduce impacts to less than significant. Accordingly, this impact would be significant and unavoidable.

> **LM AQ-1: Cleanest Available Cargo Handling Equipment.** For any measures that require the replacement, new purchase, or retrofit of cargo handling equipment, the tenant is required to notify LAHD in advance and engage in collaboration with LAHD on the cleanest available cargo handling equipment that is operationally and economically feasible and commercially available for the tenant's operations. LAHD will also assist with identification of potential sources of funding to assist with the purchase of such equipment.
>
> **LM AQ-2: Priority Access System:** A priority access system shall be implemented at the terminal to provide preferential access to zero- and near-zero-emission trucks.
>
> **LM AQ-3: Zero Emissions Equipment Demonstration and Feasibility Assessment.** Tenant shall conduct a one-year zero emission demonstration project with at least ten units of zero-emission cargo handling equipment. Upon completion of the one-year demonstration, Tenant shall submit a report to LAHD that evaluates the feasibility of permanent use of the tested equipment. Tenant shall continue to test the zero-emission equipment and provide feasibility assessments and progress reports in 2020 and 2025 to evaluate the status of zero-emission equipment technologies and infrastructure as well as operational and financial considerations, with a goal of 100% zero-emission cargo handling equipment by 2030.

Operation of the Revised Project would result in off-site annual average ambient concentrations of PM_{10} that would exceed the SCAQMD annual PM_{10} standard in 2030,

2036, and 2045. This exceedance would represent a significant impact. Off-site concentrations of NO_2, SO_2, CO, $PM_{2.5}$, and 24-hour PM_{10} would be below significance thresholds, and impacts related to those air pollutants would be less than significant. No additional mitigation beyond the measures that constitute the Revised Project are available to reduce emissions, and hence ambient PM_{10} concentrations, below the thresholds, and the impact would remain significant and unavoidable.

Operation of the Revised Project would result in incremental individual cancer risks, relative to both 2014 (fixed) and the future (floating) Mitigated Baselines, that would exceed 10 in a million at residential and sensitive receptors in the immediate vicinity of the CS Terminal. The maximum incremental individual cancer risk from the Revised Project is predicted to be 28.2 in a million, and would occur at the Samoan Sea Apartments on Harbor Boulevard. The maximum incremental individual cancer risk for occupational receptors is also greater than 10 in a million relative to the floating Mitigated Baseline. These exceedances would constitute a significant impact. No additional mitigation beyond the measures that constitute the Revised Project are available to reduce emissions of TACs, and hence health risk impacts, below the thresholds. Accordingly, impacts of emissions of TAC would remain significant and unavoidable.

Greenhouse Gas Emissions

The Revised Project would result in GHG emissions in excess of 10,000 mty CO2e even after the application of mitigation measures AQ-9, AQ-10, AQ-17, and GHG-1. The 2008 EIS/EIR found that the Approved Project would also have a significant and unavoidable impact relative to GHG and climate change.

For the impacts related to GHG emissions, a new mitigation measure has been applied:

> **MM GHG-1: LED Lighting:** All lighting within the interior of buildings on the premises and outdoor high mast terminal lighting will be replaced with LED lighting or a technology with similar energy-saving capabilities by 2023.

The effects of converting high-mast light poles to LED on electricity-consumption GHG emissions is quantified; the effects of converting interior lighting to LED is not quantified. No additional mitigation is available that could reduce the impacts to less than significant levels. One lease measure would likely reduce emissions, but as its effects cannot be quantified it cannot be assumed to reduce impacts to less than significant. Therefore, impacts of GHG emissions are considered significant and unavoidable.

> **LM GHG-1: GHG Credit Fund:** LAHD shall establish a carbon offset fund, which may be accomplished through a Memorandum of Understanding with the California Air Resources Board or another appropriate entity, to mitigate project GHG impacts to the maximum extent feasible. The fund shall be used for GHG-reducing projects and programs on Port of Los Angeles property. It shall be the responsibility of the Tenant to contribute to the fund. Fund contribution shall be $250,000, payable upon execution of a lease amendment. $250,000 has been identified as the maximum feasible contribution level. If LAHD is unable to establish the fund within a reasonable period of time, Tenant shall instead purchase credits from an approved GHG offset registry in the amount of $250,000.

Ground Transportation

The Revised Project would result in additional truck trips on Port-area streets compared to the Approved Project. The analysis conducted for this Draft SEIR determined that the Revised Project would have a significant impact on operating conditions at the intersection of Alameda and Anaheim streets (Study Location #3). Application of MM TRANS-2 (addition of an eastbound lane on Anaheim Street) would reduce the impact to less than significant. Although implementation of the mitigation measure would avoid the identified impact, because LADOT is not guaranteed, the impact is significant and unavoidable. If LADOT approves the implementation of this mitigation measure, then the impact would be reduced to less than significant. This mitigation measure was originally included in the 2008 EIS/EIR, but was eliminated from the Revised Project on the basis of available data indicating that it would not be needed. However, because the project-specific analysis in this Draft SEIR determined that the measure is needed, MM TRANS-2 is re-imposed as a new measure but with a revised implementation schedule.

> **MM TRANS-2 Alameda & Anaheim Streets:** Provide an additional eastbound through-lane on Anaheim Street. This mitigation measure shall be implemented at the same time as the City's planned improvement project at this location, with design/construction commencing in the first quarter of 2019, subject to LADOT approval.

ES.3.2.2 Summary of Less than Significant Impacts

Table ES-2 identifies the resource areas where less than significant impacts were determined. This Draft SEIR has determined that implementation of the Revised Project would result in a less than significant impact on:

Air Quality

The Revised Project's emissions of all criteria pollutants except CO would not exceed SCAQMD significance thresholds in any future year. Accordingly, the Revised Project's impacts related to VOCs, NO_x, PM_{10}, $PM_{2.5}$, and SO_x would be less than significant.

The Revised Project would not result in exceedances of pollutant concentrations of NO_2, $PM_{2.5,}$ PM_{10} (24-hour standard), CO or SO_2. The Revised Project would also not result in acute or chronic non-cancer health effects or cancer burden that represent a significant impact.

Ground Transportation

Traffic generated by the Revised Project and elimination of mitigation measures included in the 2008 EIS/EIR would not cause changes in V/C ratios or levels of service (LOS) that would exceed the significance thresholds established by the cities of Los Angeles, Long Beach, and Carson at any study intersection except #3 (Alameda and Anaheim streets, see above). Accordingly, impacts on operating conditions at all study intersections other than #3 would be less than significant.

The Revised Project would result in additional truck trips on the surrounding freeway system, but those added trips would not cause an increase of 0.02 or more of the D/C ratio of any freeway link operating at LOS F or worse compared to either the CEQA 2014 Mitigated Baseline or the future baselines. Accordingly, impacts would be less than significant.

The 2008 EIS/EIR predicted significant impacts on vehicle delay at two rail grade crossings in the area of the CS Terminal, Henry Ford Avenue and Avalon Boulevard. The Avalon Boulevard crossing was eliminated by the Wilmington Grade Separation and was therefore not part of the Draft SEIR's evaluation. The Henry Ford Avenue crossing would be affected by train traffic from the CS Terminal, but compared to the 2014 Mitigated Baseline, the Revised Project's trains would not cause additional vehicular delay that would cause total per-vehicle delay to exceed 55 seconds. Accordingly, impacts would be less than significant.

ES.3.2.3 Cumulative Impacts

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

Sixty-eight related projects in the general area of the CS Terminal could contribute to impacts that could be cumulatively significant. The Revised Project was analyzed in conjunction with those related projects for its potential to contribute to significant cumulative impacts. The analysis was conducted for the future years considering the predicted activity levels for those years without the Revised Project (termed the future baseline). This approach differs from the analyses summarized above, which assess impacts relative to the CEQA baseline of, for this project, 2014.

Cumulative impact evaluations for each resource are included in Chapter 4 of this Draft SEIR. The Revised Project would have a cumulatively considerable contribution to significant cumulative impacts for air quality, greenhouse gases, and ground transportation.

Air Quality

The Revised Project would make a cumulatively considerable contribution to a cumulative impact related to mass emissions of criteria pollutant. Specifically, emissions of CO would exceed SCAQMD criteria, and the related projects are assumed to represent a significant cumulative impact with respect to emissions of criteria pollutants. Although the Revised Project's emissions of PM_{10}, $PM_{2.5}$, and SO_x would not exceed SCAQMD criteria, the Revised Project is considered to make a cumulatively considerable contribution to a significant cumulative impact with regard to ambient concentrations of those three pollutants. No additional feasible mitigation is available.

The Revised Project would make a cumulatively considerable contribution to a significant cumulative impact with regard to ambient concentrations of PM_{10}. Specifically, ambient off-site concentrations of PM_{10} (annual average) would exceed the federal annual threshold, and the related projects are assumed to represent a significant cumulative impact with respect to ambient concentrations of PM_{10}.

The Revised Project would make a cumulatively considerable contribution to a significant cumulative impact with regard to cancer risk. Specifically, residential and sensitive receptors would experience cancer risk that would exceed 10 in a million, and the individual cancer risk for occupational receptors would exceed the threshold relative to the future floating mitigated baseline. Along with the related projects, which are

assumed to represent a significant cumulative impact with respect to cancer risk, the Revised Project would make a cumulatively considerable contribution to an existing significant cumulative impact for cancer risk. No additional mitigation beyond the measures imposed on the Revised Project are available to reduce cumulative impacts.

The Revised Project would not increase non-cancer chronic or acute impacts, or the cancer burden, above significance thresholds. As a result, without mitigation, the Revised Project would not make a considerable contribution to significant cumulative non-cancer chronic or acute health impacts or the cancer burden.

Greenhouse Gas Emissions

Operational emissions of GHGs by the Revised Project would exceed SCAQMD's threshold in all analysis years. Impacts of the Revised Project would combine with impacts from related projects, which would already be cumulatively significant. As a result, without mitigation, impacts from Revised Project operation would make a cumulatively considerable contribution to an existing significant cumulative impact related to GHG and global climate change.

The Revised Project already includes all feasible mitigation measures whose effects can be quantified. In addition, MM GHG-1 (Terminal LED Lighting) and LM GHG-1 (GHG Credit Fund) have been added but those measures would not reduce the impact to less than significant.

Ground Transportation

The 2008 EIS/EIR analyzed the CS Terminal's effects on regional traffic at 24 intersections and 12 freeway segments (Section 3.3.4), predicted significant impacts relative to the future baseline (i.e., cumulative impacts) at six intersections, and imposed a number of mitigation measures.

Since that time, there has been less traffic than originally predicted, and a number of traffic improvement projects, including many elements of the original mitigation measures, have been completed. As a result, traffic conditions have improved to the point that the analysis in the Draft SEIR found a significant impact at only two study intersection relative to a future baseline.

The intersection of Alameda and Anaheim Streets (Study Location #3) would experience cumulative impacts during the P.M. peak hour in 2015 and the A.M. and P.M. peak hours in 2030 and 2045. MM TRANS-2, which would be implemented for the project-specific impact as described in Section ES.3.2.2, would mitigate those impacts. However, because LADOT approval of MM TRANS-2 is not guaranteed, the revised Project would make a cumulatively considerable contribution to a significant cumulative impact to Study Location #3 (Alameda Street/Anaheim Street). If LADOT approves the implementation of MM TRANS-2, then the contribution of the Revised Project will be reduced to less than cumulatively considerable.

The John S. Gibson/I-110 northbound ramp intersection (study location #7, immediately outside the CS Terminal truck gate) would experience LOS F during all three peak periods during all analysis years (2015, 2030, 2045), and the CS Terminal's traffic would contribute to that significant cumulative impact. Completion of the 2008 EIS/EIR's MM TRANS-3, most elements of which have already been constructed, would partially mitigate that impact, but an additional southbound lane is required to fully mitigate the

impact to less than significant. Accordingly, MM TRANS-3 is reimposed as a new measure but with a revised implementation schedule:

> **MM TRANS-3 John S. Gibson Boulevard at I-110 Northbound Ramps** – Provide an additional westbound right-turn lane with westbound right-turn overlap phasing and an additional southbound left-turn lane. LAHD shall monitor the intersection LOS annually upon completion of the Gerald Desmond Bridge project. LAHD shall implement the mitigation within three years after the intersection level of service (LOS) is measured as D or worse, as a result of cumulative traffic to which the China Shipping terminal would contribute, with the concurrence of LADOT.

The Revised Project would not make a cumulatively considerable contribution to a significant cumulative freeway congestion impact, nor would it make a cumulatively considerable contribution to a significant cumulative impact related to vehicular delay at at-grade rail crossings.

Table ES-2: Summary of Potential Significant Impacts and New Mitigation for the Revised Project

Environmental Impacts	Impact Determination	New Mitigation Measures	Impacts after Mitigation
3.1 Air Quality and Meteorology			
AQ-3: Would the Revised Project would result in operational emissions that exceed an SCAQMD threshold of significance in Table 3.1-6?	Impacts of CO emissions would be significant in 2023, 2030, 3036, and 2045.	No additional feasible mitigation is identified.	Significant and unavoidable.
AQ-4: Would Revised project operations result in off-site ambient air pollutant concentrations that exceeds a SCAQMD threshold of significance in Table 3.1-10?	The impacts of PM_{10} emissions (annual average) would be significant in 2030, 2036, and 2045.	No additional feasible mitigation is identified.	Significant and unavoidable.
AQ-7: Would the Revised Project expose receptors to significant levels of TACs?	Operations would result in significant cancer risk impacts for residential, occupational, and sensitive receptors.	No additional feasible mitigation is identified.	Significant and unavoidable.
3.2 Greenhouse Gases			
GHG-1: Would the Revised Project generate GHG emissions, either directly or indirectly that would exceed the SCAQMD 10,000 mty CO2e threshold?	Significant	**MM GHG-1: LED Lighting.**	Significant and unavoidable.
3.3 Ground Transportation			
TRANS – 2: Would vehicular traffic associated with the Revised Project increase an intersection's V/C ratio in accordance with applicable guidelines?	The Revised Project would have a significant impact on the intersection of Alameda and Anaheim Streets.	**MM TRANS-2: Alameda & Anaheim Streets.**	Significant and unavoidable.
	The Revised Project would make cumulatively considerable contributions to significant cumulative impacts at the Alameda and Anaheim intersection and at the John S. Gibson/I-110 N/B Ramps intersection.	**MM TRANS-2: Alameda and Anaheim Streets.** **MM TRANS-3: John S. Gibson Boulevard and I-110 N/B Ramps.**	Significant and unavoidable.
TRANS – 4: Would the Revised Project result in an increase of 0.02	Less than significant	No mitigation is required.	Less than significant.

Table ES-2: Summary of Potential Significant Impacts and New Mitigation for the Revised Project

Environmental Impacts	Impact Determination	New Mitigation Measures	Impacts after Mitigation
or more in the D/C ratio with a resulting LOS F at a CMP freeway monitoring station?			
TRANS –5: Would the Revised Project cause delays in regional highway traffic due to an increase in rail activity?	Less than significant	No mitigation is required.	Less than significant.

ES.4 Public Comment Issues Raised

During the NOP scoping process, individuals and organizations provided comments on the scope and content of the Draft SEIR. The NOP scoping period lasted from July 21, 2016 until August 19, 2016, and included one scoping meeting on August 3, 2016.

Table 1-3 in Chapter 1 presents a summary of the relevant comments on the NOP and where a particular comment would be addressed in this Draft SEIR. Key comments urged the LAHD to apply all feasible mitigation, including measures that go beyond those in the 2008 EIS/EIR, to disclose the actual emissions and resultant impacts that occurred between 2008 and 2014, to implement all transportation mitigations, and to deploy the lowest-emission technologies possible, per MM AQ-22 of the 2008 EIS/EIR.

ES.5 Issues to be Resolved

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

- This Draft SEIR adequately describes the environmental impacts of the Revised Project,
- The recommended mitigation and lease measures should be adopted or modified,
- Additional mitigation measures need to be applied to the Revised Project, or
- The Revised Project should or should not be approved for implementation.