THE PORT OF LOS ANGELES
425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

July 26, 2012

SUBJECT: NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE PORT OF LOS ANGELES MASTER PLAN UPDATE

This Notice of Preparation (NOP) is to inform responsible and trustee agencies, public agencies, and the public that the City of Los Angeles Harbor Department (LAHD), as the lead agency under the California Environmental Quality Act (CEQA), will be preparing a Program Environmental Impact Report (PEIR) for the Port of Los Angeles Master Plan Update (PMPU). The PMPU serves as a long-range plan to establish policies and guidelines for future development within the coastal zone boundary of the Port of Los Angeles (Port). In general, the PMPU area is bounded by the community of Wilmington to the north, lands surrounding the Consolidated Slip to the northeast, lands surrounding the Cerritos Channel and City of Los Angeles boundary to the east, Los Angeles Harbor to the south, and the community of San Pedro to the west (Figure 1).

LAHD seeks comments from agencies and the public regarding the scope and content of the environmental impacts, mitigation measures, and alternatives to be addressed in the PEIR. For agencies, LAHD seeks comments relevant to each agency's statutory responsibilities, in connection with the PEIR and the various actions and activities to be evaluated. The LAHD has prepared, as part of the NOP, an Environmental Checklist in accordance with current City of Los Angeles Guidelines for the Implementation of CEQA (Article I); the State CEQA Guidelines (Title 14, California Code of Regulations); and the California Public Resources Code (Section 21000, *et seq.*).

The NOP is being circulated for a period of 30 days for public review and comment starting on July 26, 2012 and ending on August 24, 2012. A copy of the document is available for public review on the Port of Los Angeles' website at: http://www.portoflosangeles.org; the Los Angeles Harbor Department Environmental Management Division located at 222 West 6th Street, San Pedro; the Los Angeles City Library San Pedro Branch at 931 S. Gaffey Street; and at the Los Angeles City Library Wilmington Branch at 1300 North Avalon, Wilmington.

Comments on the NOP should be submitted in writing prior to the end of the 30-day public review period and must be postmarked by August 24, 2012. Please submit written comments to:

Christopher Cannon, Director
City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

Written comments may also be sent via email to ceqacomments@portla.org. Comments sent via email should include the project title in the subject line and a valid mailing address in the email.

The LAHD will conduct a public scoping meeting to receive public and agency comments. The meeting will be conducted in both English and Spanish. The meeting time and location are as follows:

August 14, 2012
6:00 pm
Banning's Landing Community Center
100 E. Water Street, Wilmington, CA 90744

Questions regarding this notice or the proposed program should be directed to Lisa Ochsner, CEQA Supervisor at (310) 732-3412.

Sincerely,

CHRISTOPHER CANNON
Director of Environmental Management

CC:LO:mrx
ADP No.: 110518-060

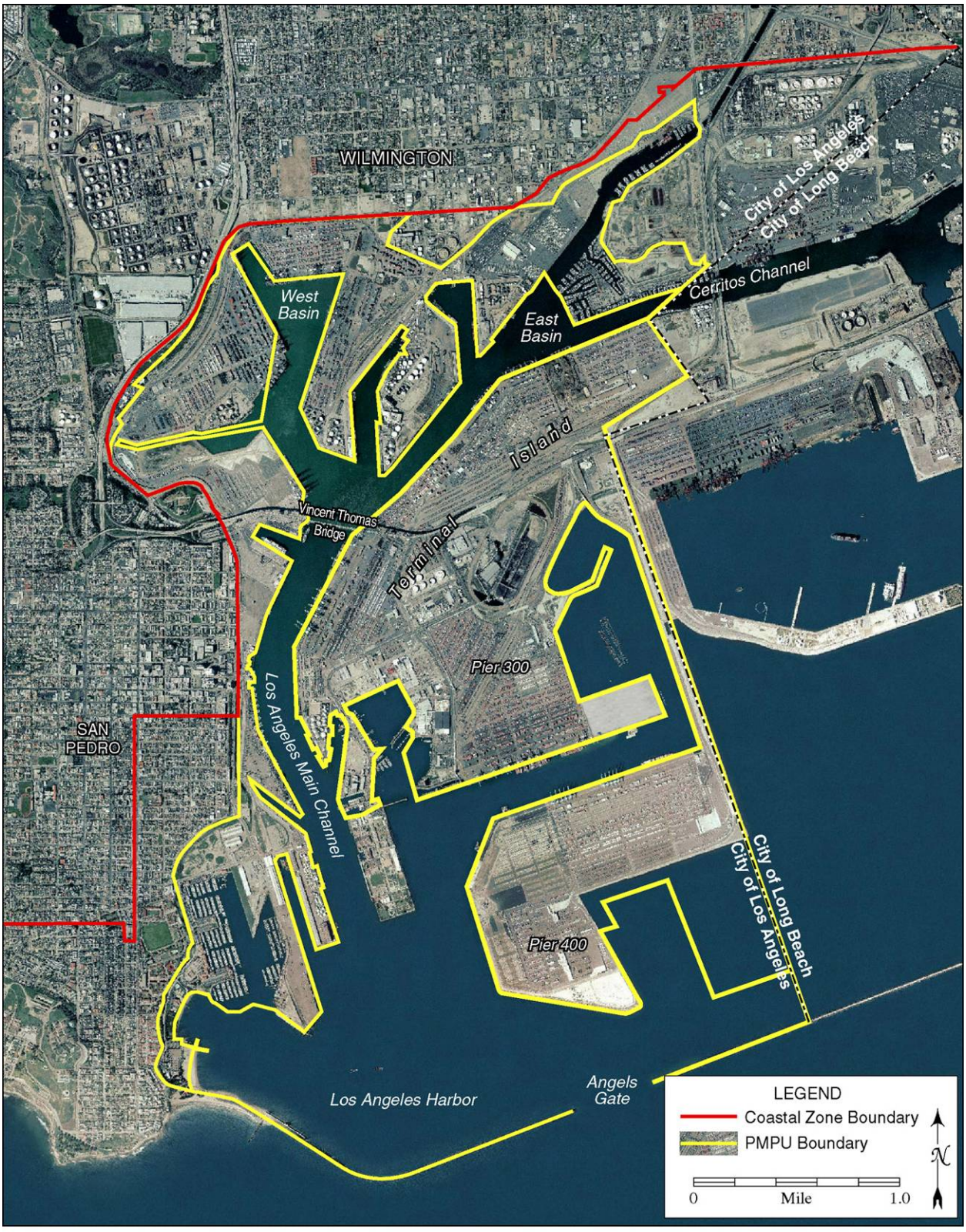
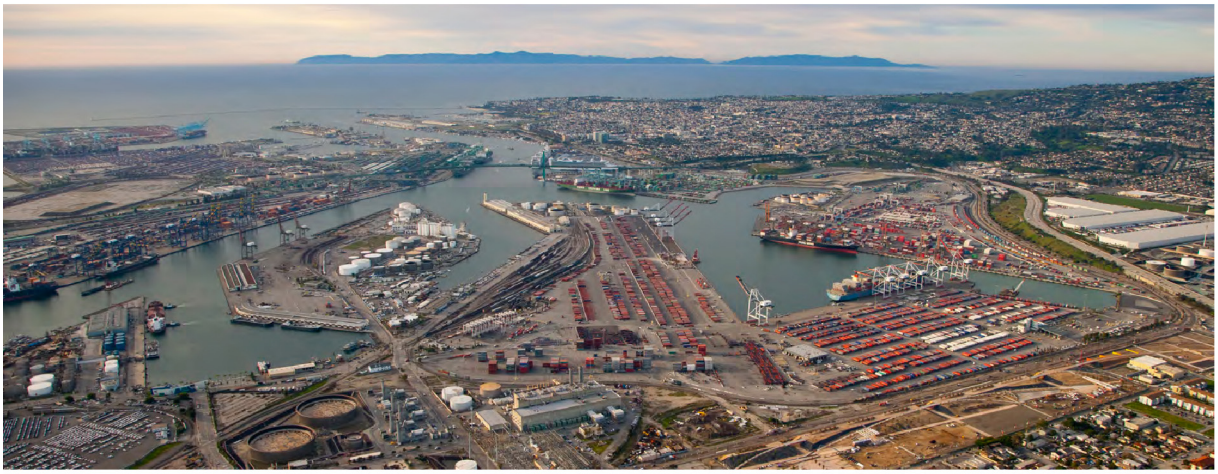


Figure 1. PMPU and Coastal Zone Boundaries

ADP No. 110518-060

Notice of Preparation of a Program Environmental Impact Report for the Port of Los Angeles Master Plan Update



Prepared by:
Environmental Management Division
City of Los Angeles Harbor Department

with assistance from:
Science Applications International Corporation

July 2012

THE PORT OF LOS ANGELES

ADP No. 110518-060

Notice of Preparation of a Program Environmental Impact Report for the Port of Los Angeles Master Plan Update

Prepared by:
Environmental Management Division
City of Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

with assistance from:
Science Applications International Corporation

THE PORT OF LOS ANGELES

July 2012

Table of Contents

List of Figures

List of Tables

PORT OF LOS ANGELES MASTER PLAN UPDATE NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL IMPACT REPORT

1.0 Introduction and Background

1.1 Introduction

This Notice of Preparation (NOP) is to inform responsible and trustee agencies, public agencies, and the public that the City of Los Angeles Harbor Department (LAHD) is preparing a Program Environmental Impact Report (PEIR) for the Port of Los Angeles Master Plan Update (PMPU or proposed Program). The PMPU serves as a long-range plan to establish policies and guidelines for future development at the Port of Los Angeles (Port), which is situated in San Pedro Bay approximately 20 miles south of downtown Los Angeles (Figure 1). The PMPU will serve as the Local Coastal Plan (LCP) for the portion of the Port's jurisdiction that falls within the coastal zone, as required under the California Coastal Act (CCA). Accordingly, the PMPU will focus on the entire Port boundary that lies within the coastal zone (i.e., the Port's coastal zone boundary) (Figure 2). In general, the PMPU area is bounded by the community of Wilmington to the north, lands surrounding the Consolidated Slip to the northeast, lands surrounding the Cerritos Channel and City of Los Angeles boundary to the east, Los Angeles Harbor to the south, and the community of San Pedro to the west. The PEIR will be prepared by the LAHD as lead agency pursuant to the California Environmental Quality Act (CEQA) and California Public Resources Code (PRC) Section 21000 et seq. The PEIR will analyze potential environmental impacts from a Port-wide perspective that is programmatic in nature. As such, it will not specifically analyze individual projects. Project-specific analysis will be undertaken at the appropriate time when individual projects are proposed and carried forward for environmental review.

LAHD seeks comments from agencies and the public regarding the scope and content of this PEIR. For agencies, LAHD seeks comments regarding the scope and content of environmental information that is relevant to each agency's statutory responsibilities, in connection with the PEIR and the various actions and activities to be evaluated. The LAHD has prepared, as part of this NOP, an Environmental Checklist for the PEIR determination in accordance with current City of Los Angeles Guidelines for the Implementation of the CEQA (Article I): the State CEQA Guidelines (Title 14, California Code of Regulations); and the California PRC (Section 21000, *et seq.*). The Environmental Checklist is attached to this NOP for public review and comment.

LAHD is chartered to develop and operate the Port under the California Tidelands Trust Act of 1911, the Los Angeles City Charter (Article VI, Section 601) and the CCA (PRC Division 20, Section 30700, *et seq*.). LAHD leases Port property to over 300 tenants who operate their own facilities. The Port encompasses 7,500 acres and 43 miles of waterfront and provides a major gateway for international goods and services. With 27 major cargo terminals, including dry and liquid bulk, container, break bulk, automobile, and omni facilities, the Port handles almost 190 million metric revenue tons of cargo per year. In addition to cargo business operations, the Port is home to commercial fishing operations, shipyards, and boat repair yards, as well as recreational, community, and educational facilities.

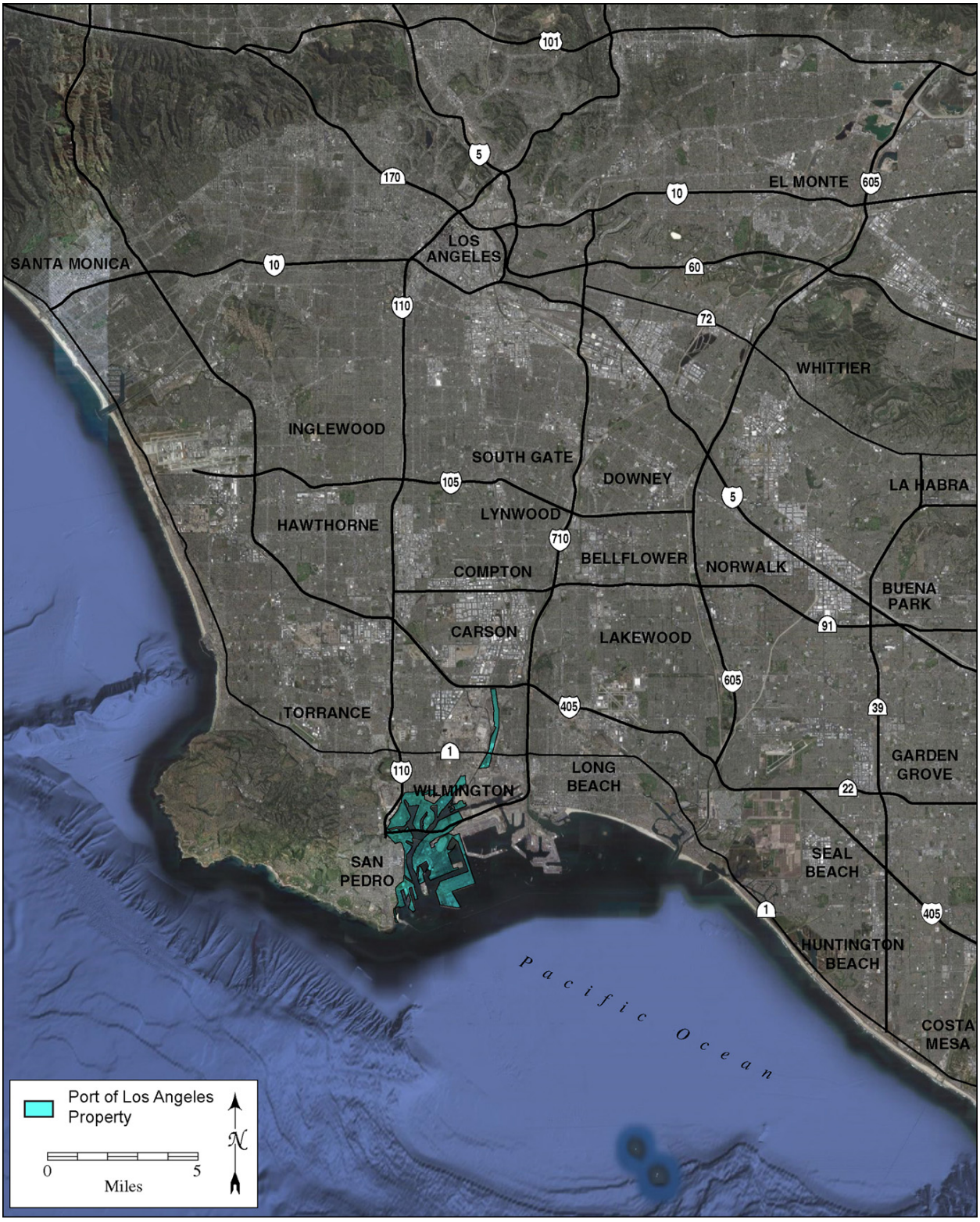


Figure 1. Regional Location

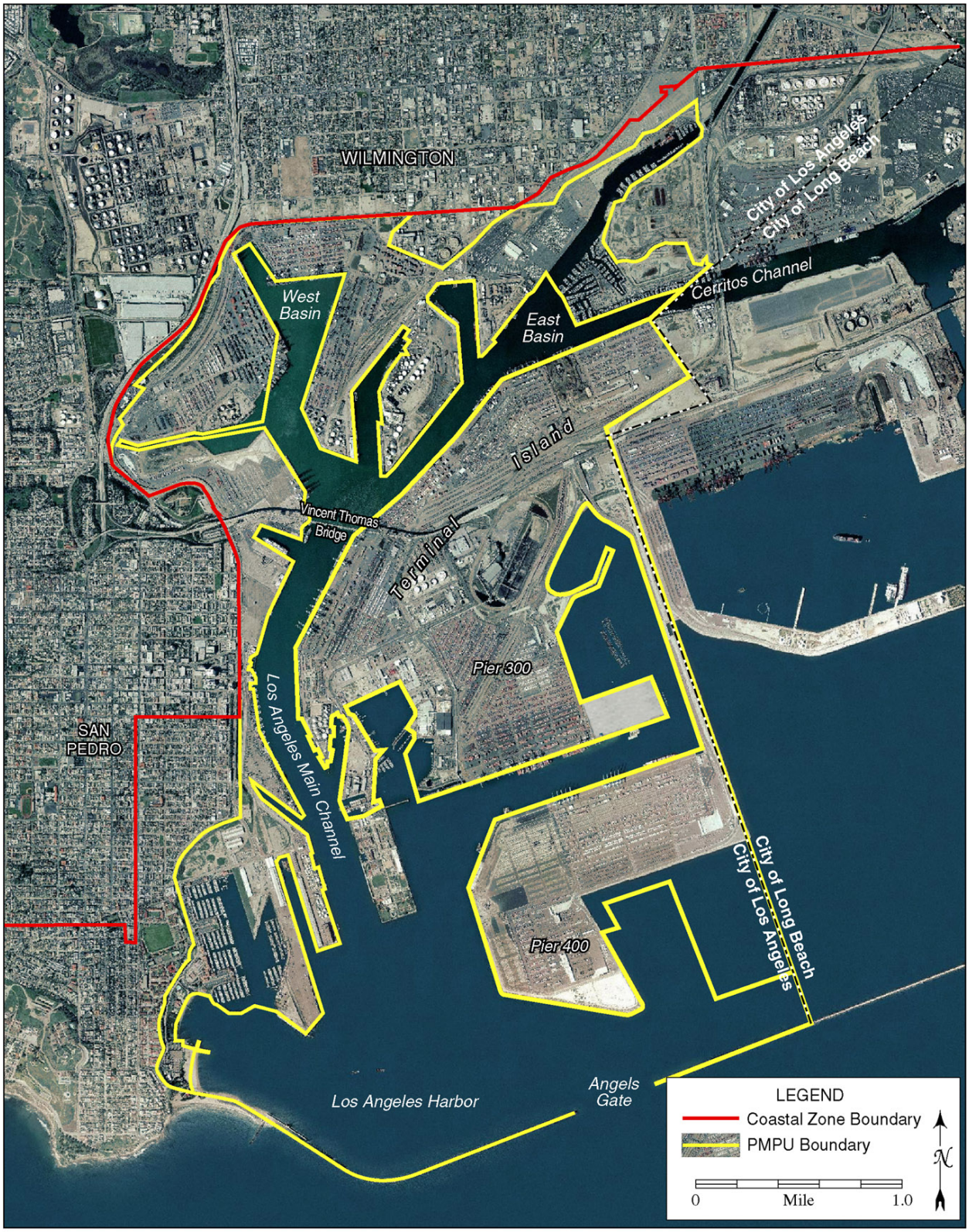


Figure 2. PMPU and Coastal Zone Boundaries

1.2 Background

Coastal Zone Management Act

In 1972, Congress passed the Coastal Zone Management Act (CZMA) to "preserve, protect, develop, and where possible, to restore or enhance, the resources of the nation's coastal zone for this and succeeding generations" and "encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone" (16 United States Code [USC] 1452, Section 303[1] and [2]).

Section 307(c)(3)(A) of the CZMA states that "any applicant for a required federal license or permit to conduct an activity, in or outside the coastal zone, affecting any land or water use or natural resource of the coastal zone of that state shall provide a certification that the proposed activity complies with the enforceable policies of the state's approved program and that such activity would be conducted in a manner consistent with the program." In order to participate in the coastal zone management program, a state is required to prepare a program management plan. Once the plan and its enforceable program policies are approved, a state program gains "federal consistency" jurisdiction. This means that any deferral action (e.g., a project requiring federally issued licenses or permits) that occurs within a state's coastal zone must be found to be consistent with state coastal policies before the federal action can occur.

California Coastal Act

In 1976, the CCA was enacted to establish policies and guidelines that provide direction for the conservation and development of the California coastline. The CCA established the California Coastal Commission (CCC) as the coastal management and regulatory agency over the Coastal Zone (PRC 30103), within which the Port is included. The CCC is responsible for assisting in the preparation, review, and certification of LCPs. The LCPs are developed by municipalities for that portion of their jurisdiction that falls within the coastal zone. Following certification of the LCP, regulatory responsibility is then delegated to the local jurisdiction.

The coastal zone boundary within the state's coastal zone is defined by the CCC (State Coastal Zone Boundaries, CCC, February 9, 2012) as follows:

> *California's coastal zone generally extends 1,000 yards inland from the mean high tide line. In significant coastal estuarine habitat and recreational areas it extends inland to the first major ridgeline or five miles from the mean high tide line, whichever is less. In developed urban areas, the boundary is generally less than 1,000 yards.*

Chapter 3 of the CCA identifies the six coastal resources planning and management policies that are generally used to evaluate a proposed project's consistency with the CCA. The following CCA policies and regulations address coastal zone conservation and development decisions:

- Providing for maximum public access to California's coast;
- Protecting water-oriented recreational activities;
- Maintaining, enhancing, and restoring California's marine environment;
- Protecting sensitive habitats and agricultural uses;
- Minimizing environmental and aesthetic impacts of new development; and
- Locating coastal-dependent industrial facilities within existing sites whenever possible.

The CCA recognizes the Port, as well as other California ports, as primary economic, and coastal resources and as essential elements of the national maritime industry. Decisions to undertake specific development projects, where feasible, would be based on consideration of alternative locations and designs to avoid or minimize any adverse environmental impacts. CCA regulations require environmental protection while expressing a preference for port-dependent projects. The CCA requires that a coastal development permit be obtained from the CCC for any development within the ports. However, a commercial port is granted the authority to issue its own coastal development permits once it completes a master plan certified by the CCC. If a port desires to conduct or permit major developments that are not consistent with the approved master plan, the port must apply to the CCC for an amendment to the master plan.

Under the CCA, existing ports are encouraged to modernize and construct as necessary to minimize or eliminate the need for the creation of new ports. Chapter 8, Article 2, of the CCA includes policies that pertain to port-related development that is consistent with coastal protection in port areas. CCA Chapter 8, Article 2, Section 30703 stipulates that ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate alternative space has been provided. New or expanded tanker terminals shall be designed and constructed to minimize the volume of oil spilled and risk of collision from movement of other vessels (CCA Chapter 8, Article 2, Section 30707).

Water areas may be diked, filled, or dredged for the following purposes (Chapter 8, Article 2, Section 30705[a]):

- Construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities required for the safety and accommodation of commerce and vessels to be served by the port facilities; and
- New or expanded facilities or waterfront, land for port-related facilities.

The design and location of new or expanded facilities shall, to the extent practicable, take advantage of existing water depths, water circulation, and siltation patterns to minimize the need for future dredging. Dredging shall be planned, scheduled, and carried out to minimize disruption to fish and bird breeding and migrations, marine habitats, and water circulation (CCA Chapter 8, Article 2, Section 30705[b][c]). Water areas to be filled shall be the minimum necessary to achieve the purpose of the fill and designed to minimize adverse impacts to coastal resources (e.g., water quality, fish and wildlife resources, and recreational resources) and shall be consistent with navigational safety (CCA Chapter 8, Article 2, Section 30706).

CCA Chapter 8, Article 2, Section 30708 requires that all port-related developments be located, designed, and constructed to:

- Minimize substantial adverse environmental impacts;
- Minimize potential traffic conflicts between vessels;
- Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities;
- Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible; and
- Encourage rail service to port areas and multicompany use of facilities.

Chapter 8 of the CCA establishes specific planning and regulatory procedures for California's "commercial ports" (defined as the ports of San Diego, Los Angeles, Long Beach, and Hueneme). Chapter 8, Article 3, of the CCA stipulates that ports shall prepare and adopt master plans containing provisions within that chapter (California PRC Section 30710-30721). Port master plans are then certified by the CCC and development projects authorized or approved pursuant to an adopted and certified master plan are deemed to be in conformity with the coastal zone management program.

CCA Chapter 8, Article 3, Section 30711(a) requires that a master plan include the following:

- The proposed uses of land and water areas, where known;
- The projected design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body;
- An estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact;
- Proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of CCA Chapter 3; and
- Provisions for adequate public hearings and public participation in port planning and development decisions.

CCA Chapter 8, Article 3, Section 30711(b) stipulates that a port master plan shall contain information in sufficient detail to allow the CCC to determine its adequacy and conformity with the applicable CCA policies.

1980 Port Master Plan

The LAHD's Port Master Plan (PMP) (1980 plus subsequent amendments) provides policies and guidelines for the short- and long-term development, expansion, and alteration of the Port. The PMP and subsequent amendments have been certified by the CCC and are, therefore, consistent with the CZMA and CCA. Due to the dynamic nature of world commerce, the PMP has been written to encompass broad LAHD goals and specific projects, while recognizing and planning for changes in cargo transport and requirements, throughput demand, available technology and equipment, and available lands for primary Port terminal development. The PMP sets forth permitted uses, design and location of land use areas, anticipated projects listed as appealable, objectives, policies, and environmental goals that guide future development within each of the PMP Planning Areas. The current PMP and certified amendments are listed in Table 1 below. The current PMP and amendments can be viewed online at the Port's website http://www.portoflosangeles.org/planning/masterplan.asp.

Table 1. Port Master Plan With Amendments

PMP	Title	Coastal Commission Certification Date
Original	Port of Los Angeles Port Master Plan	April 1980
Amendment 2	Commercial Fishing Industry Plan	June 1981
Amendment 3	Risk Management Plan	November 1983
Amendment 4	Guidelines for Implementation	August 1982
Amendment 6	Master Planning Area 9, 190-Acre Landfill Site	June 1983
Amendment 7	Terminal Way Parcel, Boundary and Land Use	August 1983
Amendment 8	Map Revision to Area 2 and Area 6	June 1984
Amendment 9	Slip 228 Dike and Fill	November 1984
Amendment 10	Terminal Way Parcel, General Cargo Land-Use	April 1985
Amendment 12	Piers 300/400	April 1993
Amendment 13	1.4 Acre Landfill at Pier 300	June 1994
Amendment 14	General Cargo Use in Fish Harbor Parcel	August 1995
Amendment 15	Harbor Landfill Mitigation Credit Account	October 1996
Amendment 16	Banning's Landing Project at Head of Slip 5 in Wilmington	October 1996
Amendment 17	Phase II- PIER 400 Landfill and Deep Water Channels	April 1997
Amendment 19	Main Channel Deepening Project	May 1998
Amendment 21	Channel Deepening and Fill Project, Increased Depth and New Landfills	May 2002
Amendment 23	West Channel/Cabrillo Marina Phase II Development Project	January 2006
Amendment 24	Main Channel Deepening Project, Modifications and New Disposal Sites	October 2009
Amendment 25	China Shipping Container Terminal Land Use Designation and Landfill	November 2009
Amendment 26	LA Waterfront Land Use Additions, Minor Fills and New Harbors	August 2011
Amendment 27	Al Larson Boat Shop	July 2012

Note: Proposed amendments that were initially considered by the LAHD but not carried forward for approval by the CCC are not included in this table. Therefore, there are gaps in the amendment numbering sequence.

2.0 CEQA Requirements and Intended Uses of the Program EIR

2.1 CEQA Requirements

A PEIR for the PMPU is considered the appropriate document because it is a type of EIR prepared for a series of actions that can be characterized as one large project, and are related as follows per CEQA Guidelines Section 15168:

- Geographically;
- As logical parts in the chain of contemplated actions;
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- As individual activities carried out under the same authorizing statutory or regulatory authority, and having generally similar environmental effects which can be mitigated in similar ways.

Subsequent activities in the program must be examined in the light of the PEIR to determine whether an additional environmental document must be prepared. If a later activity would have effects that were not examined in the PEIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. If the agency finds that no new effects would occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the PEIR, and no new environmental document would be required. An agency should incorporate feasible mitigation measures and alternatives developed in the PEIR into subsequent actions in the program (CEQA Guidelines Section 15168).

The use of a PEIR may serve as a first-tier document for later CEQA review of individual projects included within a program. A PEIR is intended as a process to simplify the task of preparing subsequent environmental documents (CEQA Guidelines Section 15168). Accordingly, a PEIR can:

- Provide the basis in an Initial Study for determining whether the later activity may have any significant effects;
- Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole; and/or
- Focus an EIR on a subsequent project to permit discussion solely of new effects that had not been considered before.

2.2 Intended Uses of the Program EIR

The PEIR will analyze the potential significant environmental effects of implementing the PMPU in accordance with the requirements of CEQA. The PEIR will serve as an informational document to inform decision-makers and the public of the potential significant environmental effects of the PMPU and recommended alternatives and mitigation measures to avoid or minimize significant environmental effects. The Los Angeles Board of Harbor Commissioners will consider the information contained in the PEIR in making a decision on whether to certify the PEIR and proceed with the PMPU.

The analysis in the PEIR will be based on changes between the current PMP and the proposed PMPU, including anticipated projects in the next five years, as further described in Section 3.4. However, the PEIR will not include a detailed environmental review of the anticipated projects to be proposed in the future as part of the PMPU. The PEIR will focus the scope of the analysis on a Port-wide scale including consideration of cumulative effects, alternatives, and mitigation measures that are comparably broad in scope. The LAHD will use the broad and general analysis in the PEIR with later CEQA documents prepared for specific individual projects through a process known as "tiering." PRC Section 21068.5 defines "tiering" as "the coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental impact report and which concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as a significant effect on the environment in the prior environmental impact report." CEQA Guidelines Section 15152(c) states that when a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof, the development of detailed, site-specific information may not be feasible and can be deferred to a project-specific CEQA document. For each site-specific project, LAHD will determine the appropriate CEQA document (e.g., EIR or Negative Declaration) or, in some instances, a National Environmental Policy Act (NEPA) document that would evaluate the environmental effects of the project. Future documents on specific projects will incorporate the PEIR by reference, and concentrate on the site-specific issues related to the later project (CEQA Guidelines Section 15152).

The PEIR will identify mitigation measures and related performance standards that LAHD would apply to future individual projects if the PEIR is certified. In future site-specific review, LAHD would apply the performance standards set forth in an EIR to confirm that one or more mitigation measures would effectively avoid or reduce particular environmental impacts (CEQA Guidelines Section 15126.4[a][1][B]).

3.0 Program Description

3.1 Program Objectives

The overall objectives of the PMPU are to:

- Consolidate the 1980 PMP and its subsequent amendments into a single planning document that clarifies the LAHD's plans in an easily accessible manner;
- Update historically outdated language in the 1980 PMP, as amended, with current and new policies and guidelines that reflect the present community and resource environment and account for trends in foreign and domestic waterborne commerce, navigation, and fisheries;
- Eliminate or minimize land use conflicts within the Port and between the Port and adjacent communities;
- Increase waterfront accessibility with visitor serving land uses that strengthen beneficial connections with adjacent communities; and
- Increase land use efficiency by consolidating cargo movement land uses, allocating land for ancillary and maritime support land uses, and prioritizing water dependent uses.

3.2 Program Location

The PMPU planning area includes the Port's coastal zone boundary as established under CCA Section 30710. In general, the PMPU area is bounded by the community of Wilmington to the north, lands surrounding the Consolidated Slip to the northeast, lands surrounding the Cerritos Channel and City of Los Angeles boundary to the east, Los Angeles Harbor to the south, and the community of San Pedro to the west (Figure 2).

3.3 PMP Planning Areas

Existing Conditions

The existing PMP divides the Port into nine planning areas and allows a variety of land uses within each Planning Area (Table 2 and Figure 3). The existing PMP land use definitions are summarized in Table 3.

Table 2. Existing PMP Planning Areas and Allowable Land Uses

Planning Area	Land Uses Allowed
1	Recreation, Industrial (light), Liquid Bulk, General Cargo, Other
2	General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Commercial, Recreation, Institutional, Industrial, Other
3	General Cargo, Liquid Bulk, Commercial, Institutional, Industrial, Other
4	General Cargo, Liquid Bulk, Industrial, Other
5	General Cargo, Liquid Bulk, Other Liquid Bulk, Dry Bulk, Commercial Fishing, Commercial*, Recreational*, Institutional, Industrial, Other
6	Recreation, Liquid Bulk, Other
7	General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Institutional, Industrial, Other
8	General Cargo*, Dry Bulk*, Commercial Fishing, Recreation, Industrial, Liquid Bulk, Other
9	General Cargo, Liquid Bulk*, Dry Bulk, Commercial Fishing*, Institutional, Industrial, Other
Note: *Indicates allowed land uses based on Port Master Plan Amendments.	

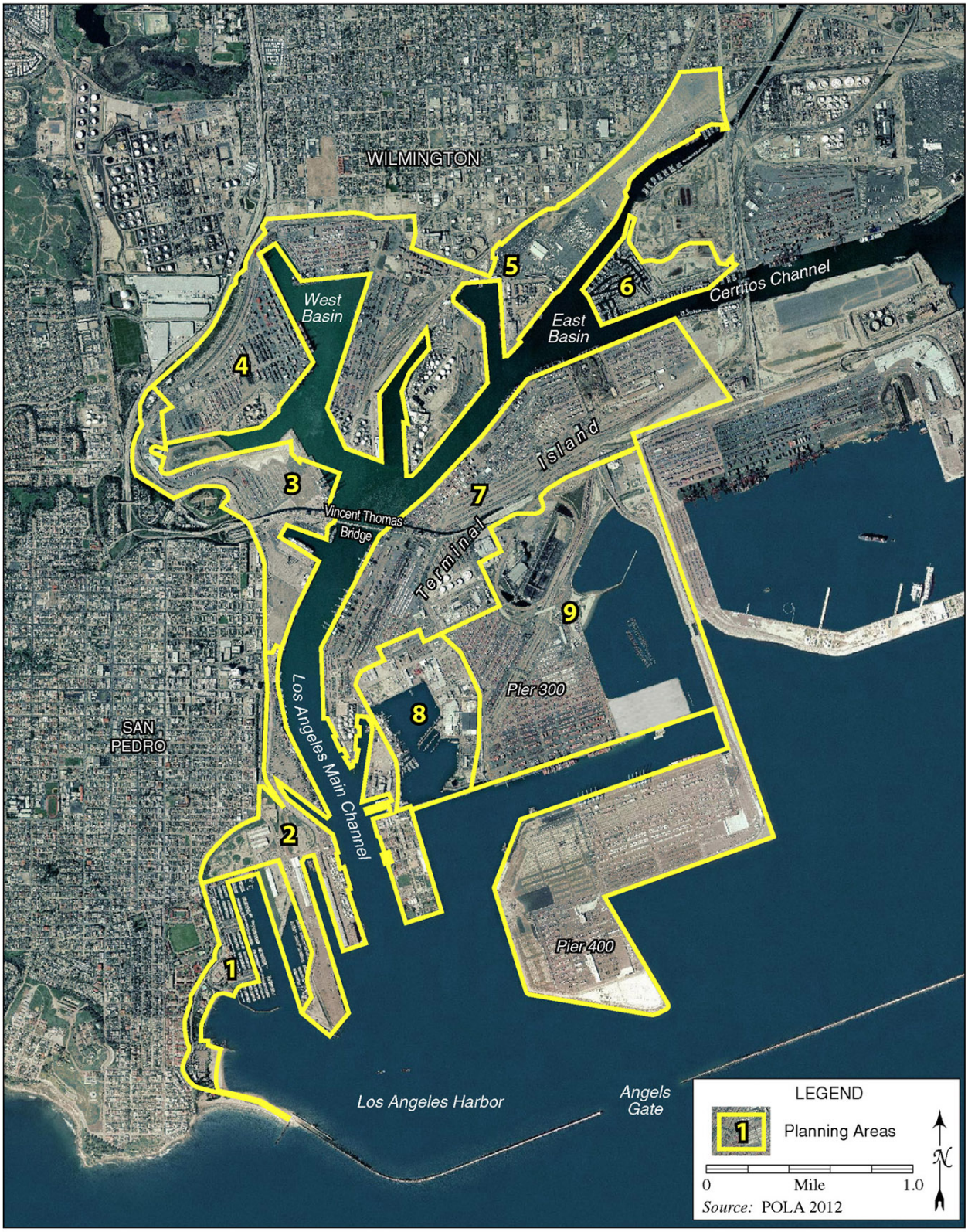


Figure 3. Existing PMP Planning Areas

Table 3. Existing PMP Land Use Definitions

General Cargo	Generally including container, unit, break bulk, neo bulk, and passenger facilities.
Liquid Bulk	Comprising crude oil, petroleum products, petrochemical products, chemicals, and allied products.
Other Liquid Bulk	Comprising molasses, animal oils, and fats and vegetable oils.
Dry Bulk	Comprising metallic ores, some nonmetallic minerals, coal, chemicals, and allied products, primarily metal products, waste and scrap materials, and grains.
Commercial Fishing	Generally relating to the commercial fishing industry, including commercial fishing docks, fish canneries, fish waste treatment facilities, fish markets, and commercial fishing berthing areas.
Recreational	Uses include water-oriented parks, marinas, and related facilities, small craft launching ramps, museums, youth camping and water-oriented facilities, public beaches, public fishing piers, and sports fishing.
Industrial	Uses include shipbuilding/yard/repair facilities, light manufacturing/industrial activities, and ocean resource-oriented industries.
Institutional	Uses pertain to those lands that are either owned or leased by institutions of federal, state, or city governments.
Commercial	Uses include restaurants, tourist attractions, Ports O' Call office facilities, and retail activities.
Other	Uses include some vacant land, proposed acquisitions; rights of way for rail, utilities, and roads; and areas not designated for a specific short-term use.

Planning Area 1

Planning Area 1 (West Channel/Cabrillo Beach) is located in the southwestern portion of the Port and encompasses approximately 110 acres (Figure 3). This area is generally designated for marine-oriented recreation activities. Existing land uses within Planning Area 1 include recreation, light industrial, liquid bulk, general cargo (e.g., open storage area and warehouses), and other.

Planning Area 2

Planning Area 2 (West Bank) is located west of the Los Angeles Harbor Main Channel and south of Fourth Street (Figure 3). This area encompasses approximately 218 acres and contains a variety of land uses including general cargo, liquid bulk, dry bulk, commercial fishing, commercial, recreation, institutional, industrial, and other.

Planning Area 3

Planning Area 3 (West Turning Basin) encompasses approximately 213 acres and extends from Berth 87 on the south to Berth 115 on the north (Figure 3). Existing land uses within this area include general cargo, liquid bulk, commercial, institutional, industrial, and other.

Planning Area 4

Planning Area 4 (West Basin) encompasses 224 acres and is located between the Harbor Freeway and the West Basin area of the Inner Harbor (Figure 3). Existing land uses include general cargo, liquid bulk, industrial, and other.

Planning Area 5

Planning Area 5 (Wilmington District) surrounds the northern terminus of the Main Channel and includes areas adjacent to the community of Wilmington and the Consolidated Slip (Figure 3). This area encompasses approximately 622 areas and includes the following land uses: general cargo; liquid bulk; other liquid bulk; dry bulk; commercial fishing; institutional; industrial; and other.

Planning Area 6

Planning Area 6 (Cerritos Channel) is located in the northeastern portion of the Port between the East Basin and Cerritos Channel (Figure 3). This area encompasses approximately 59 acres and includes nine

separate marinas and supporting facilities (e.g., boat repair and maintenance, administrative offices, marine supplies, and recreational areas). Existing land uses include recreation, liquid bulk, and other.

Planning Area 7

Planning Area 7 (Terminal Island/Main Channel) extends from Berth 206 to Reservation Point and is adjacent to the East Basin Channel, Turning Basin, and Main Channel (Figure 3). Fish Harbor and southern Terminal Island are situated on the southeastern boundary of this area. This area encompasses approximately 743 acres and contains several land uses including general cargo, liquid bulk, dry bulk, commercial fishing, institutional, industrial, and other.

Planning Area 8

Planning Area 8 (Fish Harbor) encompasses approximately 134 acres and is located in the southern portion of Terminal Island (Figure 3). This area supports the commercial fishing industry. Existing land uses include commercial fishing, recreation, industrial, liquid bulk, and other.

Planning Area 9

Planning Area 9 (Terminal Island/Seaward Extension) is generally located on the southern portion of Terminal Island and adjacent to the Outer Harbor (Figure 3). This area encompasses approximately 294 acres and supports general cargo, dry bulk, institutional, industrial, and other land uses.

3.4 Program Elements

The PMPU will include all the required sections under CCA Chapter 8, Article 3 (Section 30711[a] and [b]), including the permitted uses, design and location of land use areas, an estimate of the effect of development on environmental resources, and anticipated projects listed as appealable. The PEIR will focus the analysis on the land use portion of the PMPU. However, the PEIR will address and incorporate environmental goals, policies, and mitigation measures identified during the planning and environmental review process. Port land outside the coastal zone is not subject to coastal development permits; and therefore, will not be evaluated in the PEIR.

The PEIR includes the following program elements, which constitute the project description in accordance with CEQA Guidelines (Section 15124):

- Changes to existing PMP land use categories;
- Reduction in the number of PMP Planning Areas;
- Changes to the boundary of the PMP Planning Areas;
- Revisions to allowed land uses within the Planning Areas; and
- Descriptions of anticipated projects.

PMPU Land Use Categories

The proposed changes include new and redefined land use categories (Tables 4 and 5).

PMPU Planning Areas and Allowable Land Uses

The PMPU would consolidate general areas with predominant land use patterns within the Port and reduce the number of Planning Areas from nine to five (Table 6 and Figures 4 and 5). The PMPU consolidates the

number of land uses within the Planning Areas and allocates a single land use to most specific parcels. Significant deviation from the allowable land use would require an amendment to the PMPU; however, slight boundary modifications would not require an amendment. Existing facilities that are not consistent with the land use designation of the PMPU would be a nonconforming use. General maintenance and repair proposals would still be allowed under the PMPU, but project proposals for expansions and increases in the intensity of its use would not be allowed and would require a PMP amendment.

Table 4. Changes in Land Use Categories

Existing PMP Land Use Categories	PMPU Land Use Categories	Comments
General Cargo	Container	The General Cargo land use category is divided into three categories to provide more specificity.
	Break Bulk	
	Cruise Operations	
Liquid Bulk	Liquid Bulk	Liquid Bulk and Other Liquid Bulk (nonhazardous) is consolidated into one category.
Other Liquid Bulk		
Dry Bulk	Dry Bulk	No change.
Commercial Fishing	Commercial Fishing	No change.
Recreational	Recreational Boating	This category is divided to differentiate marinas from parks/beaches due to their different land use and water requirements.
	Open Space	
Industrial	Maritime Support	This category is renamed to provide more clarity to the land use description.
Institutional	Institutional	No change.
Commercial	Commercial	No change.
Other	N/A	This land use category is no longer needed.

Table 5. Proposed PMPU Land Use Definitions

Container	Container, chassis storage and rail yards.
Dry Bulk	Bulk cargo in large unpackaged amounts (e.g., ore, grain, and cement).
Break Bulk	Bulk cargo packaged as a unit (e.g., pallets, vehicles, and container cranes).
Cruise Operations	Cruise facilities and baggage handling.
Liquid Bulk	Crude, petroleum products, non-petroleum projects, and other liquid.
Maritime Support	Barge/tug, boatyard/ship repair, marine fueling, water taxi, cargo fumigation, and marine service contractors.
Commercial Fishing	Fish processing, cold storage, and fishing vessel moorage.
Commercial	Restaurants, retail, sport fishing, office, and tour vessels.
Open Space	Beaches, parks, and environmentally protected areas.
Institutional	Police, fire, local/state/federal agencies, educational, museum, marine research, and community center.
Recreational Boating	Marinas and upland boat storage.

Table 6. PMPU Planning Areas and Allowable Land Uses

Planning Area	Location	Acreage	Allowable Land Uses[1]
1 (San Pedro)	From the Breakwater up to the Vincent Thomas Bridge	538	Recreational Boating, Commercial, Break Bulk, Open Space, Institutional, Cruise Operations, and Maritime Support
2 (West Basin and Wilmington)	From the Vincent Thomas Bridge to north of the Cerritos Channel	1,205	Container, Open Space, Liquid Bulk, Break Bulk, Dry Bulk, Maritime Support, Recreational Boating, and Commercial
3 (Terminal Island)	Terminal Island, excluding Fish Harbor	2,143	Container, Liquid Bulk, Dry Bulk, Maritime Support, Open Space
4 (Fish Harbor)	Fish Harbor, including former Southwest Marine site	92	Commercial Fishing, Maritime Support, Break Bulk, and Institutional
5 (Water)	All water excluding areas adjacent to marinas	2,810	Navigable Waterways, Maneuvering Areas, Anchorage Areas, and Shallow Water Habitat
Note: [1] Proposed land uses will be confined to the specific parcels identified on the PMPU Land Use Designations Map (Figure 5).			

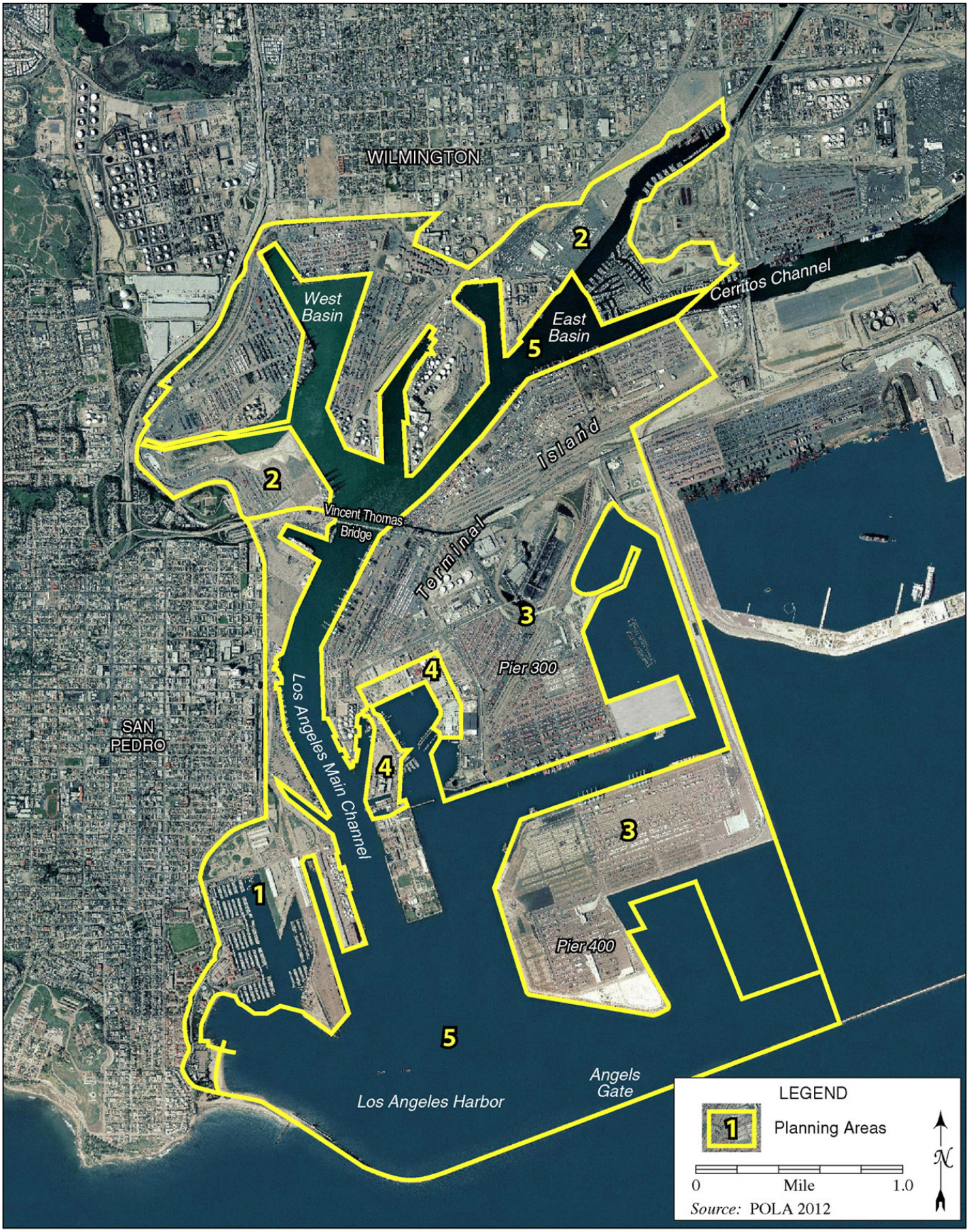


Figure 4. PMPU Planning Areas

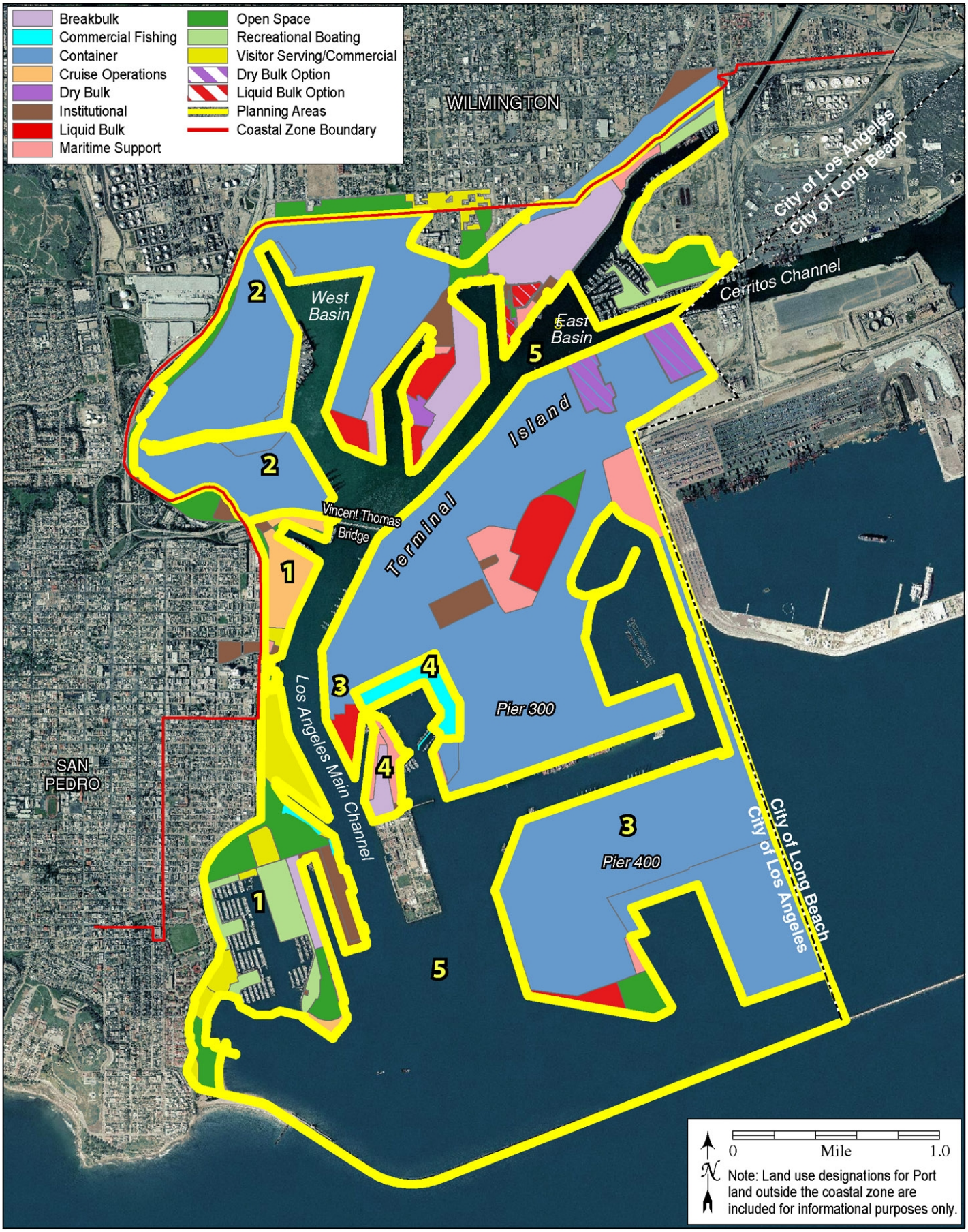


Figure 5. PMPU Land Use Designations

Anticipated Projects

The PMPU includes a list of major anticipated projects (Table 7), including those that are appealable under CCA Section 30715. As defined in the CCA (Section 30715), appealable projects include liquefied natural gas and crude oil projects that could have a significant impact on oil and gas supplies; wastewater treatment facilities except those producing incidental amounts associated with Port activities; road or highway projects that are not principally for internal circulation within the Port; office and residential buildings not associated with Port administrative activities; hotels, motels, and shopping facilities not associated with commercial goods for water-oriented purposes; commercial fishing facilities; recreational small craft marina related facilities; oil refineries; and petrochemical production plants.

Table 7. PMPU Anticipated Projects[1]

Planning Area	Anticipated Projects	Appealable
Planning Area 1: San Pedro	City Dock #1 Marine Research Center	No
	Ports O' Call Redevelopment	No
	Outer Harbor Cruise Terminal	No
Planning Area 2: West Basin and Wilmington	Anchorage Road Open Space	No
	China Shipping Fill (16 acre fill)	No
	East Basin Marina Relocation	Yes
	Liquid Bulk Redevelopment at Berth 148 - Vopak Relocation	Yes
	Wilmington Waterfront Project	No
	Yang Ming Terminal Redevelopment, including Cut and Fill (3 acre cut; 6 acre fill)	No
Planning Area 3: Terminal Island	**APL Expansion, including the berth and fill (18 acre fill)**	No
	Pacific LA Marine Oil Terminal	Yes
	Pier 500 Fill (200 acre fill)	No
	Relocation of SA Recycling	No
	Trucking Support Center, Including Restaurant	No
	Terminal Island On-Dock Rail Facility	No
Planning Area 4: Fish Harbor	Relocation of Jankovich Marine Fueling Station	Yes
	Tri Marine Expansion	Yes
	Al Larson Marina	Yes
	Chicken of the Sea Facility Redevelopment	Yes
Planning Area 5: Water	Container Terminal Berth Dredging and Wharf Upgrade Project	No

Note:

1. The future fill projects would be consistent with the PMPU and would not require an amendment. Anticipated projects that would have fill or cut and fill (and the volumes) are bolded.

The anticipated projects are in planning stages and may be anticipated to be initiated or completed within the next five years. Note that the PEIR will not analyze project-specific impacts of those anticipated projects that have already been evaluated or are being evaluated in current CEQA documents. However, the PEIR will evaluate the cumulative impacts of these anticipated projects. Further, several of the anticipated projects currently are at the conceptual design stage; consequently, sufficient project details are not available to support quantitative assessments of potential impacts. Therefore, assessment of anticipated project impacts in the PEIR will rely primarily on qualitative assessments for some resource areas. Subsequent to completion of future project-specific CEQA reviews, the LAHD would issue coastal development permits for the anticipated projects. As mentioned in Section 2, future documents on specific projects will incorporate this PEIR by reference and concentrate on the site-specific issues related to the anticipated project at the appropriate phase of the planning process.

3.5 Program Schedule

The PMPU will be based on growth and cargo forecasts, including the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2012) and the Port's 2009 cargo forecast (The Tioga Group 2009). Buildout of the anticipated projects would occur in multiple phases; however, the specific timing and in most cases, the scope of the anticipated projects is unknown or has not yet been developed in sufficient detail at this time.

3.6 Baseline

The PEIR must identify significant impacts that would be expected to result from implementation of the PMPU by comparing the proposed Program to a baseline condition. The difference between the proposed Program and the baseline is then compared to a threshold of significance to determine if the difference between the two is considered significant. The baseline normally represents existing conditions in the vicinity of the proposed project as they exist at the time the NOP is published (CEQA Guidelines Section 15125). For the purposes of the PEIR, the baseline will be calendar year 2011 based on the most recent and available data for that time period which is considered representative of existing conditions.

It is important to acknowledge that growth in the Port complex will increase substantially by 2035 with or without implementation of the PMPU. The CEQA required environmental baseline of existing conditions means that the impact analysis for resource areas in the PEIR will be cumulative in nature. Therefore, the analysis in the PEIR may also include a comparison of expected future conditions with the PMPU and the expected future conditions without the PMPU.

4.0 Program Alternatives

CEQA Guidelines (Section 15126.6) require that an EIR examine alternatives to a project in order to explore a range of reasonable alternatives that meet most of the basic project objectives, while reducing the severity of potentially significant environmental impacts. The LAHD will evaluate a variety of possible alternatives to be included in the PEIR. It is notable that key elements of the Port of Los Angeles Community Advisory Committee (PCAC) plan related to the Port's Master Plan (PCAC 2004) were incorporated into the proposed Program, but other portions of the PCAC plan were not consistent with Program objectives.

Alternatives to the proposed Program (PMPU) represent a reasonable range of approaches to minimize environmental impacts while achieving most of the Program objectives. Potential alternatives to be assessed may include the following:

1. Reduced Fill Alternative that minimizes the creation of new fill in the harbor but allows for reconfiguring certain land uses to meet future cargo growth; and
2. The No Project Alternative which includes continuation of the current 1980 PMP and certified amendments, including previously approved projects that have completed environmental documents and/or are planned for and currently undergoing construction.

Once comments on the NOP are received, the LAHD will undertake a screening process to determine which alternatives will be evaluated in detail in the PEIR and which will be eliminated from further consideration. In screening the alternatives, the LAHD will consider the following factors:

- Would the alternative achieve the Program objectives?
- Would the alternative avoid or reduce any significant environmental effects?
- Is the alternative feasible?

The PEIR will contain a detailed explanation of this screening process and the reasons why some alternatives are included and others eliminated.

References

CCC (California Coastal Commission). 2012. State Coastal Zone Boundaries. February 9.

SCAG (Southern California Association of Governments). 2012. 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Adopted April 4, 2012.

The Tioga Group, Inc. 2009. San Pedro Bay Container Forecast Update. Prepared for the Ports of Long Beach and Los Angeles. July.

Environmental Checklist

Initial Study

1.	**Program Title:**	Port of Los Angeles Port Master Plan Update
2.	**Lead Agency Name and Address:**	Los Angeles Harbor Department Environmental Management Division 425 South Palos Verdes Street San Pedro, CA 90731
3.	**Contact Person and Phone Number:**	Lisa Ochsner CEQA Supervisor Environmental Management Division Telephone: (310) 732-3412
4.	**Program Location:**	In general, the proposed Program is bounded by the community of Wilmington to the north, the Consolidated Slip to the northeast, the Cerritos Channel and City of Los Angeles boundary to the east, Los Angeles Harbor to the south, and the community of San Pedro to the west.
5.	**Program Sponsor's Name and Address:**	Los Angeles Harbor Department Planning Division 425 South Palos Verdes Street San Pedro, CA 90731
6.	**General Plan Designation(s):**	General/Bulk Cargo and Commercial/Industrial Uses
7.	**Zoning Designation(s):**	M3 and [Q]M3-1 (Heavy Industrial Zone that includes a qualified classification); PF (Public Facilities)
8.	**Description of Program:**	The LAHD is proposing to update the existing Port Master Plan (PMP) to consolidate PMP amendments, land use plans, and approved projects into a single planning document. The PMPU includes the following components: 1) changes to existing PMP land use categories; 2) reduction in the number of PMP Planning Areas; 3) revisions to allowed land uses within the Planning Areas; and 5) descriptions of anticipated projects that would occur in multiple phases over a 30-year planning horizon.
9.	**Surrounding Land Uses and Setting:**	The PMPU area is urbanized and surrounded by industrial, commercial, institutional, and residential uses and by Port waters.
10.	**Potential Responsible Agencies, Trustees, and City of Los Angeles Departments:**	U.S. Army Corps of Engineers; U.S. Fish and Wildlife Service; National Marine Fisheries Service; U.S. Coast Guard; California Environmental Protection Agency; State Lands Commission; State Water Resources Control Board; California Coastal Commission; California Department of Fish and Game; California Department of Toxic Substances Control; California State Historic Preservation Officer; South Coast Air Quality Management District; Los Angeles Regional Water Quality Control Board; California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR); City of Los Angeles Department of Transportation; City of Los Angeles Planning Department; City of Los Angeles Department of Public Works; and City of Los Angeles Fire Department.

Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by the proposed Program (i.e., the proposed Program would involve at least one impact that is a "potentially significant impact"), as indicated by the checklist on the following pages.

☒Aesthetics	☐ Agriculture and Forest Resources	☒ Air Quality
☒Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☒ Hydrology/Water Quality
☐Land Use/Planning	☐ Mineral Resources	☒ Noise
☐Population/Housing	☒ Public Services	☒ Recreation
☒Transportation/Traffic	☒ Utilities/Service Systems	☒ Mandatory Findings of Significance

Determination:

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

Chris Cannon, Director of Environmental Management Division

7/20/2012
Date

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "no impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.
4. "Negative declaration: less than significant with mitigation incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "potentially significant impact" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used if, pursuant to tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:
   (a) Earlier analysis used. Identify and state where earlier analyses are available for review.
   (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   (c) Mitigation measures. For effects that are "less than significant with mitigation incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting information sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   (a) the significance criteria or threshold, if any, used to evaluate each question, and
   (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
1.	**AESTHETICS.** ***Would the project:***				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☒	☐	☐	☐

Discussion

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The proposed Program could introduce new structures and buildings in the course of developing the anticipated projects and redeveloping existing uses. Such activities would be unlikely to have an adverse impact on scenic vistas because developments would be similar in nature and size to existing structures in the Port area. Therefore, this impact is considered less than significant, but will nevertheless be addressed in the PEIR.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. The nearest, officially designated, state scenic highway is located approximately 34 miles north of the PMPU area (State Highway 2, from approximately 3 miles north of Interstate (I)-210 in La Cañada to the San Bernardino County Line) (California Scenic Highway Mapping System 2010). The nearest eligible state scenic highway is approximately 10 miles southeast of the PMPU area (State Highway 1, from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) (California Scenic Highway Mapping System 2010). The PMPU area is not visible from either of these locations. The City of Los Angeles has City-designated scenic highways that are considered for local planning and development decisions which include several streets in San Pedro that are in the vicinity of the PMPU area (City of Los Angeles 1996). John S. Gibson Boulevard, Pacific Avenue, Front Street, and Harbor Boulevard are City-designated scenic highways because they afford views of the Port and the Vincent Thomas Bridge. No scenic trees or rock outcroppings exist in the PMPU area. However, the proposed Program could introduce new structures and buildings in the course of developing the anticipated projects and redeveloping existing uses that would slightly alter scenic resources visible from a City-designated scenic highway. This impact is considered less than significant, but will nevertheless be addressed in the PEIR.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. Future development undertaken consistent with the PMPU would consist of the addition of buildings and infrastructure required to support the anticipated projects. Such developments would generally resemble the existing setting in character, and thus would not be

incompatible with the general character of the surrounding areas in terms of density, height, bulk, and setbacks of surrounding buildings. However, the PMPU area includes historic properties that are listed on or eligible for listing on the National Register of Historic Places. The proposed Program, depending on the location of the anticipated projects, has the potential to impact the visual character of historical resources by constructing new infrastructure on or in proximity to these resources. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

d) Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Potentially Significant Impact. The proposed Program could potentially create new sources of substantial light or glare that could affect nighttime views in areas surrounding the anticipated project sites. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

References

California Scenic Highway Mapping System. 2010. State Highway 2. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.

City of Los Angeles. 1996. Safety Element of the City of Los Angeles General Plan. Adopted by the City Council November 1996.

Agricultural and Forest Resources

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
2.	**AGRICULTURAL AND FOREST RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. ***Would the project:***				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies Prime Farmland, Unique Farmland, and/or Farmland of Statewide Importance in the state, based on indicators such as historical use as farmland and other local data; uniqueness of crops; and soil conditions such as the water table, flooding, permeability rate, soil sodium content, and rock fragment depth. The Port has no history of being used for farmland and is unmapped by the Department of Conservation's Farmland Mapping and Monitoring Program (California Department of Conservation 2012a). As a result, no farmland would be converted to accommodate construction or operation of the anticipated projects. The proposed Program would have no impact related to the conversion of farmland. This issue will not be discussed further in the PEIR.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The PMPU area does not contain land zoned for agricultural use, or land that is under a Williamson Act contract (California Department of Conservation 2012b). The proposed Program would therefore have no impact on land zoned for agricultural use or on land subject to a Williamson Act contract. This issue will not be discussed further in the PEIR.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The PMPU area is a highly urbanized Port complex that contains limited undeveloped habitat, including trees. The PMPU area would not be considered forest land, timberland, or timberland zoned Timberland Production. The proposed Program would, therefore, have no impact on forest land, timberland or timberland zoned Timberland Production. This issue will not be discussed further in the PEIR.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The PMPU area is a highly urbanized Port complex that contains limited undeveloped habitat, including trees. The proposed Program would have no impact on the loss of forest land or the conversion of non-farmland to non-forest use. This issue will not be discussed further in the PEIR.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The PMPU area contains limited undeveloped habitat (e.g., trees) and consists of a highly urbanized Port complex. The proposed Program would therefore not result in the conversion of farmland to non-agricultural or forest land to non-forest use.

References

California Department of Conservation. 2012a. *Farmland Mapping and Monitoring Program*, http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx. Accessed May 29, 2012.

_____. 2012b. Williamson Act Program, http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx. Accessed May 29, 2012.

Air Quality

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.	**AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. ***Would the project:***				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e)	Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐

Discussion

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The Port is located within the South Coast Air Basin (SCAB), which consists of the urbanized areas of Los Angeles, Riverside, San Bernardino, and Orange Counties. Due to the combined air pollution sources from over 15 million people and meteorological and geographical effects that limit the dispersion of these pollutants, the SCAB can experience high air pollutant concentrations. As a result, the region currently does not attain the national and California ambient air quality standards for ozone (O_3), particulate matter less than 10 microns in diameter (PM_{10}), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), and lead (national standard only).

The South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG), in cooperation with the California Air Resource Board (ARB) and United States Environmental Protection Agency (USEPA), have developed air quality plans that are designed to bring the SCAB into attainment of the national and state ambient air quality standards. The *2007 Air Quality Management Plan* (2007 AQMP) is the current applicable air quality plan for the PMPU area (SCAQMD 2011a). The AQMP is periodically updated and the SCAQMD has released an NOP/Initial Study for the Draft PEIR for the 2012 AQMP, which is expected to be final in October 2012. Through this attainment planning process, the SCAQMD develops the *SCAQMD Rules and Regulations* to regulate stationary sources of air pollution in the SCAB (SCAQMD 2012).

The National Ambient Air Quality Standards as defined in the Clean Air Act of 1970 identify six common air pollutants and set standards for their maximum allowable concentration in the atmosphere. If the standards are exceeded in any given area, then the pollutants are in "nonattainment" and the area in which the standards are exceeded is called a "nonattainment" area. Construction and operational activities associated with the PMPU would produce emissions of nonattainment pollutants in the form of (1) combustive emissions due to the use of fossil fuels in vessels and land-based vehicles and (2) fugitive dust emissions (PM_{10} and $PM_{2.5}$) due to the operation of vehicles on roads and exposed soils. The 2007

AQMP proposes emission reduction measures that are designed to bring the SCAB into attainment of the national and state ambient air quality standards. These attainment strategies include emission control measures and clean fuel programs that are enforced at the federal and state level on engine manufacturers and petroleum refiners and retailers. The SCAQMD also adopts control measures proposed by the 2007 AQMP into the SCAQMD rules and regulations, which are then used to regulate sources of air pollution in the SCAB. Activities associated with the PMPU would comply with these regulatory requirements, such as SCAQMD Rule 403 (Fugitive Dust).

The LAHD, in conjunction with the Port of Long Beach (POLB), implements the *2010 Update - San Pedro Bay Ports Clean Air Action Plan* (CAAP) (LAHD and POLB 2010). This planning policy sets goals and implementation strategies that reduce air emissions and health risks from Port operations. The CAAP implements emission control measures for ocean-going vessels (OGVs), harbor craft, trains, trucks, and terminal equipment. In some cases, these measures have produced emission reductions from these sources that are greater than those forecasted in the 2007 AQMP. Operational activities associated with the PMPU would comply with the source-specific performance standards found in the CAAP and therefore would be consistent with emission reduction goals in the 2007 AQMP.

The LAHD provided cargo forecasts that were used by SCAG to simulate future growth and emission scenarios in the 2007 AQMP (and the 2012 AQMP). These cargo forecasts encompass the operational activities associated with the PMPU. As a result, activities associated with the PMPU would not exceed the future emission growth projections in the 2007 AQMP.

In conclusion, construction and operational activities associated with the anticipated projects included in the PMPU would not conflict with or obstruct implementation of the applicable air quality plan. This impact is considered less than significant, but will nevertheless be addressed in the PEIR.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. Due to the elevated concentrations of air pollutants that currently occur in the SCAB and Port region, air emissions from the PMPU would have the potential to contribute to an exceedance of an ambient air quality standard. As a result, this impact is considered potentially significant and will be evaluated further in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The SCAQMD has developed quantitative thresholds to determine the significance of proposed construction and operational emissions for CEQA purposes (SCAQMD 2011b). Air emissions from construction and operational activities associated with the anticipated projects included in the PMPU would have the potential to exceed one or more of these daily emission thresholds. As a result, this impact is considered potentially significant and will be evaluated further in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Certain persons are particularly sensitive to air emissions. These "sensitive receptors" include the very young, elderly, and those suffering from illnesses or disabilities. Locations of sensitive receptors include schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. Sensitive receptors exist directly adjacent to the Port in San Pedro and Wilmington. As a result, air emissions from construction and operational activities associated with the anticipated projects included in the PMPU would have the potential to substantially impact sensitive receptors within the PMPU area. Therefore, this impact is considered potentially significant and will be evaluated further in the PEIR. The PEIR will include an evaluation of the effects of proposed criteria pollutants and toxic air contaminants to communities surrounding the PMPU area. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

e) Would the project create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. The occurrence and severity of odor impacts depend on numerous factors, including (1) the nature, frequency, and intensity of the source; (2) wind speed and direction; and (3) the presence of individuals sensitive to an odor. While offensive odors rarely cause physical harm, they are unpleasant to some individuals, which can lead to considerable distress and generate complaints to local governments and regulatory agencies.

Construction activities associated with the anticipated projects included in the PMPU would produce, for example, odorous emissions from the combustion of diesel fuel in heavy equipment, asphalt paving, and the application of surface coatings. Operational activities associated with future anticipated projects would produce odorous emissions mainly due to the combustion of diesel fuel. Due to the substantial population that surrounds the PMPU area, odorous emissions from future anticipated projects would have the potential to affect a substantial number of people. As a result, this impact is considered potentially significant and will be evaluated further in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

References

Los Angeles Harbor Department and Port of Long Beach. 2010. *2010 Update - San Pedro Bay Ports Clean Air Action Plan*. Available at http://www.cleanairactionplan.org/reports/documents.asp.

SCAQMD. 2012. Rules and Regulations. Available at http://www.aqmd.gov/rules/rulesreg.html.

_____ . 2011a. *2007 Air Quality Management Plan*. Available at http://www.aqmd.gov/aqmp/2012aqmp/index.htm.

_____ . 2011b. *SCAQMD Air Quality Significance Thresholds*. Available at http://www.aqmd.gov/ceqa/handbook/signthres.pdf.

SCAQMD, ARB, Southern California Association of Governments, and USEPA. 2007. *Final 2007 Air Quality Management Plan*. Available at http://www.aqmd.gov/aqmp/07aqmp.

Biological Resources

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
4.	**BIOLOGICAL RESOURCES.** ***Would the project:***				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. Several sensitive species are known to occur within the PMPU area. The endangered California Least Tern nests and forages within the Port. The delisted California Brown Pelican uses the outer breakwaters as resting habitat, and the delisted Peregrine Falcon nests on certain bridges within the harbor-complex. Other non-listed special status species with the potential to occur include Black-crowned Night Heron, Great Blue Heron, Black Oystercatcher, Black Skimmer, Caspian Tern, Elegant Tern, Double-crested Cormorant, and Burrowing Owl. Several of those species, are known to nest within the harbor-complex. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. The proposed Program would have the potential to adversely affect sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Depending on the location of the anticipated projects, future in-water construction activities could occur within or adjacent to natural habitats including kelp beds, eelgrass beds, shallow-water habitats, or in areas designated as Essential Fish Habitat. Future operational activities at the anticipated project sites could impact sensitive habitats from accidental fuel spills and/or unauthorized discharges associated with increased vessel activities. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The proposed Program would not affect federally protected wetlands (as defined by Section 404 of the Clean Water Act [CWA]) during future in-water construction activities (i.e., new landfills and dredging) because the only federally-protected wetlands in the PMPU area, the Cabrillo Salt Marsh and the Anchorage Road Salt Marsh, would not be redeveloped or otherwise disturbed by anticipated projects. Therefore, there would be no impact and this issue will not be addressed in the PEIR.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact. The PMPU area includes known terrestrial wildlife migration corridors. The proposed Program could potentially block or interfere with migration or movement of species covered under the Migratory Bird Treaty Act during construction activities at the anticipated project sites. Operations associated with the anticipated projects could result in a barrier to wildlife passage and potentially affect wildlife movement or migration in the harbor. Common fish habitat could be affected by dredging and/or replacement of wharf pilings from future construction activities. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. The PMPU area is a highly urbanized Port complex that contains limited undeveloped habitat, including trees, shrubs, and grass. No biological resources protected by local ordinances or policies are located within the PMPU area. Accordingly, the proposed Program would likely result in less than significant impacts; however, this will be further analyzed in the PEIR. If, upon further analysis, the PEIR determines mitigation would be necessary, the PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The proposed Program would not be located within an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under California's Natural Community Conservation Planning Act, is administered by the CDFG, and is a cooperative effort between resource agencies and developers that takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. There is only one NCCP approved or under consideration near the Port and it was designed to protect coastal scrub (Palos Verdes Peninsula Sub-Regional Plan).

HCPs are administered by the USFWS and are designed to identify how impacts would be mitigated when a project would impact endangered species. There are no HCPs in place for the Port. A Memorandum of Understanding is in place for the LAHD, CDFG, USFWS, and the Corps to protect the California least tern and requires a 15-acre nesting site to be protected during the annual nesting season (May to October). The site is on Pier 400 and is being considered for designation as a Significant Ecological Area by the County of Los Angeles.

The proposed Program would have no impact on HCPs, NCCPs, the Memorandum of Understanding regarding California Least Tern, or the Significant Ecological Area for Least Tern. This issue will not be discussed further in the PEIR.

Cultural Resources

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
5.	**CULTURAL RESOURCES.** ***Would the project:***				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☒	☐	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Potentially Significant Impact. The PMPU area includes historic properties that are listed or eligible for listing on the National Register of Historic Places. The proposed Program, depending on the location of the anticipated projects, has the potential to impact these historic resources by constructing new infrastructure on or in proximity to these resources. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact. Recorded and/or unknown archaeological sites are potentially located within and adjacent to the PMPU area. The proposed Program could have an adverse impact on archaeological resources from future construction and in-water activities associated with the anticipated projects. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The majority of the PMPU area is constructed on artificial fill and has been extensively redeveloped over the years. However, future construction-related excavations associated with the anticipated projects could occur in areas not underlain by artificial fill materials. These activities would have the potential to affect paleontological resources within and adjacent to the anticipated project sites. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. In general, the PMPU area is located on artificial fill and has been extensively redeveloped over the years. The majority of harbor waters have been disturbed by previous dredging activities. However, the proposed Program could have an adverse effect on human remains if ground-disturbing activities occur in areas not underlain by artificial fill or in waters not disturbed by previous dredging. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
6. GEOLOGY, SOILS, AND SEISMICITY. ***Would the project:***				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)

Less Than Significant Impact. The PMPU area is located within the Los Angeles Coastal Plain of the Peninsular Ranges geomorphic province of southern California, which is a seismically active region. Several principal active faults lie within 25 miles of the PMPU area. These include the Palos Verdes, Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults. The distances to the nearest fault vary with location within the PMPU area. The Safety Element of the City of Los Angeles General Plan (City of Los Angeles 1996) indicates that portions of the PMPU area are within Alquist-Priolo Earthquake Fault Zone, a Fault Rupture Study Area, and/or within the Palos Verdes Fault Zone. Therefore, substantial damage to structures or infrastructure could occur during a seismic event. However, the modern construction of buildings and other structures would reduce the risk of injury in the event of an earthquake. Emergency planning and coordination would also contribute to reducing injuries to on-site

personnel during a seismic activity. With incorporation of emergency planning and compliance with current building regulations, damage and/or injury may occur, but impacts due to seismically induced ground failure would be less than significant. Therefore, this impact is considered less than significant, but will nevertheless be addressed in the PEIR.

ii) Strong seismic ground shaking?

Less than Significant Impact. Several principal active faults lie within 25 miles of the PMPU area. These faults are capable of producing ground movements of a maximum moment magnitude 6.6 to 7.1. Faults such as these are typical of southern California, and it is reasonable to expect a strong ground motion seismic event during the lifetime of any project in the region. However, the modern construction of buildings and other structures would reduce the risk of injury in the event of an earthquake. Emergency planning and coordination would also contribute to reducing injuries to on-site personnel during a seismic activity. With incorporation of emergency planning and compliance with current building regulations, damage and/or injury may occur, but impacts due to seismically induced ground failure would be less than significant. Therefore, this impact is considered less than significant, but will nevertheless be addressed in the PEIR.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The PMPU area lies within an area susceptible to liquefaction based on the historic occurrence of liquefaction or local geological, geotechnical, and groundwater conditions, which indicate a potential for permanent ground displacements (City of Los Angeles 1996). However, the modern construction of buildings and other structures would reduce the risk of injury in the event of an earthquake. Emergency planning and coordination would also contribute to reducing injuries to on-site personnel during a seismic activity. Although damage and/or injury may occur due to seismically induced ground failure, compliance with current building regulations would reduce such an impact to less than significant. Therefore, this impact is considered less than significant, but will nevertheless be addressed in the PEIR.

iv) Landslides?

Less than Significant Impact. Landslides occur when masses of rock, earth, or debris move down a slope. Landslides are caused by disturbances in the natural stability of a slope. They can accompany heavy rains or follow droughts or earthquakes. Construction activities such as grading can accelerate landslide activity. The topography of the majority of the PMPU area generally is flat with no significant natural or graded slopes. Therefore, while impacts anticipated as a result of the proposed Program are expected to be less than significant, this issue will be discussed in the PEIR.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. There is potential for soil erosion during demolition, excavation, and construction of any future anticipated projects considered under the PMPU. Typically, conditions that would allow soil erosion would be of short duration and subject to fugitive dust and stormwater runoff management as required by regulatory agencies. During demolition and excavation, anticipated project sites would be managed in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Permit No. CAS004001 for Municipal Storm Water and Urban Runoff Discharges within the County of Los Angeles and in accordance with SCAQMD rules and regulations (i.e., Rule 403 – Fugitive Dust).

If individual projects would disturb more than one acre of soil, a Statewide General Construction (and National Pollutant Discharge Elimination System [NPDES]) permit would be required along with

submittal of a notice of intent to the State Regional Water Quality Control Board (SRWCB) prior to commencement of demolition activities. As part of the NPDES permit requirements, development of a Storm Water Pollution Prevention Plan (SWPPP) would be required prior to construction, which would include stormwater control measures. Anticipated projects also would be subject to compliance with the applicable Standard Urban Storm Water Mitigation Plan (SUSMP) and the City's Low Impact Development (LID) ordinance. With development of a SWPPP and compliance with all applicable regulations during grading, soil erosion would be minimized. Still, the proposed Program has the potential for impacts resulting from substantial topsoil erosion, and, therefore, this issue will be addressed in the PEIR.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact. Portions of the PMPU area are designated as a liquefiable area in the Safety Element of the Los Angeles General Plan (City of Los Angeles 1996). All new structures would be subject to City building and safety guidelines, restrictions, and permit regulations. Adherence to these requirements would address potential impacts related to unstable geologic units or soils. While impacts anticipated as a result of the proposed Program are expected to be less than significant, this issue will be discussed in the PEIR.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. Expansive soils can occur in any climate; however, arid and semi-arid regions are subject to more extreme cycles of expansion and contraction than more consistently moist areas. Expansive soils are often present in liquefaction zones due to the high level of groundwater typically associated with liquefiable soils. The hazard associated with expansive soils lie in the structural damage that may occur when buildings are placed on these soils.

Expansive soil may be present at specific parcels within the PMPU area. Anticipated projects with building requirements could create substantial risks to life or property. Typically, as part of the design phase, a qualified geotechnical engineer evaluates the expansion potential associated with on-site soils. The recommendations of the engineer are incorporated into the design specifications for the project, consistent with City design guidelines, including Sections 91.000 through 91.7016 of the City of Los Angeles Municipal Code. All new structures are subject to City building and safety guidelines, restrictions, and permit regulations. Compliance with the existing regulations and utilization of a site-specific geotechnical investigation during the design phase would minimize risk relating to expansive soil. Therefore, this issue will be addressed in the PEIR.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the PMPU area. Any new development associated with the anticipated projects included in the PMPU would be connected to this system, and sewage would be sent to the Terminal Island Facility. There would be no use of septic tanks or alternative wastewater disposal systems; therefore, no impacts would occur. This issue will not be discussed further in the PEIR.

References

City of Los Angeles. 1996. Safety Element of the City of Los Angeles General Plan. Adopted by the City Council November 1996.

_____ . 1994. Los Angeles General Plan Safety Element Exhibit A: Alquist-Priolo Special Study Zones & Fault Rupture Study Areas in the City of Los Angeles. November 1996. Los Angeles, CA.

Greenhouse Gas Emissions

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
7.	**GREENHOUSE GAS EMISSIONS.** ***Would the project:***				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Greenhouse gases (GHGs) are gases that trap heat in the atmosphere. These emissions occur from natural processes and human activities. Accumulating scientific evidence indicates a correlation between the worldwide proliferation of GHG emissions by mankind over the past century and increasing global temperatures (Intergovernmental Panel on Climate Change 2007, U.S. Global Change Research Program 2009, and California Energy Commission 2009). The climate change associated with this global warming is predicted to produce negative economic and social consequences across the globe.

The most common GHGs emitted from natural processes and human activities include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Examples of GHGs created and emitted primarily through human activities include fluorinated gases (hydrofluorocarbons and perfluorocarbons) and sulfur hexafluoride. Each GHG is assigned a global warming potential (GWP), which is the ability of a gas or aerosol to trap heat in the atmosphere. The GWP rating system is standardized to CO_2, which has a value of one. For example, CH_4 has a GWP of 21, which means that it has a global warming effect 21 times greater than CO_2 on an equal-mass basis. Total GHG emissions from a source are often reported as a CO_2 equivalent (CO_2e). The CO_2e is calculated by multiplying the emission of each GHG by its GWP and adding the results together to produce a single, combined emission rate representing all GHGs.

Construction and operational activities associated with the anticipated projects included in the PMPU would generate GHGs from a variety of fossil fuel-powered sources. These sources would have the potential to generate a substantial amount of GHGs and to produce a significant impact on the environment. As a result, this impact is considered potentially significant and will be evaluated further in the PEIR. The PEIR will identify and evaluate standard design measures and potential significance criteria that will be considered during future site-specific reviews.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. Assembly Bill (AB) 32, signed by Governor Arnold Schwarzenegger in 2006, directs the State of California to reduce statewide GHG emissions to 1990 levels by the year 2020. In accordance with AB 32, the ARB developed the Climate Change Scoping Plan (Scoping Plan), which outlines how the state will achieve the necessary GHG emission reductions to achieve this goal (ARB 2008 and 2011). The Scoping Plan includes 39 recommended actions that would reduce GHG emissions

with the use of direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. Two of these actions would apply to Port and PMPU operations: (1) ship electrification at ports (electric shore power for vessels at berth); and (2) goods movement efficiency measures.

In May 2007, the City of Los Angeles Mayor's Office released the Green LA initiative, which presents a citywide framework to confront global climate change and create a cleaner, greener, sustainable Los Angeles (City of Los Angeles 2007). The Green LA initiative directs the LAHD to develop its own Climate Action Plan that examines opportunities to reduce GHG emissions from Port operations. In accordance with this directive, the LAHD developed its Climate Action Plan, which pertains to GHG emission sources operated by the LAHD (such as Port buildings and Port workforce operations) (LAHD 2007). The Climate Action Plan outlines specific steps that LAHD has taken and will take on global climate change. These steps include specific actions that will be taken for energy audits, green building policies, onsite photovoltaic (PV) solar energy, green energy procurement, tree planting, water conservation, alternative fuel vehicles, increased recycling, and green procurement.

Construction and operational activities associated with the anticipated projects included in the PMPU would comply and/or be consistent with all of the above plans, policies, and regulations adopted to reduce emissions of GHGs. As a result, this impact is considered less than significant, but will nevertheless be addressed in the PEIR.

References

California Air Resources Board (ARB). 2011. *News Release - Air Resources Board Approves Updated Environmental Analysis of State Climate Plan*. Available at: http://www.arb.ca.gov/newsrel/newsrelease.php?id=236.

_____ . 2008. Climate Change Scoping Plan. Available at http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm.

California Energy Commission (CEC). 2009. *The Future Is Now: An Update on Climate Change Science Impacts and Response Options for California*. Available at: http://www.energy.ca.gov/publications/pierSearchReports.php?pier1=Climate%20Change.

City of Los Angeles. 2007. *City of Los Angeles Green LA: An Action Plan to Lead the Nation in Fighting Global Warming*.

Intergovernmental Panel on Climate Change. 2007. *Climate Change 2007 – The Physical Science Basis*. IPCC Fourth Assessment Report. Available at: http://www.ipcc.ch/publications_and_data/publications_and_data_reports.shtml#1.

Los Angeles Harbor Department. 2007. Climate Action Plan. Available at: http://www.portoflosangeles.org/environment/sustainability.asp.

U.S. Global Change Research Program. 2009. Global Climate Change Impacts in the United States. Available at: www.globalchange.gov/usimpacts.

Hazards and Hazardous Materials

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
8.	**HAZARDS AND HAZARDOUS MATERIALS.** ***Would the project:***				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. Specific requirements for routine transport, use, or disposal of hazardous wastes are expected to vary for anticipated projects addressed in the PMPU. In general, all hazardous materials are required to be stored, handled, and disposed of in accordance with local, county, and state laws that protect public safety. Anticipated projects that require removal and disposal of asbestos, lead and any other hazardous material, soil, and/or groundwater would adhere to all applicable local, state, and federal regulations. Although adherence to these regulations would minimize the potential for hazardous materials impacts to the public and the environment, some activities associated with future anticipated projects addressed in the PMPU could involve the handling and disposal of hazardous materials. Thus, this issue is considered potentially significant and will be further evaluated in the PEIR. The PEIR will identify and evaluate standard design measures and potential significance criteria that will be considered during future site-specific reviews.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. As described in response to (a) above, requirements for routine transport, use, or disposal of hazardous wastes are expected to vary for anticipated projects. Although all hazardous materials are required to be stored, handled, and disposed of in accordance with local, county, state, and federal laws that protect public safety, because projects could involve handling and disposal of hazardous materials, an unforeseeable upset or accident could occur.

Construction activities would involve the use of equipment that contains oil, gas, or hydraulic fluids that could be spilled during normal usage or during refueling. Construction and demolition activities would be conducted in accordance with standard practices and best management practices (BMPs) in accordance with the Los Angeles Municipal Code (Chapter 5, Section 57, Division 4 and 5; Chapter 6, Article 4). Quantities of hazardous materials that exceed the thresholds provided in Chapter 6.95 of the California Health and Safety Code would be subject to a Release Response Plan (RRP) and a Hazardous Materials Inventory (HMI). Implementation of increased inventory accountability and spill prevention controls associated with this RRP and HMI, such as limiting the types of materials stored and size of packages containing hazardous materials, would limit both the frequency and severity of potential releases of hazardous materials, thus minimizing potential health hazards and/or contamination of soil during construction/demolition activities. These measures would reduce the frequency and consequences of spills by requiring proper packaging for the material being shipped, limits on package size, and thus potential spill size, as well as proper response measures for the materials being handled.

A number of parcels within the PMPU area may have contaminated soils as a result of past activities. Unless otherwise authorized by the lead regulatory agency for any given site, the tenant (applicant) shall address all contaminated soils within anticipated project boundaries discovered during demolition and grading activities. Contamination existing at the time of discovery is the responsibility of the past and/or current property owner. Contamination as a result of the construction process shall be the responsibility of the tenant and/or tenant contractors. Remediation shall occur in compliance with local, state, and federal regulations, and as directed by the lead regulatory agency for the site.

Soil removal shall be completed such that remaining contamination levels are below risk-based health screening levels for industrial sites established by OEHHA and/or applicable action levels (e.g., Environmental Screening Levels, Preliminary Remediation Goals) established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) and/or risk-based soil assessments for industrial sites, but are subject to the review of the lead regulatory agency. Excavated contaminated soil shall be properly disposed of off-site unless use of such material on site is beneficial to construction and approved by the agency overseeing environmental concerns. All imported soil to be used as backfill in excavated areas shall be sampled to ensure that it is suitable for use as backfill at an industrial site.

Demolition activities could also expose workers to lead-based paint (LBP), and/or other hazardous materials (e.g., creosote-treated piles), which could involve potential health hazards. Demolition activities would be carried out in accordance with federal, state, and local regulations regarding management of hazardous wastes, including SCAQMD Rule 1403, Title 40, Code of Federal Regulations (CFR), Title 49, CFR, and California Health and Safety Code Division 20, Chapter 6.5, which govern the removal, transport, and disposal of hazardous wastes to minimize health and environmental impacts. Standard procedures exist for protecting workers from exposure to chemicals of potential concern.

This impact is considered potentially significant and will be further evaluated in the PEIR. The PEIR will identify and evaluate standard design measures and potential significance criteria that will be considered during future site-specific reviews.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. As noted, a number of parcels within the PMPU area may have contaminated soils as a result of past activities. The potential for individual parcels to emit hazardous materials during future development is too speculative for consideration. However, this impact is considered potentially significant and will be further evaluated in the PEIR. The PEIR will identify all existing and proposed schools within one-quarter mile of the PMPU areas and will evaluate standard design measures and potential significance criteria that will be considered during future site-specific reviews.

d) Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. This question would apply only if an anticipated project site is included on any of the lists referenced above and, therefore, would pose an environmental hazard to surrounding sensitive uses. However, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site specific reviews.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The PMPU area is not located within 2 miles of a public airport or within an airport land use plan. The Long Beach Airport and Los Angeles Airport are 15 miles and 20 miles, respectively from the Port. The nearest airport facilities are helicopter-landing pads at Berth 95 and at 1175 Queens Highway, in Long Beach. Only small helicopters operate from these locations and transit primarily is via the Main Channel of the Port. Given the distance from the heliport, persons at the anticipated project sites would not be exposed to safety hazards associated with aircraft. The proposed Program would have no impact related to public airport uses. This issue will not be discussed further in the PEIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The PMPU area is not located in the vicinity of a private airstrip. The closest private use airport is the Torrance Municipal Airfield located approximately 5 miles to the northeast. Therefore, the proposed program would not result in a safety hazard to people working or residing in the PMPU area. This issue will not be discussed further in the PEIR.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The proposed Program addresses changes in allowable land uses within the PMPU area. The proposed Program would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Program would likely result in less than significant impacts; however, this will be further analyzed in the PEIR. If upon further analysis the PEIR determines mitigation would be necessary, the PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The PMPU area is urbanized and surrounded on all sides by industrial uses and by Port waters and no wildlands are adjacent to Port property. The PMPU area is not designated as Very High Fire Hazard Severity Zone per the City of Los Angeles Fire Department pursuant to Government Code 51178 (City of Los Angeles Municipal Code 2011). The proposed Program would not affect or be affected by wildland fires. Further, global warming is not expected to increase the potential risk for wildland fires at anticipated project sites because the PMPU area is not adjacent to or intermixed with wildlands. Therefore, no impacts related to wildland fires would occur and this issue will not be discussed further in the PEIR.

References

City of Los Angeles. 2011 Zimas. Version 3.0.910 pub. Available at: http://zimas.lacity.org/.

_____ . 1996. Safety Element of the City of Los Angeles General Plan. Adopted by the City Council November 1996.

Hydrology and Water Quality

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
9.	**HYDROLOGY AND WATER QUALITY.** ***Would the project:***				
a)	Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☒	☐	☐	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Discussion

a) Would the project violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Future anticipated project construction would require permits and would be governed by waste discharge requirements. Assessments of the potential for anticipated projects to impact hydrology and water quality typically include assumptions, based on regulatory controls, that the project would require the following:

- A Section 404 (of the CWA) permit from the USACE for in-water construction activities;
- A Section 401 (of the CWA) Water Quality Certification from the LARWQCB for in-water construction activities that contains conditions including standard Waste Discharge Requirements (WDRs);

- An individual NPDES permit for storm water discharges or coverage under the General Construction Activity Storm Water Permit. This permit will include preparation of a project-specific SWPPP with BMPs to prevent runoff of pollutants to harbor waters (State Water Resource Control Board 2010);
- A Debris Management Plan and SPCC Plan would be prepared and implemented prior to the start of construction activities;
- The tenant would obtain and implement the appropriate stormwater discharge permits for operation of the sites; and
- The tenant would comply with POLA Marine Oil Terminal lease conditions, which include provisions for the inspection, control, and cleanup of leaks from aboveground tank and pipeline sources, and the Water Resources Action Plan (WRAP; POLA and POLB 2009).

In general, construction activities throughout the Port have the potential to adversely affect harbor water quality if the construction site is not appropriately managed for erosion, dust, and runoff. Construction contractors are required to implement BMPs such as general site management, construction and waste materials management, erosion control, and sediment control. Future projects will also require routine monitoring of stormwater discharges to the harbor. These discharges would require an NPDES permit, which would specify effluent or receiving water limits. In most areas of the Port, housekeeping BMPs (e.g., contained and covered storage, regular sweeping, and appropriate waste management, storage, and handling procedures) are the principal means of preventing or minimizing discharges of contaminated stormwater. Implementing appropriate BMPs and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval would be required for anticipated projects.

Because future projects included in the PMPU could include additional in-water work, this potential impact is, for the purposes of this analysis, considered potentially significant and will be discussed further in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. Groundwater in the harbor area is impacted by saltwater intrusion and is, therefore, unsuitable for use as drinking water. In general, Port projects typically do not have a need to extract groundwater, other than possible dewatering during initial construction activities. Implementation of the proposed Program would not create a substantial demand on groundwater sources and would not substantially change the amount of groundwater pumped from local wells. Also, stormwater programs typically encourage infiltration as a means to limit runoff. Thus, most projects would not be expected to affect groundwater volumes or depth to the local groundwater table level. Any anticipated projects with requirements of extracting groundwater would need to evaluate the potential impacts. While impacts anticipated as a result of the proposed Program are expected to be less than significant, this issue will be discussed in the PEIR.

c) Would the project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. Changes in allowable land uses would not result in substantial alterations in existing drainage or surface flow patterns. Surface water features within the PMPU area, other than open water associated with Planning Area 5, consist mostly of channelized flows that drain into adjacent watersheds. While future development of some parcels could entail site grading, this would not occur within the course of a stream or a river and would not be expected to cause appreciable changes to existing drainage patterns. Implementation of appropriate BMPs and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, WRAP, and all other applicable federal, state, and local regulations prior to approval of the anticipated projects would minimize potential impacts. Therefore, while impacts anticipated as a result of the proposed Program are expected to be less than significant, this issue will be discussed in the PEIR.

d) Would the project substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Less than Significant Impact. As discussed in item (c), changes in allowable land uses would not result in substantial alterations in existing drainage or surface flow patterns. Anticipated projects could increase or decrease the amount of impervious surface cover on site, which would affect the portion of the rainfall that would infiltrate at these project sites, and consequently the runoff volumes. However, these differences in runoff volume are expected to be minor and they would have negligible effect on flooding potential on- or off-site. Also, it is reasonable to expect that any new development would have adequate storm drain system capacity to accommodate expected runoff volumes. While impacts anticipated as a result of the proposed Program are expected to be less than significant, this issue will be discussed in the PEIR.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. Depending on the locations of future anticipated projects, the proposed Program could create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Program design, however, would include provisions to control surface run-off. The requirements of the applicable NPDES permits (including the Standard Urban Stormwater Mitigation Plan) and the City's new LID ordinance would be considered. The proposed Program would likely result in less than significant impacts; however, this will be further analyzed in the PEIR. If, upon further analysis, the PEIR determines mitigation would be necessary, the PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

f) Would the project otherwise substantially degrade water quality?

Potentially Significant Impact. Anticipated projects envisioned under the PMPU could entail new dredging and in-water construction. Fill placement and dredging operations could result in a number of impacts to water quality, such as increased turbidity levels and suspended particle and trace contaminant concentrations, decreases in dissolved oxygen concentrations, and changes in circulation patterns that, in turn, alter the exchange between harbor and ocean waters and mixing and dilution of watershed inputs. In-water work represents a potential source for releases of materials that could affect water quality or that

could disturb bottom sediments, resulting in releases of chemical contaminants into the water. Sediments in some portions of the harbor contain elevated contaminant concentrations which, if released from resuspended sediments, could affect water quality. However, effects to water quality typically are localized and short-term because sediments suspended by construction activities would settle to the bottom within a period of minutes to hours, depending on the particle size and current speed. Also, the contaminants associated with bottom sediments typically have strong affinities for particles, and losses of soluble contaminants to marina waters are expected to be minimal.

Under Section 303(d), the State is required to list water segments that do not meet water quality standards and to develop action plans, called total maximum daily loads (TMDLs), to improve water quality. Portions of the Los Angeles Harbor currently are listed as impaired for a variety of chemical contaminants and indicator bacteria (Table 8). TMDLs currently are being developed to address a number of these impairments. Projects that contribute to loadings of these contaminants in the harbor would be expected to degrade water quality.

Table 8. Section 303(d) Listed Waters in Los Angeles Harbor

Listed Waters/Reaches	Impairments
Los Angeles/Long Beach Outer Harbor, inside breakwater (4,042 acres)	Tissue: DDT, PCBs Sediment: Toxicity
Cabrillo Marina (77 acres)	Tissue: DDT, PCBs Sediment: Benzo(a)pyrene
Inner Cabrillo Beach (82 acres)	Tissue: DDT, PCBs Sediment: none
Los Angeles/Long Beach Inner Harbor (3,003 acres)	Tissue: DDT, PCBs Sediments: Benthic community effects, toxicity, benzo(a)pyrene, chrysene, copper, zinc
Fish Harbor (91 acres)	Tissue: DDT, PCBs Sediment: Toxicity, chlordane, DDT, PCBs, PAHs, benzo[a]anthracene, benzo[a]pyrene, chrysene, dibenz[a,h]anthracene, phenanthrene, pyrene, copper, lead, mercury, zinc
Consolidated Slip (36 acres)	Tissue: Chlordane, dieldrin, DDT, PCBs, toxaphene Sediments: Benthic community effects, toxicity, chlordane, DDT, PCBs, benzo[a]anthracene, benzo[a]pyrene, chrysene, phenanthrene, pyrene, 2-methynaphthalene, cadmium, chromium, copper, lead, mercury, zinc
Dominguez Channel Estuary	Tissue: chlordane, dieldrin, DDT, lead Sediment: Benthic community effects, benzo[a]pyrene, benzo[a]anthracene, chrysene, phenanthrene, pyrene, DDT, PCBs, zinc

Notes: PCBs = polychlorinated biphenyls; DDT = dichloro-diphenyl-trichloroethane; PAHs = polycyclic aromatic hydrocarbons.
The term "tissue" typically refers to edible fish tissue.
Source: LARWQCB & USEPA 2011.

Activities that place fill materials into waters of the U.S. are regulated under Section 404 of the CWA, as administered by the USACE. A Section 401 Water Quality Certification or waiver from the governing RWQCB is also necessary for issuance of Section 404 permits, and the Section 401 certification would include WDRs. Landside construction and operations activities would necessitate the appropriate NPDES permits, including preparation of SWPPPs to control pollutant loadings in stormwater entering the harbor.

Future anticipated projects considered in the PMPU could accommodate increases in vessel traffic which could result in higher mass loadings of contaminants such as copper that are leached from vessel hull anti-fouling paints. Portions of the Los Angeles Harbor are impaired with respect to copper; therefore, increased loadings associated with increases in vessel traffic relative to baseline conditions would likely exacerbate water and sediment quality conditions for copper. Additionally, discharges, spills and accidental releases of pollutants from vessels is another potential source of pollutants to the harbor that

could degrade water quality. Oil Spill Prevention, Control, and Countermeasure (SPCC) regulations require the Port to have in-place measures that help ensure oil spills do not occur. However, if they do, there are protocols and response equipment in place to contain the spill and neutralize the potential harmful impacts. An SPCC Plan and an Oil Spill Contingency Plan (OSCP) would detail and implement spill prevention and control measures. For the purposes of this analysis, this impact will be considered potentially significant and will be discussed further in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site specific reviews.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. Portions of the PMPU area are within the 100-year flood plain area (FEMA 2011). (The 100-year flood zone is defined as the land that would be inundated by a flood having a one percent chance of occurring in a given year.) However, the proposed Program would not construct housing. Therefore, the proposed Program would not place housing within a 100-year flood hazard area and no impacts related to a 100-year flood hazard area would occur. This issue will not be discussed further in the PEIR.

h) Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Less than Significant Impact. As discussed in Section 4.9(g), portions of PMPU area are within the 100-year flood plain area (FEMA 2011). Structures constructed on parcels within the PMPU area could redirect runoff flow patterns within the anticipated project sites. However, the PMPU area generally is open and flat with little or no constrictions or interferences to runoff. Therefore, the presence of the structures associated with the anticipated projects would not promote flooding at these sites or at adjacent properties. Therefore, while impacts related to a 100- year flood hazard area anticipated as a result of the proposed Program are expected to be less than significant, this issue will be discussed in the PEIR.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. In general, the PMPU area is not within a potential dam or levee inundation area as identified in the Los Angeles General Plan Safety Element (City of Los Angeles 1996). Thus, any development or operations accommodated by changes to allowable land uses or associated with the anticipated projects would not expose people or structures to significant risk of loss, injury or death from failure of a levee or dam.

However, portions of the PMPU area are subject to inundation under certain future sea level change scenarios (CO-CAT 2010). Predictions concerning the magnitude of sea level change that will be experienced in southern California reflect different possible green house gas emission scenarios. For example, the California Sea Level Rise Interim Guidance Document (Co-CAT 2010) estimated a range in possible sea level rise elevations of 12 to 69 inches by 2100 based on reviews of projections from a number of published studies. Lempert et al. (unpublished) modified this range for the Port to 0.4 to 81 inches to account for local circulation effects. Sea level rise corresponding to the upper limits of these ranges, when combined with storm surge and tidal conditions, would make portions of the Port susceptible to flooding.

Future anticipated projects included in the PMPU could be located along the shoreline and therefore could be subject to flooding effects as a result of sea level rise. While there is no current consensus on the actual

magnitude of sea level rise that can be expected in the future, there is agreement that coastal areas are at risk and various models have produced a range of possibilities. Regardless, it is likely that changes would occur gradually over periods of decades and therefore would be accommodated by updated construction plans and offsets. Thus, it is not likely that flooding poses a significant threat to the PMPU area. However, this issue will be discussed further in the PEIR.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. Tsunamis are defined as gravity waves of long wavelengths generated by seismic activities that cause vertical motions of the earth's crust. This vertical motion can cause displacement of overlying waters that trigger transoceanic waves of water containing large amounts of energy. According to the Safety Element of the Los Angeles City General Plan, portions of the PMPU area are located within an area susceptible to impacts from a tsunami and subject to possible inundation as a result (City of Los Angeles 1996). A model has been developed to predict tsunami wave heights in the Long Beach and Los Angeles harbors. This model indicates that, under certain conditions, a tsunami could result in overtopping at between 4.9 feet above mean sea level to 11.2 feet above mean sea level, which could affect portions of the PMPU area. However, the potential is very low that the Port property would be affected by a major tsunami (Moffatt & Nichols 2007). Nevertheless, this issue will be analyzed further in the PEIR. Seiche and mudflow hazards are not likely to occur as a result of buildout associated with the anticipated projects. While impacts anticipated as a result of the proposed Program are expected to be less than significant, this issue will be discussed in the PEIR.

References

Cayan, D., M. Tyree, M. Dettinger, H. Hidalgo, T. Das, E. Maurer, P. Bromirski, N. Graham, and R. Flick. 2009. Climate Change Scenarios and Sea Level Rise Estimates for California 2008 Climate Change Scenarios Assessment. California Climate Change Center. Report CEC-500-2009-014-F. Available at: http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-500-2009-014-F

City of Los Angeles. 1996. Safety Element of the City of Los Angeles General Plan. Adopted by the City Council November 1996.

CO-CAT (Coastal and Ocean Working Group of the California Action Team). 2010. State of California Sea Level Rise Interim Guidance Document. October. Available at: www.opc.ca.gov/webmaster/ftp/project.../SLR_Guidance_Document.pdf.

Federal Emergency Management Agency (FEMA). 2011. Flood Insurance Rate Map number 06037C1965F.

LARWQCB (Los Angeles Regional Water Quality Control Board) and USEPA (United States Environmental Protection Agency). 2011. Dominguez Channel and Greater Los Angeles and Long Beach Harbor Waters Toxic Pollutants Total Maximum Daily Loads. May. Available at: http://www.waterboards.ca.gov/losangeles/board_decisions/basin_plan_amendments/technical_documents/66_New/11_0630/03%20Final%20Staff%20Report%2006%2030%2011.pdf.

Lempert, R., R.L. Sriver, and K. Keller. Characterizing Uncertain Sea Level Rise Projections to Support Investment Decisions. Draft Unpublished Manuscript (expected to be published in August 2012).

Moffatt & Nichols. 2007. Tsunami Hazard Assessment for the Ports of Los Angeles and Long Beach.

POLA and POLB (Port of Long Beach). 2009. Water Resources Action Plan. Final Report, August.

State Water Resources Control Board. 2010. National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. Order No. 2010-0014-DWQ. NPDES NO. CAS000002.

Land Use and Land Use Planning

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
10.	**LAND USE AND LAND USE PLANNING.** ***Would the project:***				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) Would the project physically divide an established community?

No Impact. The proposed Program would not divide an established community. The PMPU area encompasses all lands within the Port's coastal zone boundary. The closest established communities are Wilmington and San Pedro. All anticipated projects would be contained entirely within existing Port lands and future development would not be constructed or require any improvements within Wilmington or San Pedro. The proposed Program would have no impact related to the division of an established community. Therefore, this issue will not be discussed further in the PEIR.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The applicable land use plans for the Port include the City of Los Angeles General Plan and Port of Los Angeles Community Plan. The proposed Program would change existing land use designations within the PMP Planning Areas. It is unlikely that these land use changes would be incompatible with applicable land use plans, policies, or regulations of the City of Los Angeles. Therefore, this impact is considered less than significant. Nevertheless, this issue will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed in Section 4(f), the PMPU area is not located within any habitat conservation plan or natural communities conservation plan. Therefore, no impacts would occur. This issue will not be addressed further in the PEIR.

Mineral Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. ***Would the project:***				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less than Significant Impact. Anticipated projects associated with the proposed Program could impact a known mineral resource, or a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. For example, the sites of future anticipated projects could be in or in proximity to an oil field drilling area. The proposed Program would likely result in less than significant impacts; however, this will be further analyzed in the PEIR. If, upon further analysis, the PEIR determines mitigation would be necessary, the PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. No designated important mineral resource recovery sites are located in the Port, with the exception of subterranean oil reserves. Oil extraction is a recognized activity that is fully protected by existing state, city, and Port policies. Accordingly, the proposed Program would have no impact on mineral resources, and this issue will not be analyzed in the PEIR.

Noise

Issues (and Supporting Information Sources):		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
12.	**NOISE.** ***Would the project:***				
a)	Result in Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b)	Result in Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c)	Result in A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d)	Result in A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e)	For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f)	For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. During construction of future projects within the PMPU area, noise would be produced by construction-related equipment. During the operational phase of the proposed Program, the predominant sources of noise would be vessel traffic, cargo operations, rail movements, truck and automobile traffic, and on-street activity throughout the Port. Changes in allowable land uses may increase traffic in the area above what currently exists. Construction activities may occasionally exceed the City's ambient noise level thresholds. The location, intensity, and timing of noise generating activities under the proposed Program are uncertain. However, due to the potential for noise to exceed established thresholds in the City of Los Angeles Noise Ordinance (City of Los Angeles 2006), the impact is therefore considered potentially significant and will be evaluated further in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

b) Would the project expose persons to or generate excessive groundborne vibration or groundborne noise?

Potentially Significant Impact. Anticipated future projects associated with the proposed Program could potentially result in some vibration-related impacts from increased rail traffic and construction activities. As a result, potential impacts from vibration are considered potentially significant and will be evaluated

further in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. During the operational phase of future projects associated with the proposed Program, the predominant sources of noise would be vessel traffic, cargo operations, rail movements, truck and automobile traffic, and on-street activity throughout the Port. The new uses may increase traffic in the area above what currently exists. The location, intensity, and timing of noise generating activities under the proposed Program are uncertain. However, due to the potential for a substantial permanent increase in ambient noise levels above levels established in the City of Los Angeles Noise Ordinance, the impact is considered potentially significant and will be evaluated further in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. During construction of future projects associated with the proposed Program, noise above ambient levels would be produced by construction-related equipment. During the operational phase of anticipated projects for the proposed Program, vessel traffic, cargo operations, rail movements, truck and automobile traffic, and on-street activity throughout the Port may be audible above ambient levels. Anticipated projects addressed in the proposed Program would require substantial construction over time that could exceed the City of Los Angeles ambient noise level thresholds. The location, intensity, and timing of noise generating activities under the proposed Program are uncertain. However, due to the potential for substantial or periodic increases in ambient noise, the impact is considered potentially significant and will be evaluated further in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?

No Impact. The activities of anticipated projects associated with proposed Program would not be located within an airport land use plan area or within 2 miles of a public airport or public use airport. The closest public airport, Long Beach Airport, is located approximately 9 miles from the PMPU area. Therefore, the proposed Program would not result in a safety hazard to people working or residing in the PMPU area. This issue will not be discussed further in the PEIR.

f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Anticipated projects associated with proposed Program would not be located within the vicinity of a private airstrip. The closest private use airport is the Torrance Municipal Airfield located approximately 6.5 miles from the PMPU area. Therefore, the proposed Program would not result in a safety hazard to people working or residing in the PMPU area. This issue will not be discussed further in the PEIR.

References

City of Los Angeles. 2006. Los Angeles Draft CEQA Thresholds Guide. Chapter I. Noise.

Population and Housing

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. ***Would the project:***				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. Anticipated projects associated with the proposed Program would not establish new residential uses within the Port nor would it require expansion of roads or other infrastructure sufficient to induce substantial population growth. Future development of anticipated projects under the proposed Program would not result in the relocation of substantial numbers of people from outside of the region. Therefore, the proposed Program would not induce substantial population growth either directly or indirectly. While some population growth may occur from economic growth related to projects undertaken in the future, the growth would be minimal and less than significant. Nevertheless, population growth will be addressed in the PEIR.

b) Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. There is no formal housing within the Port. However, there are liveaboard boat owners in some marinas within the Port. It is possible that changes in allowable land uses and/or future anticipated projects under the proposed Program may displace liveaboards if marina space is limited. No formal housing would be displaced and therefore, no replacement housing would need to be constructed. Displacement of liveaboards, if any, is expected to be limited to a small number of persons and would not necessitate constructing replacement housing. This impact is considered less than significant, but will nevertheless be addressed in the PEIR.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. Liveaboard boat owners in some marinas within the Port may be displaced if changes in allowable land uses and/or anticipated projects under the proposed Program reduce available marina space. Displacement of liveaboards, if any, is expected to be limited to a small number of persons and would not necessitate constructing replacement housing. This impact is considered less than significant, but will nevertheless be addressed in the PEIR.

Public Services

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. ***Would the project:***				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☒	☐	☐	☐
ii) Police protection?	☒	☐	☐	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☒	☐	☐	☐
v) Other public facilities?	☒	☐	☐	☐

Discussion

a) Would the project result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

i, ii) Fire and police protection?

Potentially Significant Impact. The Los Angeles Fire Department (LAFD) currently provides fire protection and emergency services within the PMPU area. LAFD facilities in the Port include land-based fire stations and fireboat companies. The Los Angeles Harbor Department Port Police (Port Police) and the Los Angeles Police Department (LAPD) both provide police services to the Port. The Port Police is the primary responding agency in the Port and is responsible for operations within the Port's property boundaries. Port Police headquarters is located at 330 Centre Street in San Pedro. Some anticipated projects developed under the proposed Program may increase the need for fire or police protection within the Port, although the nature, timing, and magnitude are unknown at this time. However, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

iii) Schools?

No Impact. Anticipated projects considered under the proposed Program would not involve residential development that would increase the demand for additional or modified school facilities. The proposed Program would, therefore, have no impact on schools. This issue will not be discussed further in the PEIR.

iv) Parks?

Potentially Significant Impact. The PMPU area encompasses all lands within the Port's coastal zone boundary, including public open space areas. Development of anticipated projects under the proposed Program could potentially result in additions and/or reductions in park facilities and other amenities, although the nature, timing, and magnitude are unknown at this time. However, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

v) Other public facilities?

Potentially Significant Impact. The U.S. Coast Guard (USCG), as the only other public facility within the PMPU area, is a federal agency responsible for a broad scope of regulatory, law-enforcement, humanitarian, and emergency-response duties. Within the PMPU area, the USCG's primary responsibility is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District, which maintains a post within the Port on Terminal Island, would provide USCG support to the PMPU area. USCG, in cooperation with the Marine Exchange, also operates Vessel Traffic Information Systems. This voluntary service is intended to enhance vessel safety in the main approaches to the Port. Anticipated projects considered under the proposed Program would involve vessel traffic, and could, therefore, result in impacts to USCG facilities or operations, although the timing and extent cannot be determined at this time. However, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
15. RECREATION. ***Would the project:***				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☒	☐	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

Potentially Significant Impact. The PMPU area encompasses recreational facilities and amenities within the Port. Demand for parks would not likely occur as a consequence of future development under the PMPU, because such demand is generally associated with the increase of housing or population in an area which is not expected to be substantial with proposed Program implementation. The proposed Program consists primarily of industrial, commercial, and institutional uses and would not include residential uses. In addition, the proposed Program would not likely result in substantial physical deterioration of facilities. However, the proposed Program would result in an overall decrease in designated recreational areas within the Port compared to the existing PMP. The proposed Program would increase open space areas (parks/beaches) on Port lands; however, recreational boating uses would be reduced compared to existing conditions. Therefore, this issue will be analyzed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less than Significant Impact. The PMPU area encompasses all lands within the Port's coastal zone boundary, which includes recreational facilities and open space areas. The Port has constructed recreational facilities and may, under the proposed Program construct more. However, it is unlikely that such construction would be required by the PMPU. Therefore, this impact is considered less than significant, but will nevertheless be addressed in the PEIR.

Transportation and Traffic

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
16. TRANSPORTATION AND TRAFFIC. ***Would the project:***				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air or water traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	☒	☐	☐	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐
g) Result in inadequate parking capacity?	☒	☐	☐	☐

Discussion

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. Anticipated projects associated with the proposed Program would increase vehicular, pedestrian, and vessel traffic throughout the Port. Anticipated projects could also involve improvements to surrounding streets, extension of rail lines in some cases, and improvements to navigational facilities and vessel berths. Impacts associated with the increased traffic resulting from the various modes described above will be analyzed in the PEIR to determine their consistency with applicable plans and policies contained in the Southern California Association of Governments (SCAG) 2008 Regional Comprehensive Plan and Comprehensive Regional Goods Movement Plan, the Port of Los Angeles 2012-2017 Strategic Plan, the City of Los Angeles General Plan, and any other applicable plans. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

b) Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. As discussed above, anticipated projects associated with the proposed Program could result in increased vehicular traffic on roadways throughout the Port. This increased traffic may conflict with the levels of service and/or traffic demand measures established by the Congestion Management Program for Los Angeles County. Therefore, this issue will be analyzed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

c) Would the project result in a change in air or water traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?

Potentially Significant Impact. Anticipated future projects associated with the proposed Program would not result in a change in air traffic patterns or result in a substantial safety risk surrounding air traffic. The closest public airport is the Long Beach Airport, which is approximately 9 miles from the PMPU area, and the closest private airstrip is located at the Torrance Municipal Airfield, which is approximately 6.5 miles from the PMPU area. However, anticipated projects associated with the proposed Program may result in increased vessel traffic within the Port or a change in the location and intensity of vessel traffic, which could result in significant impacts related to water traffic. Therefore, this issue will be analyzed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. Anticipated projects associated with the proposed Program could result in design features (e.g., sharp curves or dangerous intersections) or incompatible uses within the PMPU area. These types of traffic hazards will be evaluated and this issue will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

e) Would the project result in inadequate emergency access?

Less than Significant Impact. As part of the approval process for anticipated future projects associated with the proposed Program, the LAFD, Port Police, and LAPD would review and approve all plans to ensure that they comply with applicable access requirements. Compliance would ensure that emergency access to, from, and within the Port is adequate. During construction of anticipated future projects, there would be potential for temporary traffic impacts requiring traffic control measures to ensure adequate emergency access. The proposed Program would likely result in less than significant impacts; however, this will be further analyzed in the PEIR. If, upon further analysis, the PEIR determines mitigation would be necessary, the PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. Anticipated projects constructed pursuant to the PMPU may involve construction of new pedestrian facilities associated with commercial and visitor-serving activities and amenities adjacent to a working waterfront. Future project activities could be inconsistent with applicable plans and policies surrounding pedestrian facilities and public transit and could potentially increase safety concerns surrounding the implementation of future facilities near a working waterfront. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

g) Would the project result in inadequate parking capacity?

Potentially Significant Impact. The proposed Program involves the development of future anticipated projects within the Port. Future development could result in increases in the number of visitors and employees of Port tenants. Developments constructed under the PMPU would include parking areas to accommodate the increased number of tenants or visitors to various locations within the Port. However, future parking demands cannot be determined at this time. Therefore, this impact is considered potentially significant. The PEIR will identify and evaluate standard parking mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

Utilities and Service Systems

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. ***Would the project:***				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) Would the project conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. Anticipated projects included in the PMPU would be required to conform to all applicable wastewater standards set forth by the LARWQCB. Some future projects could result in the generation of additional wastewater compared to present levels. Anticipated projects could be required to tie into existing sewer lines that may or may not require capacity expansion. Wastewater would likely flow to the Terminal Island Treatment Plant, which is operated by the City's Department of Public Works Bureau of Sanitation. Because of present uncertainties in capacity, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Anticipated projects associated with the proposed Program may increase the demand for potable water and/or increase the generation of wastewater as individual projects are developed. The magnitude and timing of future demand cannot be determined at this time. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and

evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

c) Would the project require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Anticipated projects associated with the proposed Program may increase the amount of stormwater runoff if projects result in an increased area of impervious surfaces. However, the timing and magnitude of these changes cannot be determined at this time. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. Anticipated projects associated with the proposed Program may increase the demand for potable water as individual projects are developed. However, the magnitude and timing of future demand cannot be determined at this time. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

e) Has the wastewater treatment provider that serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. Anticipated projects associated with the proposed Program may increase wastewater volumes as individual projects are developed. However, the magnitude and timing of future wastewater generation cannot be determined at this time. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. Anticipated projects associated with the proposed Program may generate increased volumes of solid waste as individual projects are developed. However, the magnitude and timing of future waste generation cannot be determined at this time. Therefore, this impact is considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. Anticipated projects associated with the proposed Program may generate increased volumes of solid waste as individual projects are developed. Projects developed under the PMPU would be required to comply with all federal, state, and local statutes and regulations related to solid waste. Therefore, the proposed Program would likely result in less than significant impacts. However, this will be further analyzed in the PEIR. If upon further analysis the PEIR determines mitigation would be necessary, the PEIR will identify and evaluate standard mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

Mandatory Findings of Significance

	Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
18.	**MANDATORY FINDINGS OF SIGNIFICANCE.** ***Would the project:***				
a)	Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b)	Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c)	Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion

a) Would the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Anticipated projects associated with the proposed Program would have the potential to degrade the quality of the environment with regard to several resource areas. For example, future in-water construction activities (e.g., dredging and installation of new piles) could affect biological communities, including benthic animals, fish, and marine birds. Although limited undeveloped habitat exists for terrestrial wildlife species and plants, raptors have the potential or are known to nest within Port boundaries. Anticipated projects associated with the proposed Program could have an adverse impact to historic and archaeological resources from future construction and in-water activities. Therefore, impacts are considered potentially significant and will be addressed in the PEIR. The PEIR will identify and evaluate standard design and mitigation measures and potential significance thresholds that will be considered during future site-specific reviews.

b) Would the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. There is potential for anticipated future projects associated with the proposed Program to result in cumulatively considerable effects. The PEIR will evaluate the proposed Program as a whole and consider its impacts in combination with other past, present, or reasonably foreseeable future projects.

c) Would the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed Program could result in environmental effects that could cause substantial affects on human beings, either directly or indirectly. These potentially significant impacts will be addressed in the PEIR.

Acronyms & Abbreviations

AB	Assembly Bill
ARB	Air Resource Board
BMP	best management practices
CAAP	Clean Air Action Plan
CCA	California Coastal Act
CCC	California Coastal Commission
CDFG	California Department of Fish and Game
CFR	Code of Federal Regulations
CH_4	methane
CO_2	carbon dioxide
CO_{2e}	CO2 equivalent
CZMA	Coastal Zone Management Act
CEQA	California Environmental Quality Act
DDT	dichloro-diphenyl-trichloroethane
DOGGR	California Department of Conservation, Division of Oil, Gas, and Geothermal Resources
EIR	Environmental Impact Report
GHG	Greenhouse gases
GWP	global warming potential
HCP	Habitat Conservation Plan
HMI	Hazardous Materials Inventory
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LAPD	Los Angeles Police Department
LBP	lead-based paint
LCP	Local Coastal Plan
LID	Low Impact Development
N_2O	nitrous oxide
NCCP	Natural Communities Conservation Plan
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OGV	ocean-going vessels
OSCP	Oil Spill Contingency Plan
PAH	polycyclic aromatic hydrocarbons
PCAC	Port of Los Angeles Community Advisory Committee
PCB	polychlorinated biphenyls
PEIR	Program Environmental Impact Report
PF	Public Facilities
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PMP	Port Master Plan
PMPU	Port Master Plan Update
Port	Port of Los Angeles
Port Police	Los Angeles Harbor Department Port Police
PRC	Public Resources Code
PV	photovoltaic
RRP	Release Response Plan
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SPCC	Oil Spill Prevention, Control, and Countermeasure

SRWCB	State Regional Water Quality Control Board
SUSMP	Standard Urban Storm Water Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
TMDL	Total Maximum Daily Load
USC	United States Code
USCG	U.S. Coast Guard
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
WDR	Waste Discharge Requirements
WRAP	Water Resources Action Plan