FINAL INTEGRATED FEASIBILITY REPORT AND ENVIRONMENTAL IMPACT STATEMENT / ENVIRONMENTAL IMPACT REPORT (EIS/EIR)

APPENDIX L: APPLICATION SUMMARY REPORT

PORT OF LONG BEACH
DEEP DRAFT NAVIGATION STUDY
Los Angeles County, California

October 2021

US Army Corps of Engineers ®

Port of LONG BEACH
THE PORT OF CHOICE

Blank page to facilitate duplex printing

APPLICATION SUMMARY REPORT

1.1 Introduction

The California Coastal Act of 1976 (CCA or Coastal Act) requires the Port of Long Beach (Port or POLB) to prepare and adopt master plans for land and water areas within its boundaries that are located within the coastal zone. The Port's most recent plan to be comprehensively updated and certified was the 1990 Port Master Plan (PMP). The Port adopted Guidelines for Implementation of the Port of Long Beach Certified Port Master Plan in July 1996 (Guidelines). Adopted as Ordinance HD-1701, the purpose of the Guidelines is to provide the Board of Harbor Commissioners (BHC or Board) with the necessary procedures, objectives, and criteria for the implementation of City Charter Section 1215 and the PMP in accordance with provisions of the CCA. Section 3 of the Guidelines, states that the Board shall not approve or grant an application for a permit unless a determination has been made by the Board that either the project conforms with the Certified Port Master Plan, or the project is exempt from the provisions of the Coastal Act and a permit is not required. POLB is currently updating its PMP and expects certification of the update next year (the 2021 PMP update).

Section 6.5 of the Guidelines requires the preparation of a summary report of each application filed. The Application Summary Report (ASR) requires presentation of a description of the significant features of the proposed project, applicable policies of the Port Master Plan and Coastal Act, as well as summaries of environmental impact reports and other environmental and geotechnical evaluations. This ASR, in conjunction with the environmental impact report (EIR), is prepared in accordance with the Port PMP, as amended, and the CCA.

The proposed Deep Draft Navigation and Channel Deepening Project (proposed Project), which would be undertaken jointly by the U.S. Army Corps of Engineers and the POLB, would deepen the approach channel to -80 feet (ft) mean lower low water (MLLW), bend-easing sections of the main channel to a depth of -76 ft MLLW, construct an approach channel to Pier J to an authorized depth of -55 ft MLLW, and deepen the West Basin to -55 ft MLLW. The proposed Project comprises feasible dredging and disposal measures, in accordance with federal and state guidelines, including the POLB's environmental protection guidelines. In addition to the activities listed above, the POLB would also deepen additional locations within the harbor to an authorized depth of -55 MLLW: the Pier J slip, including berths J266–J270. Structural improvements would also be performed on the Pier J breakwaters at the entrance to the Pier J slip to accommodate deepening of the slip and approach channel to -55 ft MLLW. These activities would be undertaken solely by the POLB.

As discussed below, the proposed Project is in conformance with the stated policies of the PMP and the CCA. The ASR and proposed staff recommendations have been prepared to evaluate the proposed Project for consistency with both the certified 1990 PMP, as amended, as well as the 2021 PMP update. In the consistency analysis discussed below, the proposed Project is demonstrated to be in conformance with the stated policies of both PMPs and the CCA. In addition, this document will be circulated for public review and will become effective upon certification by the Board of Harbor Commissioners. Section 6.3 contains the special conditions that would be imposed upon the proposed Project or any of the build alternatives.

1.2 Consistency with the California Coastal Act

Relevant sections of the CCA are listed below, with a brief discussion of each.

1.2.1 Chapter 3 (Coastal Resources Planning and Management Policies)

As discussed below, Section 30715 of Chapter 8 of the CCA may result in an interpretation by the California Coastal Commission (CCC) that the proposed Project represents an appealable development. The policies of Chapter 3 constitute the standards by which the adequacy of local coastal programs and the permissibility of proposed developments subject to the provisions are determined. These policies relate to:

- Public Access (Article 2: Sections 30210 – 30214)
- Recreation (Article 3: Sections 30220 – 30224)
- Marine Environment (Article 4: Sections 30230 – 30236)
- Land Resources (Article 5: Sections 30240 – 30244)
- Development (Article 6: Sections 30250 – 30255)
- Industrial Development (Article 7: Section 30260 – 30265.5)

The proposed Project would not restrict public access or recreational opportunities. No new development or activities would occur that would affect access or recreation within the harbor. Marine resources, such as biological and water quality would be temporarily impacted during dredging. However, there are no environmentally sensitive habitat areas that would be impacted, and nominal impacts have been determined to be less than significant in the EIR. Improvements to the Pier J breakwaters would occur to reinforce the structure as a result of deeper dredging, and not result in new or expansion of uses or alteration of the natural shoreline. Commercial fishing and boating would not be affected as a result of the proposed Project. No agricultural or timberland areas are located within the project area that would be affected. No scenic resources are located within the vicinity of the project area, and existing visual conditions would be maintained without significantly impacting the project area. The proposed Project would not increase risks to life, property, or structural integrity, or otherwise result in adverse impacts other than air quality, which have been analyzed in the EIR. Mitigation in the form of an electric clam shell dredge will be incorporated to reduce air emissions. The proposed project does not propose any new industrial development. Therefore, for the reasons discussed above, the proposed Project would be consistent with Chapter 3 of the CCA.

1.2.2 Chapter 8 (Ports)

In accordance with the CCA, the coastal zone includes all areas within 3 miles seaward and approximately 1,000 yards inland, depending on the level of existing inland development. Chapter 8 of the CCA recognizes California ports, including the POLB, as primary economic and coastal resources that are essential elements of the national maritime industry (Section 30701[a]). Relevant Chapter 8 sections of the CCA are listed below, and their relationship to the proposed Project is discussed.

1.2.2.1 Section 30705

(a) *Water areas may be diked, filled, or dredged when consistent with a certified Port master plan only for the following:*

1. *Such construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities that are required for the safety and the accommodation of commerce and vessels to be served by port facilities.*

The Port currently experiences navigational challenges, including existing channel depths that do not meet the draft requirements of the current and future fleet of larger container and liquid bulk vessels. Tide restrictions, light loading, lightering, and other operational inefficiencies result in economic inefficiencies that translate into increased costs for the national economy. Container movements along the secondary channels serving Pier J and Pier T/West Basin, as well as liquid bulk vessel movements along the main channel, have been identified as constrained by current conditions. The proposed Project would increase transportation efficiencies for container and liquid bulk vessels operating in the POLB for both the current and future fleet and improve conditions for vessel operations and safety by dredging several areas of the harbor and the approach channel. This change would continue efforts to improve navigational efficiency and vessel safety throughout the POLB.

Dredging would be planned, scheduled, and carried out to minimize disruptions to fish and bird breeding and migration, marine habitats, and water circulation. Bottom sediments or sediment elutriate would be analyzed for toxicants prior to dredging; where water quality standards are met, dredged spoils may be deposited in open coastal water sites designated to minimize potential adverse impacts on marine organisms or in confined coastal waters designated as fill sites, in accordance with regulatory permits and the master plan, where the spoil can be isolated and contained or in fill basins on upland sites. Dredged material would not be transported from coastal waters into estuarine or freshwater areas for disposal. Excavated materials would be hauled by barge and disposed of at permitted ocean disposal facilities or nearby borrow pits.

1.2.2.2 Section 30708

All port-related developments shall be located, designed, and constructed so as to:

(a) Minimize substantial adverse environmental impacts.

The proposed Project would reduce wait times within the harbor and reduce loading and unloading delays for deeper-drafting liquid bulk vessels. The proposed Project would incorporate several minimization measures to avoid or reduce impacts on water quality and biological resources. The proposed Project would result in significant impacts on air quality from emissions associated with dredging activities. Although several mitigation measures have been identified and incorporated that would reduce impacts, including the use of an electric dredge, impacts would remain significant and unavoidable.

(c) Give highest priority to the use of existing land space within harbors for Port purposes.

The proposed Project would not involve the use of existing land space. The proposed Project would improve existing navigation channels within the Port complex and would not require zone changes or changes to existing land uses. The dredging and deepening of harbor waters would allow the terminals to continue to operate efficiently for Port purposes related to national and regional goods movement, thereby promoting maritime commerce. Container movements along the secondary channels serving Pier J and Pier T/West Basin and liquid bulk vessel movements along the main channel would be improved, thereby reducing transportation costs and vessel congestion and increasing the Port's competitiveness. Removing channel and berth restrictions so as to increase the vessels' maximum practicable loading capacity, would result in fewer vessel trips to transport the forecast cargo, and the proposed Project would contribute to the efficient functioning of the Port. While the proposed Project could accommodate larger ships, larger ships alone do not drive growth for the harbor. Many factors may influence the growth of a particular harbor, and harbor depth is just one of many involved in determining growth and market

share for a particular port. The economic analysis for the proposed Project was conducted with the historical cargo share at the POLB remaining the same in both the future without-project and future with-project conditions. Cargo may vary in the future as investments are made in port facilities and supporting infrastructure, and long-term leases are renewed or changed at individual terminals; however, the POLB's share of cargo is expected to remain relatively consistent with growth in the future being attributed to GDP growth for the U.S. West Coast and associated hinterland based on the information provided in the commodity forecast conducted for the IFR study (Mercator 2016). Based on that evaluation, the analysis assumes that the POLB will receive a relatively similar share of regional cargo volumes with or without navigation improvements. Thus, since the proposed Project would not accommodate an increase in throughput, the efficiencies gained by the proposed Project would result in fewer, but larger, vessels within the harbor.

1.2.2.3 Section 30715

Section 30715 identifies the California Coastal Commission's permit authority and the process for appealable approvals, as follows:

(a) Until such time as a port master plan or any portion thereof has been certified, the commission shall permit developments within ports as provided for in Chapter 7 (commencing with Section 30600). After a port master plan or any portion thereof has been certified, the permit authority of the commission provided in Chapter 7 (commencing with Section 30600) shall no longer be exercised by the commission over any new development contained in the certified plan or any portion thereof and shall at that time be delegated to the appropriate port governing body, except that approvals of any of the following categories of development by the port governing body may be appealed to the commission:

(1) Developments for the storage, transmission, and processing of liquefied natural gas and crude oil in such quantities as would have a significant impact upon the oil and gas supply of the state or nation or both the state and nation. A development which has a significant impact shall be defined in the master plans.

(2) Waste water treatment facilities, except for those facilities which process waste water discharged incidental to normal port activities or by vessels.

(3) Roads or highways which are not principally for internal circulation within the port boundaries.

(4) Office and residential buildings not principally devoted to the administration of activities within the port; hotels, motels, and shopping facilities not principally devoted to the sale of commercial goods utilized for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities.

(5) Oil refineries.

(6) Petrochemical production plants.

(b) If maintenance dredging is part of, or is associated with, any category of development specified in paragraphs (1) to (6), inclusive, of subdivision (a), the commission shall not consider that maintenance dredging in its review and approval of those categories.

The proposed Project involves dredging to improve the navigation by liquid bulk vessels, which transport crude oil. The CCC may interpret Section (a)(1) to apply to the proposed project, in which case the project may be characterized as an appealable project under the CCA.

1.2.2.4 Section 30233

Any offshore disposal of dredged materials that is to occur outside of the Port would be subject to the standard of review for dredged material disposal in Section 30233 of the CCA. The relevant sections are presented below.

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(2) Restoration purposes.

(3) Nature study, aquaculture, or similar resource dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredged spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems.

The proposed Project comprises feasible dredging and placement/disposal measures, in accordance with federal and state guidelines, including POLB environmental protection guidelines. Dredged material would be disposed of at a nearshore placement site (Surfside Borrow Site), an ocean-dredged material disposal site (LA-2 and/or LA-3), or a combination of the two. The nearshore placement site (Surfside Borrow Area) can accommodate about 2.5 million cubic yards (mcy) of dredged material. LA-2 and LA-3 have annual disposal volumes of 1.0 and 2.5 mcy, respectively, from all sources. It is assumed that 0.9 mcy for LA-2 and 2.2 mcy for LA-3 is available for use by the proposed Project annually. It is assumed that dredging would be performed using a hopper dredge as well as a clamshell dredge. To minimize transit time, the disposal of material from the hopper dredge would maximize use of the nearshore site, while a clamshell dredge would be evaluated for disposal at an ocean-dredged material disposal site. All disposal options have been previously analyzed and permitted.

1.3 Consistency with the Port Master Plans

As discussed above, this ASR has been prepared to evaluate the proposed Project for consistency with both the certified 1990 PMP, as amended, as well as the 2021 PMP update. Both are described below.

1.3.1 1990 PMP

Under the 1990 PMP, the proposed Project site is within Harbor Planning District 4 (Terminal Island Planning District), District 5 (Middle Harbor Planning District), District 6 (Southwest Harbor Planning

District), District 7 (Navigation Planning District), District 8 (Southeast Harbor Planning District), and District 10 (Outer Harbor Planning District). The proposed Project is consistent with (a) permitted Port-related industrial and navigation uses associated with the harbor planning districts and (b) overall goals stipulated in the PMP and the long-range planning goals for the Terminal Island, Middle Harbor, and Southwest Harbor Planning Districts to increase primary Port use, as well as the navigation goal, and the Outer Harbor Planning District's goal to help navigation.

1.3.1.1 1990 PMP Goals and Objectives

The 1990 PMP identifies six long-range planning goals and objectives for developing Port policies involving future Port development and expansion. Among the goals for Port development in Chapter IV of the PMP, the proposed Project would support the relevant goals summarized below.

Goal 2: Encourage maximum use of facilities.

The proposed Project would allow more efficient use of navigational channels and existing terminals within the Port. However, the proposed Project would not result in increased use or throughput of the terminal facilities because of existing backland constraints. Objectives under Goal 2 would be met by the proposed Project.

Goal 4: Provide for the safe cargo handling and movement of vessels within the Port.

The objectives of Goal 4 are to deepen channels and basins to accommodate supertanker and post-panamax vessels, and separation of ocean-going vessels and recreational small craft. The need for the project is to address transportation inefficiencies at the POLB, which occur when channels and maneuvering areas do not fully accommodate the vessels using them. Existing channel depths, and in some areas, channel widths, do not meet the draft requirements of the current and future fleet of larger container and liquid bulk vessels that call on POLB. Tide restrictions, light loading, lightering, and other operational inefficiencies result in vessel congestion, increased wait times, and delays in loading and unloading. The increased channel depths would allow for shippers to replace smaller, less efficient vessels with larger, more efficient vessels that are not subject to these restrictions. Thus, the proposed Project would reduce vessel congestion, and the number of vessels calling at the Port, thereby improving safety and allowing for better separation between ocean-going vessels and recreational small craft. The proposed Project would be consistent with Goal 4 by improving the movement of vessels within the Port.

Goal 5: Develop land for primary Port facilities and Port-related uses.

Although the proposed Project would not involve land development, the dredging and deepening of harbor waters would allow the terminals to continue to operate efficiently for Port purposes related to national and regional goods movement, thereby promoting maritime commerce. Container movements along the secondary channels serving Pier J and Pier T/West Basin and liquid bulk vessel movements along the main channel would be improved, thereby reducing transportation costs and vessel congestion and increasing the Port's competitiveness. By recognizing the importance of removing channel and berth restrictions so as to increase the vessels' maximum practicable loading capacity, accommodating larger vessels, and resulting in fewer vessel trips to transport the forecast cargo, the proposed Project would contribute to the efficient functioning of the Port and would use the site in accordance with its highest priority. Objectives under Goal 5 would be met by the proposed Project.

1.3.1.2 1990 PMP Elements

In addition to the long-range planning goals addressed above, the 1990 PMP also identifies plan elements that focus on specific areas where a Port-wide review is pertinent compared to individual district plans. Plan elements identified in the PMP are listed below.

A. Public Access, Visual Quality, and Recreation/Tourism
B. Navigation
C. Environmental
D. Vehicular Transportation/Circulation
E. Intermodal Rail Facilities
F. Oil Production and Operations

For each of these plan elements, the PMP identifies planning goals, issues or areas of controversy, and recommendations for implementation, including a course of action for correcting, alleviating, and/or necessitating further study of the issue (POLB 1990). Of these, Elements B and C are applicable to the proposed Project, as discussed below.

1.3.1.2.1 Element B: Navigation Element

In addition to the general planning goals identified in the PMP, the Navigation Element details the need for developing and supporting a world fleet, including liquid bulk, dry bulk, and post-Panamax container vessels; maintaining navigational capabilities within the harbor district; and minimizing vessel congestion. The proposed Project would support the following Navigation Element goals:

Goal 1: Remain current to the changing needs of the maritime industry with respect to deep water access to commercial berths and anchorage areas by deepening channels to accommodate the existing and future tanker, dry bulk, and general cargo fleet.
Goal 3: Continue to facilitate access to anchorage areas within and adjacent to the harbor.
Goal 4: Minimize vessel congestion possibilities by properly coordinating and arranging ancillary Port uses (i.e., sport fishing; marine contracting, etc.) to complement primary Port activities.

The proposed Project would help the Port attain these goals by allowing for a more efficient future fleet mix, reducing vessel congestion, increasing the reliability of the channel depth to encourage more efficient vessels, and removing channel restrictions to increase the vessels' maximum practicable loading capacity to transport forecast cargo. The proposed Project would help the Port attain these goals by improving the existing navigation channels within the POLB, which, in turn, would allow greater efficiency of current and future container and liquid bulk vessel operations. The proposed Project would be implemented in accordance with the Navigation Element and consistent with the PMP.

1.3.1.2.2 Element C: Environmental Element

The Environmental Element details the Port's environmental objective to protect, maintain, enhance, and restore the overall quality of both the human-made and the natural coastal environment. The Environmental Element encompasses the need for careful planning for Port development and implementation of environmental regulatory compliance. The issues of concern for this element are as follows: air quality, habitat preservation/marine mitigation, hazardous waste, and permit processing.

Of the five goals identified in the Environmental Element, the proposed Project would support the following:

Goal 1: Minimize pollutant levels from existing and future sources.

The proposed Project would minimize pollutant levels by mitigating air emissions from dredging activities. In addition, a reduction in vessel congestion through the channel would help minimize pollutant levels from existing and future resources. With implementation of the proposed Project's features and improvements, existing channel congestion would be reduced along with its associated pollutants.

Goal 2: Minimize habitat loss within Port boundaries.

Although the proposed Project could result in some impacts on benthic habitat in regard to turbidity and water quality, impacts would be localized and temporary. Water quality monitoring would be performed in accordance with regulatory permits during dredging activities. Therefore, the proposed Project would be implemented in accordance with the Environmental Element and consistent with the PMP.

1.3.1.3 1990 PMP District Goals

The proposed Project area is large and covers several planning districts within the Port. The proposed improvements at Pier T/West Basin would occur primarily in District 4, Terminal Island Planning District, which is designated for primary Port facilities, Port-related industries and facilities, ancillary Port facilities, federal uses, utilities, hazardous cargo facilities, navigation, and oil and gas production. The proposed main channel bend-easing improvements would occur within District 5, Middle Harbor Planning District, which is designated for primary Port facilities, Port-related, oil production, and ancillary Port facilities, and District 7, Navigation Planning District, which is designated for navigation uses. Deepening of the channel to Pier J would occur in District 8, Southeast Harbor Planning District. The proposed improvements at the Pier J approach would be located in District 10, Outer Harbor Planning District, which is designated for navigation and maneuvering.

The proposed Project's consistency with each of these planning districts from the 1990 PMP is described below.

1.3.1.3.1 <u>District 4 – Terminal Island Planning District</u>

Goal 1: Acquire excess Navy property as it becomes available.
Goal 2: Redevelop excess Navy property for development of Port facilities.

1.3.1.3.1.1 Permitted Uses

Permitted uses for the Terminal Island Planning District include the following: primary Port facilities, Port-related industries and facilities, ancillary Port facilities, hazardous cargo facilities, navigation, and oil and gas production.

The proposed Project would improve the Port's ability to support Port-related uses and therefore would be consistent with the permitted uses within the Terminal Island Planning District.

1.3.1.3.2 District 5 – Middle Harbor

Goal 1: Expand primary Port facilities.
Goal 2: Consolidate and abandon oil wells whenever possible.

1.3.1.3.2.1 Permitted Uses

This district's permitted uses are primary Port facilities, Port-related, oil production, and ancillary Port facilities. The proposed channel bend easing would benefit the primary and ancillary Port uses within District 5.

1.3.1.3.3 District 7 – Navigation Area

Goal 1: Maintain and improve access for vessels entering and leaving the Port.

1.3.1.3.3.1 Permitted Uses

The permitted use for the Navigation Planning District is navigation.

The proposed Project would provide deepening and bend-easing improvements to the main channel, which would be consistent with the permitted uses within the Navigation Planning District.

1.3.1.3.4 District 8 – Southeast Harbor Planning District

The PMP identifies one goal for this district:

Goal 1: Modernize and maximize use of existing and future facilities.

The proposed Project would be consistent with the goals of District 8 because the primary components of the proposed Project would dredge Port facilities to accommodate deep-draft berthing, support a more efficient future fleet mix, and reduce vessel congestion.

1.3.1.3.4.1 Permitted Uses

The permitted uses for the Southeast Harbor Planning District include the following: primary Port facilities, Port-related operations, oil production, and ancillary Port facilities.

The proposed Project would be consistent with the designated uses of this district because would support primary Port facilities and include improvements to Port-related operations by bend-easing the channel.

1.3.1.3.5 District 10 – Outer Harbor

The PMP identifies one goal for this district:

Goal 1: Maintain and improve vessel access and manageability.

The proposed Project would be consistent with Goal 1 of District 10 because it would modernize Port facilities to maximize uses and cargo support.

1.3.1.3.5.1 Permitted Uses

The permitted uses for the Southeast Harbor Planning District include the following: navigation and maneuvering.

The proposed Project would be consistent with the designated uses of District 10 because it would provide improvements to the Pier J approach channel, which would be consistent with navigation and maneuvering uses.

1.3.2 2021 PMP Update

Under the PMP update (certification anticipated 2021), the proposed Project site is within Harbor Planning District 4 (West Basin) and District 5 (Southeast).

The proposed Project would be consistent with (a) permitted primary Port facilities use, maritime support facilities use, navigable corridor use, and maneuvering and berthing use associated with these harbor planning districts and (b) overall goals stipulated in the 2021 PMP update.

1.3.2.1 2021 PMP Goals and Objectives

The 2021 PMP update identifies four long-range planning goals and corresponding objectives for Port development that are designed to maintain flexibility, respond to Port tenant needs, and allow the Port to respond effectively to requirements dictated by national and international economic trends. Among the proposed goals for Port development in the 2021 PMP update, the proposed Project would support the following:

Goal 1: Accommodate Forecasted Demand for Diverse Cargoes

The proposed Project would reduce vessel congestion, increase the opportunity for a more efficient fleet mix, and reduce loading and unloading delays for deeper drafting liquid bulk vessels, providing more efficient operations on existing terminals to accommodate existing and forecasted demand. Objectives under Goal 1 would be met by the proposed Project.

Goal 2: Develop Modern Terminal Facilities with Efficient Operations

The proposed Project would not directly develop terminal facilities but would be designed to support ongoing and future operations within the harbor and at terminal facilities for current and future container vessels and deeper drafting liquid bulk vessels. Objectives under Goal 2 would be met by the proposed Project.

Goal 3: Integrate Green Port Policy and Land Use Planning

The proposed Project would help the Port attain Goal 3 by increasing the reliability of the channel depth, which would encourage shippers to replace smaller, less efficient vessels with larger, more efficient vessels, which would reduce the number of smaller ships in the channel and result in fewer environmental impacts on the channel. Existing channel depths, and in some areas, channel widths, do not meet the draft requirements of the current and future fleet of larger container and liquid bulk vessels that call on POLB.

Tide restrictions, light loading, lightering, and other operational inefficiencies result in vessel congestion, increased wait times, and delays in loading and unloading. The increased channel depths would allow for shippers to replace smaller, less efficient vessels with larger, more efficient vessels that are not subject to these restrictions. In addition, the proposed Project would minimize pollutant levels by mitigating air emissions from dredging activities through the use of electric dredging equipment. Therefore, the proposed Project would be implemented in accordance with Goal 3 and consistent with the PMP.

1.3.2.2 2021 PMP Update District Elements

In addition to the long-range planning goals addressed above, the 2021 PMP update also includes Plan elements, which provide the policy framework for future POLB development and Port-wide guidance on major operational/functional areas and policy areas. The PMP update includes eight plan elements:

1. Public Access and Recreation
2. Environment and Sustainability
3. Climate Change Adaptation
4. Transportation and Circulation
5. Navigation
6. Terminal Operations
7. Intermodal Rail
8. Oil Operations

Each of these plan elements consists of planning goals and issues and recommended actions. Of these elements, Element 2, Environment and Sustainability; Element 5, Navigation; and Element 6, Terminal Operations, are relevant to the proposed Project, as discussed below.

1.3.2.2.1 Element 2: Environment and Sustainability Element

The Environment and Sustainability Element embodies the Port's ongoing efforts to preserve and enhance the environment through innovative goods movement, natural resources stewardship, and sustainable Port operations and policy. The Environment and Sustainability Element is complementary to the Green Port Policy, which was adopted by the Board of Harbor Commissioners in January 2005.

Of the six goals identified for the Environment and Sustainability Element, the proposed Project would support the following planning goal:

Goal 1: Reduce environmental and health impacts from Port operations.

The proposed Project would help the Port attain this element goal by increasing the reliability of the channel depth, which would encourage shippers to replace smaller, less efficient vessels with larger, more efficient vessels, which would reduce the number of smaller ships in the channel and result in fewer environmental impacts on the channel. In addition, the proposed Project would minimize pollutant levels by mitigating air emissions from dredging activities through the use of electric dredging equipment.

1.3.2.2.2 Element 5: Navigation Element

The Navigation Element details the need for accommodation of diverse fleets, including liquid bulk, dry bulk, and post-Panamax container vessels within the harbor district. The Navigation Element also includes the need for proper sediment management and navigational safety within the harbor district.

The proposed Project would support the following planning goals under the Navigation Element:

Goal 1: Provide deep-water access to commercial berths and anchorage areas to accommodate existing and future vessels.
Goal 2: Enhance navigation capabilities for vessel safety while transiting or maneuvering within the harbor.
Goal 3: Improve access to anchorage areas within and adjacent to the harbor's main channel.

The proposed Project would help the Port attain these goals by allowing for a more efficient future fleet mix, reducing vessel congestion, increasing the reliability of channel depths to encourage more efficient vessels, and improving the existing navigation channels within the POLB, which, in turn, would allow greater efficiency of current and future container and liquid bulk vessel operations.

1.3.2.2.3 Element 6: Terminal Operations Element

The Terminal Operations Element is a new plan element that details the Port's need to accommodate forecast demand for containerized and non-containerized cargo as well as updates to terminal operational elements to accommodate changes in vessel sizes, increases in terminal capacities, the intermodal supply chain, and advances in technology. The proposed Project would support the following planning goals under the Terminal Operations Element:

Goal 1: Enhance the capacities of container terminals to accommodate future demand.
Goal 2: Promote cargo diversity.
Goal 3: Streamline the movement of cargo within the Port complex.
Goal 4: Modernize container terminals to improve operational efficiency.
Goal 5: Transition to cleaner operations consistent with the Clean Air Action Plan.

Although the proposed Project would not directly develop terminal facilities, it would help the Port attain these goals with the proposed Project's improvements at Pier T/West Basin, improving conditions and transportation efficiencies for container and liquid bulk vessels, and removing channel restrictions to increase vessels' maximum loading capacity for transporting the forecast cargo of the present and future.

The proposed Project would be implemented in accordance with all plan elements and consistent with the PMP, as summarized above.

1.3.2.3 2021 PMP Update District Goals

The proposed Project is within Districts 4 (West Basin), 5 (Southeast), and 6 (Anchorage and Open Water). The 2021 PMP update identifies goals and permitted uses for each planning district. The goals and permitted uses relevant to the proposed Project are described below.

1.3.2.3.1 District 4 – West Basin

Goal 1: Accommodate container cargo forecast associated with international container market demands.
Goal 5: Provide safe navigation for bigger liquid bulk vessels to Pier T.

The proposed Project would be consistent with Goals 1 and 5. The project would deepen channels, maneuvering areas, and berths to accommodate the current and future fleet of larger container and liquid bulk vessels that call on POLB. The project would also alleviate restrictions on vessel calls and maneuvers that are currently constrained by tidal fluctuations, light loading, lightering, and other operational inefficiencies result in vessel congestion, increased wait times, and delays in loading and unloading. Furthermore, the project includes bend-easing portions of the Main Channel (bend easing) to a depth of -76 ft MLLW to improve navigation of larger liquid build vessels calling at Pier T. These improvements would be consistent with Goals 1 and 5 in District 4.

1.3.2.3.1.1 Permitted Land and Water Uses

The permitted uses for the West Basin Planning District include the following: primary Port facilities and Port-related facilities, hazardous cargo facilities, maritime support facilities, institutional facilities, oil and gas production, renewable energy resources, environmental protection, utilities, navigable corridor, maneuvering and berthing, and sediment management areas.

The proposed Project would improve maneuvering and berthing in the channels and support primary Port facilities. The proposed Project would therefore be consistent with permitted land and water uses for the West Basin Planning District.

1.3.2.3.2 District 5 – Southeast

Goal 1: Accommodate container cargo forecast associated with international container market demands.
Goal 5: Provide safe navigation for larger ships in the Main Channel, turning basins, and berths and while maneuvering.

The project would deepen channels, maneuvering areas, and berths to accommodate the current and future fleet of larger container and liquid bulk vessels that call on POLB. The project would also alleviate restrictions on vessel calls and maneuvers that are currently constrained by tidal fluctuations, light loading, lightering, and other operational inefficiencies result in vessel congestion, increased wait times, and delays in loading and unloading. Furthermore, the project includes bend-easing portions of the Main Channel (bend easing) to a depth of -76 ft MLLW to improve navigation of larger liquid build vessels calling at Pier T. These improvements would be consistent with Goals 1 and 5 in District 5.

1.3.2.3.2.1 Permitted Land and Water Uses

The permitted uses for the Southeast Planning District include the following: primary Port facilities and Port-related facilities, maritime support facilities, oil and gas production, hazardous cargo facilities, institutional facilities, environmental protection, navigable corridor, maneuvering and berthing, and sediment management areas.

The proposed Project would improve the navigable corridor and maneuvering and berthing in the channels and support primary Port facilities. The proposed Project would therefore be consistent with permitted land and water uses for District 5.

1.4 Special Conditions

In some instances where the proposed Project presents no significant impact and no mitigation is required, there may be additional "Special Conditions" imposed on the Project by the Port that would further lessen a "no significant impact" finding to a level below a significance threshold or potentially eliminate an impact. These Special Conditions would be implemented as required in the Harbor Development Permit, proposed Project specifications, or other applicable documents governing site use and or facility operations. Special Conditions are consistent with the Green Port Policy, Clean Air Action Plan, and the Water Resources Action Plan.

The following describes the Special Conditions that would be incorporated as part of the proposed Project. The various means used to implement the Special Conditions, as well as their timing, are also provided.

1.4.1 Water Resource Protection

Special Condition: The Permittee shall complete the provided stormwater BMP checklist for small construction projects (under 1 acre in total disturbed area) and implement those best management practices (BMPs) as identified in the checklist. A copy of the completed stormwater BMP checklist shall be submitted to the Director of Environmental Planning fourteen (14) days prior to the start of construction activities for approval. Upon approval of the stormwater BMP checklist, the Permittee shall be responsible for installing, constructing and implementing all control measure requirements described in the stormwater BMP checklist and other stormwater BMPs that may be appropriate during construction. The Permittee shall perform visual observations to verify that all control measures are implemented and performing properly. If control measures being implemented by the Permittee are inadequate to control water pollution effectively, the Port may require the Permittee to revise the operations and amend the stormwater BMP checklist. The Port's review and approval of the Permittee's stormwater BMP checklist shall not waive any contractual requirements and shall not relieve the Permittee from achieving and maintaining compliance with all Federal, State, and local laws, ordinances, statutes, rules and regulations. All records shall remain on site and readily accessible for review by the Port and any responsible agencies. In the event that the proposed project scope changes and the landside disturbed area is greater than 1 acre, the Permittee shall work with the Port to obtain coverage under the Los Angeles Regional Water Quality Control Board's General Permit for Storm Water Discharges Associated with Construction and Land Disturbing Activities (CAS000002). A copy of the Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) shall be provided to the Director of Environmental Planning prior to the start of construction.

1.4.2 Transportation

Special Condition. Transportation Management Plan (TMP). The Permittee shall coordinate with the POLB Traffic Engineering Bureau during the development of the Project to determine if a TMP is warranted, and if yes, what it needs to address. Permittee shall coordinate with adjacent construction projects at the time, if any, to ensure proper traffic circulation in the area is maintained. If a TMP is warranted during any phase of the project, the Permittee shall submit a Transportation Management Plan to POLB Traffic Engineering for review and approval.

1.4.3 Cultural Resources

Special Condition. Discovery of Archaeological Materials or Human Remains. In the unlikely event that any archaeological material is discovered during construction, construction activities are to be halted, archeological experts are to be notified, and the USACE/Port will complete an evaluation of the significance of those resources and will determine the appropriate resolution of any potential adverse effects.

Permittee shall immediately notify the Director of Environmental Planning of any discoveries.

1.4.4 Air Quality

Special Condition. Community Grants Program (CGP). In 2016, the Port adopted a Community Grants Program (CGP) following a public hearing process. The CGP contains mitigation measures for environmental impacts as policies and requirements within the program. As applied to projects within the Harbor District, projects must mitigate environmental impacts to the extent feasible, and when impacts remain, compliance with the CGP can be a condition of project approval such that the project must provide funding to future projects that apply to the CGP for such grant awards. The Port will participate and fund the CGP, as determined by the methodology described below. The timing of the payment will be made by the later of the following two dates: (a) the date that the Port issues a Notice to Proceed (NTP) or otherwise authorizes commencement of construction; or (b) the date that the Final EIS/EIR is conclusively determined to be valid, either by operation of PRC Section 21167.2 or by final judgment or final adjudication.

Contribution to the CGP was considered for pollutants that would exceed the SCAQMD peak day significance thresholds, following mitigation. Emissions greater than the threshold were multiplied by the cost per ton of emissions, per SCAQMD Rule 301, July 1, 2019. Table III. The CGP funding contribution for the proposed Project is expected to be $146,753. The plan is, in short, a firm commitment to future mitigation of significant impacts. The Port ensures compliance with the CGP.

Blank page to facilitate duplex printing