

## 5. Environmental Impact Analysis

This Section focuses on evaluating the significant environmental effects of the Proposed Project, which is described in Section 3.0, *Project Description*. This Section describes the existing physical environmental setting (also referred to as “baseline”) for each environmental topic, and the impacts that would result from implementation of Proposed Project. Because existing federal, state, and local regulations will also shape how the Proposed Project is implemented, and provide requirements for avoiding and reducing environmental impacts, a discussion of relevant regulations, plans, programs, and policies pertinent to each environmental issue is provided in each environmental topic section. Additionally, as necessary, feasible mitigation measures are identified to reduce the significant impacts of the Proposed Project.

### ENVIRONMENTAL TOPICS

Environmental issues and their corresponding sections are:

5.1 Aesthetics	5.7 Greenhouse Gas Emissions
5.2 Air Quality	5.8 Hazards and Hazardous Materials
5.3 Biological Resources	5.9 Land Use and Planning
5.4 Cultural Resources	5.10 Noise
5.5 Energy	5.11 Transportation
5.6 Geology and Soils	

This EIR evaluates the direct and indirect impacts resulting from construction and operations of the Proposed Project. Under CEQA, EIRs are intended to focus their discussion on significant environmental impacts of a project on the environment (State CEQA Guidelines Section 15126.2) and may limit discussion of other impacts to a brief explanation of why the impacts are not significant (State CEQA Guidelines Section 15128). The Initial Study and Notice of Preparation (IS/NOP) that was prepared for the Proposed Project and the responses received were used to help determine the scope of the environmental issues to be addressed in this EIR. Consistent with State CEQA Guidelines Section 15126.2, issues considered Potentially Significant are addressed in this EIR.

Environmental issue areas where the impacts of the Proposed Project were determined to have less-than-significant impacts or no impact (including agricultural and forestry resources, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire), are not addressed beyond the discussion contained in Section 2.3, *Environmental Impact Report Process*, and Section 6.0, *Other CEQA Considerations*.

### FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- **Regulatory Setting:** Describes applicable federal, state, and local plans, policies, and regulations that the Proposed Project must address and will shape its implementation.
- **Environmental Setting:** Describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance:** Sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.”
- **Methodology:** Provides a description of the methods used to analyze impacts.

- **Environmental Impacts:** Provides an analysis of the impacts for each identified significance threshold. The analysis of each impact is organized as follows:
  - A statement of the CEQA threshold being analyzed.
  - The EIR's conclusion as to the significance of the impact.
  - An impact assessment that evaluates the changes to the physical environment that would result from the Proposed Project.
  - A list of applicable existing regulations that reduce potential impacts.
  - An identification of significance comparing identified impacts of the Proposed Project to the significance threshold with implementation of any existing regulations, prior to implementation of any required mitigation.
  - A discussion of potential cumulative impacts that could occur from implementation of the proposed Project and other cumulative projects.
  - For each impact determined to be potentially significant, feasible mitigation measure(s) to be implemented to reduce impacts to the extent feasible are provided. Mitigation measures include enforceable actions to:
    - avoid a significant impact;
    - minimize the severity of a significant impact;
    - rectify an impact by repairing, rehabilitating, or restoring the affected physical environment;
    - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Proposed Project; and/or
    - compensate for the impact by replacing or providing substitute resources or environmental conditions.

## ENVIRONMENTAL SETTING/BASELINE

The environmental setting is normally existing conditions at the time the CEQA analysis begins (State CEQA Guidelines Section 15125). In most cases, this forms the baseline that the impact analysis will use as its starting point. State CEQA Guidelines Section 15125 states that "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to gain an understanding of the significant effects of the proposed project and its alternatives."

State CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see State CEQA Guidelines Section 15125). In some instances, information is presented in the environmental setting that differs from the precise time of the NOP. This information is still considered representative of baseline conditions. Furthermore, environmental conditions may vary from year to year, and in some cases, it is necessary to consider conditions over a range of time periods. The intent of this EIR is to provide a conservative analysis that identifies the reasonable maximum potential impact. Thus, this EIR provides current conditions for certain topics, such as the 2020 to 2022 ambient air quality conditions provided in Section 5.2, *Air Quality*, and the existing noise level measurements identified in Section 5.11, *Noise*.

A NOP was prepared for the Proposed Project and was distributed on October 26, 2023, for a 45-day public review and comment period that ended on December 11, 2023. The baseline conditions relevant to the environmental issues being analyzed are described within Section 4.0, *Environmental Setting*, and within each issue area section. In some cases, (such as in Section 5.10, *Noise*), discussion of baseline conditions is

also provided in the impacts analyses to provide context for the impact in the most reader-friendly format and organization.

## THRESHOLDS OF SIGNIFICANCE/SIGNIFICANCE CRITERIA

State CEQA Guidelines Section 15382 defines a significant effect on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.”

The “Thresholds of Significance” subsections provide the specific thresholds of significance by which impacts are judged to be significant or less than significant in this EIR. These include identifiable quantitative or qualitative standards or sets of criteria pursuant to which the significance of each given environmental effect can be determined. Exceedance of a threshold of significance normally means the effect will be determined to be “significant” (State CEQA Guidelines Section 15064.7(a)). However, an iron-clad definition of a “significant” effect is not always possible because the significance of an activity may vary with the setting (State CEQA Guidelines Section 15064(b)). Therefore, a Lead Agency has the discretion to determine whether to classify an impact described in an EIR as “significant,” depending on the nature of the area affected. The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the State CEQA Guidelines.

## IMPACT SIGNIFICANCE CLASSIFICATIONS

The following classifications are used throughout the impact analysis in this EIR to describe the level of significance of environmental impacts:

- **Significant Impact:** A significant impact is defined in State CEQA Guidelines Section 15382 as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself “shall not be considered a significant effect on the environment ... [but] may be considered in determining whether the physical change is significant.” As defined in this EIR, a significant impact exceeds the defined significance criteria and therefore requires mitigation.
- **No Impact:** No adverse effect on the environment would occur, and mitigation measures are not required.
- **Less-than-Significant Impact:** The impact does not reach or exceed the defined threshold (criterion) of significance. Therefore, no mitigation is required.
- **Less-than-Significant Impact with Mitigation Incorporated:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. Feasible mitigation measures, including standard conditions of approval and applicable plans, programs, and policies, when implemented, will reduce the significant impact to a less-than-significant level.
- **Significant and Unavoidable Impact:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. However, application of all feasible mitigation measures, standard conditions of approval, and applicable plans, programs, and policies would not reduce the impact to a less-than-significant level, and a significant and unavoidable impact would remain.

While CEQA requires that an EIR identify all feasible mitigation to avoid or reduce the significant impacts of a project, it also permits public agencies to approve a project even though it would result in one or more

significant unavoidable environmental effects. For a Lead Agency to approve a project with one or more significant unavoidable impacts, it must first prepare a statement of overriding considerations, which identifies the specific economic, legal, social, technological, or other benefits of the project, including region-wide or statewide environmental benefits, that outweigh its significant unavoidable effects, and thereby warrant its approval (Public Resources Code Section 21083; State CEQA Guidelines Section 15093). The statement of overriding considerations must be supported by substantial evidence in the record (State CEQA Guidelines Section 15093(b)).

## CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the Proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the State CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in State CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The State CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the Proposed Project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts. Section 15355 of the State CEQA Guidelines states:

"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Therefore, the cumulative discussion in this EIR focuses on whether the impacts of the Proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects.

Additionally, pursuant to State CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the Proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all potentially significant Project impacts that are evaluated within this EIR.

State CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following, or a reasonable combination of the two:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis for air quality, greenhouse gas emissions, and transportation relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as Southern California Regional Transportation Plan and relevant regional plans developed by the Southern California

Association of Governments (SCAG). The cumulative analyses for other environmental issues use the list of projects approach; and identifies the list of past projects which have recently been constructed, present projects which have recently been approved and are under construction, and probable future projects that are under entitlement review that were known of at the time the NOP was published. As required by CEQA, the cumulative project list is part of the environmental setting/baseline that includes past and present projects. In addition, the cumulative project list includes probable future projects for which development applications were submitted to lead agencies prior to publishing of the NOP.

Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of noise, for which cumulative impacts are limited to the distance of sound travel. Thus, in assessing noise impacts, only development within and immediately adjacent to the Project site would contribute to a cumulative increase in noise analyzed, whereas cumulative public service impacts are based upon all development within the area serviced. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by the LAHD, and Figure 5-1 shows the cumulative project locations.

**Table 5-1: Cumulative Projects List**

No.	Cumulative Project Title and Location	Project Description	Project Status
<i>Port of Los Angeles</i>			
1.	Berth 163-164 [Nustar-Valero] Marine Oil Terminal Wharf Improvements Project	Demolition of the existing 19,000-square-foot timber wharf and construction of a new steel and concrete loading platform, access trestles, mooring and berthing structures, and necessary utilities to comply with the Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). The project also consists of a 30-year lease for the facility.	IS/MND adopted September 2021. Construction pending.
2.	Navy Way/ Seaside Avenue Interchange Project	Construction of roadway improvements at State Rout (SR)-47/Navy Way to eliminate traffic signal and movement conflicts. Augment an existing partial interchange at SR 47/Seaside Avenue/Navy Way by removing the last traffic signal and at-grade intersection between Interstate (I)-710 and I-110, adding a new auxiliary lane and a new collector-distributor road, and implementing traffic channelization improvements. This project is included in the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as ID 1M0430.	Environmental review in process. Construction expected to begin December 2025 and end June 2028.
3.	Cabrillo Way Marina Project	The proposed Project includes developing, operating, and maintaining a marina, hotels, boater and visitor-serving club and meeting facilities, restaurants, retail buildings, and commercial areas at 2293 Miner Street. This project was evaluated in the West Channel/Cabrillo Marina Phase II Development Project (Cabrillo Way Marina) Final Supplemental Environmental Impact Report certified in December 2003.	Environmental review in process
4.	Terminal Island Maritime Support Facility	The proposed Project includes the development and operation of a maritime support facility on an approximately 80-acre LAXT loop site on Terminal Island	Environmental review in process
5.	Berths 191-194 (Ecocem) Low-Carbon Cement	Construction and operation of a dry bulk terminal for vessel unloading, raw material milling, and storage and loading onto trucks of low-carbon construction binder.	NOP released in March 2022. EIR in progress.

No.	Cumulative Project Title and Location	Project Description	Project Status
	Processing Facility		
6.	Westway Decommissioning – Berths 70 – 71	Decommissioning of the Westway Terminal along the Main Channel (Berths 70–71). Work includes decommissioning and removing 136 storage tanks with total capacity of 593,000 barrels and remediation of the site.	Decommissioning completed in 2013. Remediation is in the permitting phase.
7.	Berths 97-109 China Shipping Development Project	Development of the China Shipping Terminal Phase I, II, and III including wharf construction, landfill and terminal construction, and backland development, including operation under a revised project to modify certain mitigation measures.	Final Supplemental EIR (FSEIR) completed in 2019.
8.	Wilmington Waterfront Master Plan (Avalon Boulevard Corridor Project)	Intended to provide waterfront access and promoting development specifically along Avalon Boulevard. Project elements include a promenade, waterfront park, pedestrian bridge, location for the Wilmington Youth Sailing and Aquatic Center, public pier, and other visitor serving uses.	Construction underway in phases.
9.	Berth 44 Boatyard Project – 2945 Miner Street	Redevelopment of the former San Pedro Boatworks site at 2945 Miner Street. Project components include demolition of existing structures and buildings on site; grading; paving; and constructing concrete pads, docks, gangways, slips, underground utilities, water treatment systems, storm drain, fencing, lighting, and buildings to support boatyard operations	Environmental review in process. IS/NOP issued January 2024. EIR in progress.
10.	Berths 206-209 Chassis Depot and Repair Facilities	Use of existing warehouses at 849 East New Dock Street and 921 East New Dock Street for chassis depot, storage, maintenance, and repair.	Final Negative Declaration (ND) certified July 2019. Addendum considered in 2023.
11.	Berths 121-131 [Yang Ming] Container Terminal Improvements	Demolition of existing wharf at Berths 126-129, construction of a new wharf, installation of up to 10 new wharf cranes, reconstruction of the shoreline, dredging and disposing of up to 310,000 cubic yards of sediments to deepen the berth, expand the existing on-dock railyard, and installation of electric-powered Rail-Mounty Gantry cranes for railcar loading/unloading.	Notice of Intent (NOI)/NOP released in 2014. Draft EIR/EIS in progress.
12.	Berths 148-151 (Phillips 66) Marine Oil Terminal Improvement Project	Construction of various wharf and seismic ground improvements that are required to comply with MOTEMS and a new 20-year entitlement.	IS/NOP released March 2022. EIR in progress.
13.	Maintenance Dredging	Routine removal of accumulated sediment from channel beds to maintain the design depths of navigation channels, harbors, marinas, boat launches, and port facilities. Conducted regularly for navigational purposes. Also, routine in-kind maintenance and repairs of structures.	Dredging intermittently initiated on average every 3 to 5 years; at least once every 5 years. Intermittent structure repairs.
14.	Outer Harbor Cruise Terminal and Outer Harbor Park – Berths 45 –	Construction of two new cruise terminals that would total up to 200,000 square feet (approximately 100,000 square feet each) and parking at Berths 45-47 and 49-50 in the Outer Harbor. The terminals would be designed to accommodate the berthing of a	Request for Proposal for future development

No.	Cumulative Project Title and Location	Project Description	Project Status
	47 and 49 – 50	Freedom Class or equivalent cruise vessel (1,150 feet in length). A proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified in September 2009.	released January 2023.
15.	City Dock No. 1 Marine Research Project (AltaSea) – Between Berths 57 – 72	Development of a marine research center within a 32.13-acre area. This project would change the break bulk areas east of East Channel (Berths 57–72) to institutional uses.	Phase I development in progress since 2017.
16.	West Harbor Modification Project (formerly San Pedro Public Market) – Along Harbor Boulevard	Redevelopment of 30 acres, formerly known as the Ports O' Call Village, with up to 300,000 square feet of visitor-serving commercial uses and up to a 75,000 square feet conference center. This project would involve changing the industrial uses along Harbor Boulevard to commercial. This project also includes a waterfront promenade and 3 acres of open space. This project was evaluated in the San Pedro Waterfront Project EIS/EIR and subsequent Addendum. The revised project environmental analysis includes: 108,000-square-foot outdoor amphitheater, 2.5-acre entertainment venue, 100-foot diameter Ferris wheel with an approx. 150-foot tall by 50-foot-wide tower attraction, and other visitor-serving commercial uses. This project was evaluated in the San Pedro Waterfront Project EIS/EIR certified September 2009.	BHC certified the Final EIS/EIR and approved the project in 2009. Addendum 1 in May 2016 and Addendum 2 in November 2019. Construction of the 2016 Project is ongoing NOP released April 2022. Draft Subsequent EIR in process.
17.	Port of Los Angeles and Port of Long Beach Goods Movement Workforce Training Facility Project – 1400 East Anchorage Road	Project involves preparing an approximately 20-acre site for a goods movement workforce training facility that would include providing skilled training programs while providing a safe training environment for workers.	Environmental review in process; NOP released February 2024.
18.	SR-47/Vincent Thomas Bridge and Front St./Harbor Blvd. Interchange Reconfiguration	Reconfiguration of the existing interchange at SR-47/Vincent Thomas Bridge and Harbor Boulevard/Front Street to improve safety and operation for vehicles exiting the highway. Improvements also include modifications of the eastbound entrance ramps and modification of Harbor Boulevard and Front Street approaching and between the ramp termini.	Design underway.
19.	Al Larson Boat Shop Improvement Project – Terminal Island	Modernization of existing boat yard (1046 S. Seaside Avenue, San Pedro) and 30-year lease extension.	Final EIR certified in 2009. Project on hold.
20.	Berths 302–306 [APL now known as Fenix Marine] Container Terminal Project	Improvement and expansion of the existing terminal, including the addition of cranes, modifications to the main gate, converting an existing dry container storage unit to a refrigerated unit, and the expansion of the terminal onto 41 acres adjacent to the existing terminal. Revised project includes continued operations with minor modifications to the terminal and a 15-year lease extension through 2043.	Evaluated in Final EIR/EIS in 2012 and an Addendum in 2016. Expansion project on hold, revised project ongoing.
21.	Berths 238-239 [PBF Energy] Marine Oil	Demolition of the existing Berth 238 loading platform and construction of a new platform and associated mooring structures at Berth 238, and installation of landside improvements.	Construction pending.

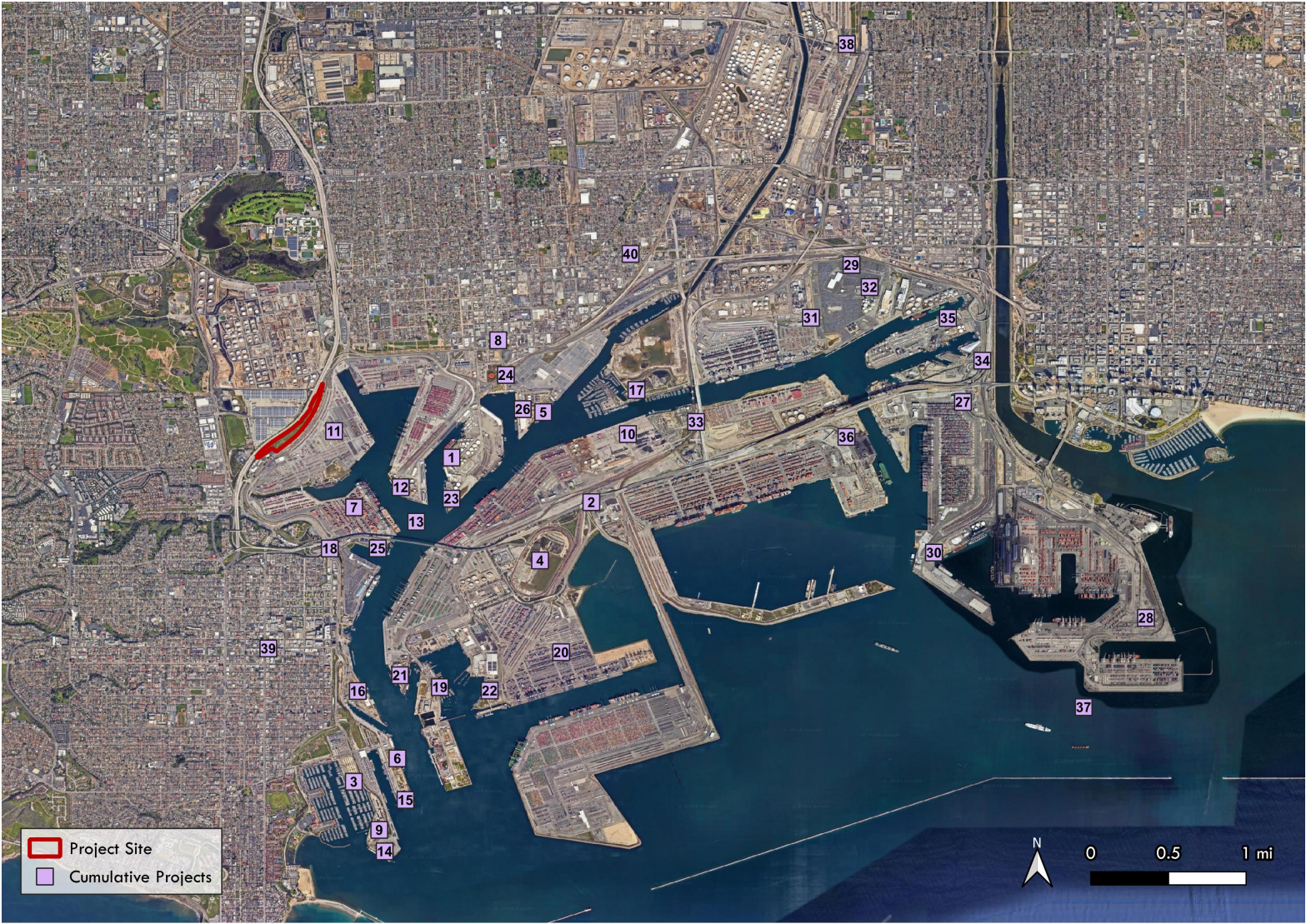
No.	Cumulative Project Title and Location	Project Description	Project Status
	Terminal Improvement Project		
22.	Star-Kist Cannery Facility – Terminal Island	Demolition of 14-acre site for future use as cargo support or container chassis storage.	MND adopted February 2023. Construction pending.
23.	Berths 167-169 [Shell] Marine Oil Terminal Wharf Improvements Project	Various wharf and seismic ground improvements required to comply with MOTEMS, as well as other landside elements and a new 30-year lease.	Final EIR certified in 2018. Construction pending.
24.	Avalon and Fries Street Segments Closure Project	Physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs, curbs and gutters, fencing, and signage.	Construction pending.
25.	Avalon Freight Services Relocation Project	Shifting of existing Catalina Island freight operations from Berth 184 in Wilmington to Berth 95 in San Pedro.	Construction pending.
26.	Berths 187-191 (Vopak) Liquid Bulk Terminal Wharf Improvements and Cement Terminal Project	Various wharf and improvements that are required to comply with MOTEMS, improvements to an adjacent wharf to facilitate resumption of cement terminal operations on the site, and a new 30-year entitlement	IS/NOP issued July 2022. EIR in preparation.
<b>Port of Long Beach</b>			
27.	Middle Harbor Terminal Redevelopment	Consolidation of two existing container terminals into one 345-acre terminal. Construction includes landfill, dredging, and wharf construction; construction of an intermodal rail yard; and reconstruction of terminal buildings.	Approved project. Final EIR (FEIR) certified in 2009. Phases 1-3 are complete; terminal in operation as of 2016. Construction of final 3 acres (North Gate Expansion) to be completed by 2027.
28.	Piers G & J Terminal Redevelopment Project – POLB Piers G and J	Development of a marine terminal of up to 315 acres by consolidating two existing marine container terminals on Piers G and J and several surrounding parcels. Construction will be completed in four phases over an 11-year period and includes approx. 53 acres of landfills, dredging, concrete wharves, rock dikes, and road and railway improvements.	Project approved September 2000. Construction ongoing.
29.	Pier B On-Dock Rail Support Facility – POLB Pier B	Expansion of the existing Pier B Rail Yard in two phases, including realignment of the adjacent Pier B Street and utility relocation.	FEIR certified February 2018. Construction commenced August 2024; expected to be completed by 2032.



No.	Cumulative Project Title and Location	Project Description	Project Status
30.	Mitsubishi Cement Corporation Facility Modifications – POLB Pier F	Facility modification, including the addition of a catalytic control system, construction of four additional cement storage silos, and upgrading existing cement unloading equipment.	Project approval in April 2015. Construction commenced June 2021.
31.	Southern California Edison Transmission Tower Replacement Project – Spanning from POLB Pier A to Pier S	Replacement of a series of transmission towers between the Harboren Substation (Pier A), across the Cerritos Channel, to the Long Beach Substation (Pier S).	FEIR certified in 2017. Construction of new towers completed in August 2021. Demolition of old transmission tower in-water footings not yet completed.
32.	Toyota Facility Improvements Project – POLB Pier B	Construction of a new consolidated Vehicle Processing and Distribution Center, Hydrogen Fuel Cell and Generator Facility, and Fueling Station. Demolition of some existing facilities.	MND adopted in 2018. Construction ongoing.
33.	TI Wye Track Realignment at Pier S and Pier T	Construction of new rail tracks and enhancement a triangular rail junction where long trains can be turned and staged.	Construction is ongoing and expected to end late 2024 or early 2025.
34.	Pier D Street Realignment	Realignment of Pier D Street between the Middle Harbor out-gate and Pico Avenue and Broadway between former POLB maintenance yard (western terminus of the roadway) and Pico Avenue.	Construction expected to begin July 2027 and end May 2029.
35.	World Oil Tank Installation Project – POLB Pier C	Installation and operation of two 25,000-barrel petroleum storage tanks at 1405 Pier C Street.	EIR Certified September 2024.
36.	Pier T Marine Terminal Redevelopment	Redevelopment of Pier T container/marine terminal.	Harbor Development Permit (HDP) application under review; schedule pending.
37.	POLB Deep Draft Navigation and Main Channel Deepening Project (POLB/USACE)	Dredge approximately 7.4 million cubic yards of sediment in the Port of Long Beach to deepen channels and basins to improve waterborne transportation efficiencies and navigational safety for vessel operations. A new dredge substation may be constructed to provide electricity to dredge equipment.	POLB NEPA EIS Record of Decision issued July 2022; CEQA EIR certified by POLB September 2022. Construction estimated to start in 2027.

No.	Cumulative Project Title and Location	Project Description	Project Status
<b><i>Intermodal Container Transfer Facility (ICTF) Joint Powers Authority</i></b>			
38.	Union Pacific Railroad ICTF Modernization and Expansion Project	Union Pacific proposal to modernize existing intermodal yard 4 miles from the Port.	Draft EIR on hold.
<b><i>Community of San Pedro Projects</i></b>			
39.	Pacific Corridors Redevelopment Project – Cross streets Gaffey and Pacific Avenue	Development of commercial/retail, manufacturing, and residential components. Construction underway of four housing developments and Welcome Park.	Project underway. Estimated to be completed in 2032 according to City of Los Angeles Planning Department.
<b><i>Community of Wilmington Projects</i></b>			
40.	Wilmington Redevelopment Plan Amendment/Expansion Project – 846 Watson Avenue	Expansion of the existing Wilmington Industrial Park by an additional 2,487 acres, for a total of approximately 2,719 acres. Under the probable maximum level of development, the overall project area could support up approximately 7,326 residential units (primarily multi-family; zone changes under the Plan would permit multi-use and higher density residential development). In addition to the residential development, the Project could accommodate up to approximately 207 acres (9 million square feet) of commercial development and up to 333 acres (14.5 million square feet) of industrial development.	NOP for Program EIR released August 2010. Currently on hold.

# Cumulative Project Locations



John S. Gibson Truck & Chassis Parking Lot Project  
Los Angeles Harbor Department

Figure 5-1

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