3

MODIFICATIONS TO THE DRAFT EIS/EIR

Introduction

This chapter of the document addresses modifications to the draft EIS/EIR for the San Pedro Waterfront Project (proposed Project) at the Port of Los Angeles (Port). It presents all revisions related to public comments, as determined necessary by the lead agencies, for the following areas of the document:

- Executive Summary;
- Chapter 1, "Introduction;"
- Chapter 2, "Project Description;"
- Section 3.1, "Aesthetics;"
- Section 3.2, "Air Quality and Meteorology;"
- Section 3.3, "Biological Resources;"
- Section 3.4, "Cultural Resources;"
- Section 3.5, "Geology;"
- Section 3.6, "Groundwater and Soils;"
- Section 3.7, "Hazards and Hazardous Materials;"
- Section 3.8, "Land Use and Planning;"
- Section 3.9, "Noise;"
- Section 3.10, "Recreation;"
- Section 3.11, "Transportation and Circulation (Ground);"
- Section 3.12, "Transportation and Navigation (Marine);"
- Section 3.13, "Utilities and Public Services;"
- Section 3.14, "Water Quality, Sediments, and Oceanography;"

- Chapter 4, "Cumulative Analysis;"
- Chapter 5, "Environmental Justice;"
- Chapter 6, "Comparison of Alternatives;"
- Chapter 7, "Socioeconomics and Environmental Quality;"
- Chapter 10, "References;"
- Appendix B, "Port Community Advisory Committee (PCAC) Project Involvement;"
- Appendix D.3, "Health Risk Assessment;"
- Appendix D.4, "Calculation Methodology for Greenhouse Gas Emissions;"
- Appendix E.9, "Essential Fish Habitat Assessment;" and
- Appendix M, "Traffic Impact Study Report."

In addition, the following appendices have been added to the final EIS/EIR:

- Appendix C.3, "Landscape Inventory;"
- Appendix D.7, "Draft General Conformity Determination;"
- Appendix O, "Water Supply Assessment;" and
- Appendix Q, "Draft Section 404(b)(1) Analysis."

Any revisions to supporting documentation are also presented. The numbering format from the draft EIS/EIR is maintained in the sections presented here~~.~~. Only sections that had revisions based on the public comments are included, and sections that had no revisions are not included. Readers are referred to the draft EIS/EIR to view complete sections.

As provided in Section 15088(c) of the State CEQA Guidelines, responses to comments may take the form of a revision to a draft EIR or may be a separate section in the final EIR. As provided in 40 CFR 1503.4(c), to comply with NEPA, responses to comments may take the form of revisions to a draft EIS, or if changes to the EIS in response to comments are minor, then changes may be provided on errata sheets attached to the draft EIS. This chapter complies with the latter of these two guidelines and provides changes to the draft EIS/EIR in revision-mode text (i.e., deletions are shown with ~~strikethrough~~ and additions are shown with underline). These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the proposed Project since the release of the draft EIS/EIR.

Changes to the Draft EIS/EIR

The following changes to the text and figures as presented below are incorporated into the final EIS/EIR.

E.1 Changes Made to Executive Summary

Section ES.3.3, Page ES-5

The proposed project site and surrounding area contains a variety of natural and developed land uses between the Vincent Thomas Bridge and Inner Cabrillo Beach that are characteristic of current and former Port-related activities. Figure ES-3 shows the existing conditions of the project site and surrounding area.

Section ES.3.3, Page ES-8

Beyond Via Cabrillo Marina, extending to the south along the east side of Shoshonean ~~Drive~~Road, are the Cabrillo Beach Youth Camp and the Salinas de San Pedro Saltwater Marsh.

Section ES.3.3, Page ES-8

The Port of Los Angeles Waterfront Red Car Line (Waterfront Red Car Line), a restored excursion trolley system, opened in July of 2003 and currently extends along a 1.5-mile route adjacent to Harbor Boulevard through portions of the project area. There are four stations. The line starts at a station at Harbor Boulevard/Swinford Street adjacent to the Cruise Center in the north, and ends at 22nd/Miner Streets in the south, where the existing Waterfront Red Car Maintenance Facility is located. The existing line is a single track with a short passing siding located immediately north of the 6th Street station. A direct suspension overhead contact system provides 600 volts DC for trolley operations. The Waterfront Red Car operates from 10 a.m. to 6 p.m. Fridays through Mondays, coinciding with the normal days for ships to call at the Cruise Center, as well as on extra days when cruise ships are in port outside of the Friday through Monday schedule, and during special events. Present operations provide scheduled service on 20-minute headways in each direction throughout the day, with two cars operating over the line during normal operations.

To the north of the proposed project area is Port property that is leased to China Shipping, which is and would continue being used as a container terminal. To the east of the proposed project area is the Main Channel, and beyond that is Terminal Island, which houses the Evergreen container terminal, ExxonMobil liquid bulk terminal, the Southwest Marine site, and the Federal Correctional Institution. To the

south are open waters of the Pacific Ocean. To the west of the proposed project area lie diverse land uses, including single-family and multi-family residential neighborhoods; Fort MacArthur Army Base; downtown San Pedro; a variety of commercial retail, restaurant, and office uses; several churches and places of worship; and several public uses, including the Harbor Administration Building, City Hall, San Pedro Post Office, and other public facilities.

Section ES.4.2.2, Pages ES-15 and ES-16

NEPA review is required prior to the USACE's consideration of standard individual permit applications under Section 10 of the RHA, Section 404 of the CWA, and Section 103 of the MPRSA for transport of dredged material and offshore ocean disposal at EPA-approved sites. In addition to NEPA review, the USACE evaluates proposals involving discharges of dredged or fill material into waters of the United States for their compliance with the Section 404(b)(1) Guidelines (40 CFR 230). This analysis requires identifying the basic purpose and the overall purpose of the proposed Project, which are important for establishing a reasonable range of alternatives to evaluate. The basic purpose of the proposed Project is to improve waterfront accessibility and use. The following are the overall purposes of the proposed Project:

1. Implement modifications to the existing San Pedro Waterfront along the west side of the harbor's Main Channel to improve its accessibility and use without impeding the public's right to free navigation; these modifications would include increasing the open water area ~~approximately 7 acres~~ to provide a variety of waterfront uses such as berthing for visiting tall ships and other vessels, such as tugboats and other recreational, commercial, and port-related uses.

Section ES.4.3.1.1, Page ES-18

- **Crosswalks and pedestrian connections.** In accordance with the Harbor Boulevard Seam Study (SMWM 2008), connections would be provided at Swinford, O'Farrell, 1st, 3rd, 5th, 6th, and 7th, and 9th Streets (signalized crossing or pedestrian bridge), 13th Street (pedestrian bridge), and 22nd Street. The proposed Project also would include a signalized pedestrian crossing or pedestrian bridge across Harbor Boulevard at 9th Street. Vehicular access to the waterfront would also be provided at 1st, 3rd, 5th, 6th, and 7th Streets. To strengthen pedestrian access at these locations, destination landmarks and uses are recommended to be developed. These would serve as pedestrian gathering places and gateways to the waterfront. The proposed North Harbor would serve as a destination accessed from the 1st Street pedestrian connection, while the Downtown and 7th Street Harbors would serve as destinations directly accessed from the 5th, 6th, and 7th Street pedestrian connections. The 9th Street and 13th Street pedestrian connections would provide access to Ports O'Call.

Section ES.4.3.1.1, Page ES-19

- **Access to Ports O'Call from 9th to 13th Street.** Buildings or parking structures constructed west of Ports O'Call under the bluff would have green rooftops designed for pedestrian access (while still accommodating solar panels), viewing areas, and walkways to entice pedestrians to venture down staircases to the waterfront and Ports O'Call. A Waterfront Red Car maintenance area ~~will~~ would be provided below the bluff along the existing rail track area. The proposed Project would include a new pedestrian bridge at 13th Street spanning Harbor Boulevard and Sampson Way and a signalized pedestrian crossing or pedestrian bridge across Harbor Boulevard at 9th Street. Figure ES-7 shows a more detailed view of the 13th Street bridge. The 13th Street pedestrian bridge would include an overlook and be constructed over the proposed Waterfront Red Car Maintenance Facility at the bluff to provide access to Ports O'Call. Future development opportunities below the bluff would also be guided by these principles.

Section ES.4.3.1.2, Pages ES-19 and ES-20

The proposed Project would feature a continuous promenade measuring approximately 30 feet wide along the waterfront extending throughout the entire project area. The promenade would tie in to promenade elements that are already in place or are being constructed (Figure 2-5). At the northern end of the project area, the proposed waterfront promenade would complement the existing improvements that were completed as part of the Waterfront Gateway Project, which included the cruise ship promenade, Gateway Plaza and Fanfare Fountains, and Harbor Boulevard Parkway from Swinford to 5th Street. In the West Channel area, the proposed waterfront promenade would connect to the promenade that was approved as part of the Cabrillo Way Marina Project in November 2003 (pending construction), which would extend from the 22nd Street Landing area, along the water's edge through the proposed marina area, toward the end of Kaiser Point. The proposed waterfront promenade would also connect to the promenade approved as part of the Waterfront Enhancements Project in 2006 (pending construction), which provides for a promenade extending from 5th Street (at the terminus of the Waterfront Gateway Harbor Boulevard Parkway) through Ports O'Call as a "paseo" on the landside of the Ports O'Call commercial buildings, around the S.P. Slip, west on 22nd Street, and to Cabrillo Beach and the ~~federal breakwater~~ Federal Breakwater via Shoshonean Road and Via Cabrillo Marina.

Section ES.4.3.1.2, Pages ES-20 and ES-21

The promenade would extend along both sides of the East Channel and continue to the proposed Outer Harbor Park and Cruise Terminals. The future alignment of the promenade would extend along the waterfront from the terminus of the proposed promenade approved as part of the Cabrillo Way Marina Project (see Figures 2-4 and 2-5 for location of Cabrillo Way Marina Project promenade as approved, and

integration of proposed waterfront promenade), across the San Pedro Boatworks site (but could be built around the site pending contaminant remediation) to the proposed Outer Harbor Park and terminal area. The Cabrillo Way Marina Project, which is under construction, was approved by LAHD in November 2003, and is independent of the proposed Project. An addendum to the EIR was prepared in April 2008 due to minor project changes, and construction is expected to be completed in June 2011. An existing waterfront promenade currently extends along the water's edge around the Watchorn Basin past Cabrillo Way Marina Phase I.

Section ES.4.3.2.1, Page ES-27

The proposed Project would include construction of two new, 2-story terminals that would total up to 200,000 square feet (approximately 100,000 square feet each) in the Outer Harbor. The terminals would be designed to be able to accommodate the simultaneous berthing of two Freedom Class or equivalent cruise vessels at Berths 45–47 and Berths 49–50, while satisfying the security requirements essential to operate a cruise terminal. The Outer Harbor Cruise Terminals would be designed to attain LEED-Gold status consistent with the Port of Los Angeles Green Building Policy. The Outer Harbor Cruise Terminals would be designed to accommodate public access from the proposed Waterfront Red Car Line extension to the Outer Harbor. The Outer Harbor Cruise Terminals would incorporate the proposed Outer Harbor Park as an integral feature that would be complementary to the secure operations of the Outer Harbor Cruise Terminals (See Section ES.4.3.1.9 above); park visitors would be separated from the secure areas of the cruise terminals.

Construction of the wharf at Berths 49–50 in the Outer Harbor would require placement of a rock blanket at the toe of slope well below the water surface. The total rock placement would be 2.15 acres (17,400 cubic yards) from -10 feet Mean Lower Low Water (MLLW) to approximately -57 feet MLLW. Of this, 1.58 acres of fill would be rock placed over soft-bottom area and 0.57 acre would be new rock placed over existing rock. To accommodate construction and allow the rock to be placed, approximately 2,100 cubic yards of material would be dredged prior to rock placement.

Construction of the wharf extension at Berths 45–47 from 920 feet to 1,150 feet would require placement of a rock blanket at the toe of the slope also well below the water surface. A total of 0.85 acre (6,550 cubic yards) of rock would be placed over soft-bottom area at elevations of -35 feet MLLW to approximately -57 feet MLLW. Similar to the proposed procedure for Berths 49–50, described above, to accommodate construction and allow the rock to be placed, 1,230 cubic yards of material would be dredged prior to rock placement.

Final elevations for the rock fill at Berths 49–50 and Berths 45–47 would be approximately -10 to -57 feet and -35 to -57 feet MLLW level, respectively.

Rock for Berths 49–50 and Berths 45–47 would be brought on barges from Catalina Island to the Port. It is anticipated that this would require 20 barge trips. Sediment

removed during dredging may be disposed of using barges for delivery to LA-2 or LA-3 (assuming beneficial reuse is not feasible and sediment testing concludes material is suitable for ocean disposal). If material is unsuitable for ocean disposal, an upland disposal site such as the Anchorage Road Upland Soil Storage Site would be used. A total of three barge trips would be necessary if dredged material is disposed of at LA-2 or LA-3. Construction activities are summarized below in Table ES-3a.

Table ES-3a. Summary of Dredge and Fill for the Outer Harbor Berths

	Fill Total (in acres)	*Volume of Fill (in cubic yards)*	*Dredge Quantity (in cubic yards)*
Berths 49–50	2.15	17,400	2,100
Berths 45–47	0.85	6,550	1,230

Section ES.4.3.2.1, Page ES-29

Ships are anticipated to stay in the Port for approximately 12 hours per call. Weekends will remain the key days for the operations of cruise ships, and it is anticipated that by 2020 four ships per day will call on the Port on Mondays, Fridays, Saturdays, and Sundays. Midweek, cruise ship calls to the Port will be inconsistent and difficult to project. (Chase pers. comm.)

In the time since the draft EIS/EIR was released, the LAHD commissioned the Port of Los Angeles Cruise Market Demand Evaluation Study (Menlo Consulting Group, Inc. 2009) to examine the present and future cruise industry forecast at the Port in light of the global economic downturn and the loss of the *Monarch of the Seas* at the Port. The most recent forecast presented in the report indicates that in the short term (2009–2012), the Port will experience stable to flat cruise activity with recovery and cruise industry growth in the long term (2013–2023). The long-term forecasts are based on historical Port cruise data and include one scenario that assumes cruise ship calls to the Port remain as current and a second scenario that assumes a capacity replacement for the Port's loss of *Monarch of the Seas* in 2009. In the status quo scenario forecast, the Port is projected to reach 1,248,114 cruise passengers by 2023 with 189 annual ship calls. This is just above the record levels of 1,218,739 cruise passengers in 2005. In the capacity replacement scenario forecast, the Port is projected to reach 1,592,880 cruise passengers with 241 annual ship calls by 2023. Actual future cruise activity at the Port is likely to fall somewhere between these two ranges.

Despite the newly projected reductions from the Bermello Ajamil & Partners 2006 Port of Los Angeles Cruise Study, the analyses contained within the draft EIS/EIR

represent a conservative worst-case estimate of impacts from the projections contained within the 2006 cruise study.

Section ES.4.3.2.2, Page ES-31

~~To successfully redevelop Ports O'Call, LAHD plans to partner with a master developer in order to redevelop the entire area homogeneously. The redevelopment of Ports O'Call would be constructed in a series of two phases over a period of approximately 5–10 years (see Section 2.4.4 and Table 2-5 for detailed construction phasing). Some of the existing businesses would be retained. This phasing schedule was developed for the purpose of the environmental analysis, and would be subject to change based on existing property entitlements, financing details, and developer response to a request for proposal.~~

After the Board of Harbor Commissioners makes a decision to select the proposed Project or an alternative, the Port intends to partner with a master developer to create a cohesive design throughout Ports O'Call and to develop a regional attraction with businesses that are unique, reflect the character of the area, and complementary to development in downtown San Pedro. The redevelopment of Ports O'Call would be constructed in a series of two phases over a period of approximately 5–10 years (see Section 1.5.4 and Table 1-5 for detailed construction phasing). Selected existing successful businesses would be retained. This phasing schedule was developed for the purpose of the environmental analysis, and would be subject to change based on existing property entitlements, financing details, and developer response to a request for proposal.

As stated, a master developer would not be selected until after the final EIS/EIR certification and proposed project approval and a Request for Proposals (RFP) process is undertaken. Market demand would drive the ultimate buildout of Ports O'Call, and the proposed Project would not likely reach the full 375,000 square feet of development identified in the EIS/EIR. However, the impacts of Ports O'Call demolition and construction of the full 375,000 square feet of the proposed Project are analyzed in the EIS/EIR. While an up to 75,000-square-foot conference center may be included in the RFP for the master developer, a conference center may not necessarily be incorporated into the final development plans if market demand and the master developer do not support it.

Section ES.4.3.2.2, Page ES-31

The redevelopment and additional development at Ports O'Call would require an increase in parking spaces. Parking would be provided at a number of locations within the Port and near Ports O'Call. ~~Parking would no longer be free along the waterfront.~~ The following parking areas would be restricted for cruise ship passengers and would be dedicated to Ports O'Call:

- approximately 400 surface spaces at Berths 78–83 (would also be shared with the Downtown Harbor area),
- approximately 1,652 spaces in four ~~4~~3-level structures that would be constructed at the bluff site located at the existing S.P. Railyard (height of the structures would be at or near the top of the bluffs ~~with vehicular access to the top parking levels from~~ so they would not block views from Harbor Boulevard, and the rooftops of the parking structures along Harbor Boulevard would be developed with green rooftops and solar panels to minimize visual disruption toward the waterfront from Harbor Boulevard),

Section ES.4.3.2.6, Page ES-33

Approximately 10,886 feet of rail line that extend~~s~~ from the Westway Terminal to Swinford Street would be abandoned in place as a separate action. LAHD is in the process of obtaining a permit for the abandonment of this portion of the rail line from the United States Surface Transportation Board (STB) per the 40 CFR ~~40~~ 1105, which is the regulation governing railroad abandonment. The rail line is primarily used by the Westway Terminal, which has agreed to cease operations as described above, and Crescent Warehouse Company, which is on a 30-day revocable lease. The rail line would be abandoned in place except at the S.P. Railyard and areas where it might interfere with the realignment of Sampson Way. In this case, the line would be removed and salvaged for scrap or sent to an approved upland facility if there is contamination. There are no other existing or potential heavy industrial rail users. However, some portions of the line will be dedicated for future use by the Waterfront Red Car Line to transport passengers along the waterfront.

Section ES.4.3.2.12, Page ES-35

Waterside construction would include the development of approximately 6,400 square feet of new floating docks, to be supported by approximately 46 new piles. Construction is expected to commence in January 2011, and the facility would be operational by June 2012.

Section ES.4.3.5, Page ES-40

In total, the proposed new harbors would create approximately 7 acres of new water. Due to the creation of the new harbors and dredging in the vicinity of Berths 45–47 and Berths 49–50, the proposed Project is anticipated to ~~create~~ generate approximately ~~605,000~~608,330 cubic yards of dredge and excavated material. Tables ES-3 and ES-3a (previously referenced above in Sections ES.4.3.1.~~2~~3 and ES 4.3.2.1) detail~~s~~ the proposed new harbor dredge and excavation and bulkhead placement activities as well as fill and dredging activities in the Outer Harbor Berths (49–50 and 45–47), which would require USACE authorization pursuant to Section 404 of the CWA, Section 10 of the RHA, and Section 103 of the MPRSA ~~permits~~.

In 2005, the EPA redesignated two sites for limited disposal of suitable (nontoxic) dredge material off the Los Angeles/Orange County shoreline, identified as LA-2 and LA-3, respectively. If the dredge material is clean, the Port will identify potential beneficial uses, including asking the Port of Long Beach if it could use the material. If there are no feasible onshore beneficial uses, ~~D~~disposal of clean dredge material is planned for LA-2 and/or LA-3 offshore disposal, with upland disposal of contaminated sediments, should they be present. Upland disposal may be placed at the Anchorage Road Upland Soil Storage S~~s~~ite within the Port. Should other approved in-harbor disposal sites become available, they would also be considered.

Section ES.5.3, Page ES-45

Table ES-8a. Proposed Outer Harbor Activities Requiring USACE Authorization Pursuant to Section 404 of the CWA, Section 10 of the RHA, and Section 103 of the MPRSA

	Fill Total (in acres)	*Volume of Fill (in cubic yards)*	*Dredge quantity (in cubic yards)*
Berths 49–50	2.15	17,400	2,100
Berths 45–47	0.85	6,550	1,230

Section ES.5.3.4, Page ES-53

Alternative 4 is an alternative development scenario that would eliminate the proposed North Harbor and modify the location of the associated uses that would have been moved to the North Harbor (i.e., tugboats, S.S. Lane Victory). Alternative 4 would also eliminate the Outer Harbor Cruise Berths and Terminals, except for limited use of the existing supertanker berth at Berths 45–47 for up to four ship calls per year. Figure ES-22 shows a proposed concept plan for this alternative.

Section ES.6.3.2, Table ES-10, Pages 1 through 3 of 72 of Table ES-10

Table ES-10. Summary of Impact Determinations, Mitigation Measures, and Residual Impacts

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.1 Aesthetics				
Proposed Project	**AES-3:** The proposed Project would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: Less than ~~S~~significant	~~MM AES-1. Visual and historic significance of mature landscaping will be evaluated before construction begins by an expert trained in such evaluation, such as a professional landscape architect. Relocation and replacement of significant trees, as identified by the professional, will be incorporated into landscape plans as a condition of approval. All landscape planting will be developed in conformity with design guidelines for the community of San Pedro and the Port of Los Angeles.~~No mitigation is required.	CEQA: Less than significant
		NEPA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1.~~No mitigation is required.	NEPA: Less than significant
Alternative 1	**AES-3:** Alternative 1 would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	CEQA: Less than significant
		NEPA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	NEPA: Less than significant
Alternative 2	**AES-3:** Alternative 2 would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	CEQA: Less than significant
		NEPA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	NEPA: Less than significant
Alternative 3	**AES-3:** Alternative 3 would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	CEQA: Less than significant
		NEPA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	NEPA: Less than significant
Alternative 4	**AES-1:** Alternative 4 would result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Significant	**MM AES-~~2~~1:** As part of the design process for the proposed Inner Harbor parking structure, design alternatives will be developed to minimize impacts on views to the Vincent Thomas Bridge from Harbor Boulevard. Alternatives will explore siting, setbacks, stepped construction, massing, height, articulated rooflines, and other architectural detailing to reduce impacts. Visualizations of design alternatives will be evaluated by an architectural review committee, and the final design will be selected based on its ability to best preserve sight lines looking northeast to the Vincent Thomas Bridge, and visually integrate with the aesthetic character of the waterfront area.	CEQA: Significant and unavoidable
	AES-3: Alternative 4 would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	CEQA: Less than significant
		NEPA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	NEPA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Alternative 5	**AES-1:** Alternative 5 would result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Significant	Implement Mitigation Measure MM AES-~~2~~1.	CEQA: Significant and unavoidable
		NEPA: No impacts	No mitigation is required.	NEPA: No impacts

Section ES.6.3.2, Table ES-10, Pages 3 through 8 of 72

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality				
Proposed Project	**Impact AQ-1:** The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-13.	CEQA: Significant	**MM AQ-3. Fleet Modernization for Onroad Trucks.** 1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property. 2. Idling shall be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: January 1, 2009, to December 31, 2011: All onroad heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used on site or to transport materials to and from the site must contain an EPA 2004 engine model year or newer in order to comply with EPA 2004 onroad emission standards.~~shall comply with EPA 2004 onroad PM emission standards and be the cleanest available with respect to NO_X (0.10g/bhp-hr PM10 and 2.0 g/bhp-hr NO_X). In addition, all onroad trucks shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~ Post-January 2011: All onroad heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with 2010 emission standards, where available. ~~In addition, all onroad trucks shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~ A copy of each unit's certified EPA rating, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. **MM AQ-5. Additional Fugitive Dust Controls.** The calculation of fugitive dust (PM10) from unmitigated proposed project earth-moving activities assumes a 75% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure proposed project compliance with SCAQMD Rule 403. The construction contractor shall apply for a SCAQMD Rule 403 Dust Control Permit. The construction contractor shall further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor shall designate personnel to monitor the dust control program and to order increased watering or other dust control measures, as necessary, to ensure a 90% control level. Their duties shall include holiday and weekend periods when work may not be in progress.	**CEQA: Significant and unavoidable**

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			The following measures, at minimum, must be part of the contractor Rule 403 dust control plan: • Active grading sites shall be watered one additional time per day beyond that required by Rule 403; • Contractors shall apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas; • Construction contractors shall provide temporary wind fencing around sites being graded or cleared; • Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code; • Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site; • The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed; ~~and~~ • Trucks hauling materials such as debris or fill shall be fully covered while operating off LAHD property~~.~~ • A construction relations officer shall be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation; • All streets shall be swept at least once a day using South Coast Air Quality Management District (SCAQMD) Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets; • Water or non-toxic soil stabilizer shall be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces; • Roads and shoulders shall be paved; and • Water shall be applied three times daily or as needed to areas where soil is disturbed.	

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Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	Impact AQ-3: The proposed Project would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-15.	CEQA: Significant	**MM AQ-11. Vessel Speed-Reduction Program.** Ships calling at the Inner Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: • ~~30%~~75% of all calls in 2009, and • 100% of all calls in 2013 and thereafter. Ships calling at the Outer Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: • 100% of all calls in 2013 and thereafter. **MM AQ-12. New Vessel Builds.** The purchaser shall confer with the ship designer and engine manufacture to determine the feasibility of incorporating all emission reduction technology and/or design options and when ordering new ships bound for the Port of Los Angeles. Such technology shall be designed to reduce criteria pollutant emissions (NO_X, SO_X, and PM) and GHG emission (CO, CH_4, N_2O, and HFCs). Design considerations and technology shall include, but is not limited to: 1. Selective Catalytic Reduction Technology 2. Exhaust Gas Recirculation	CEQA: Significant and unavoidable

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			3. In-line fuel emulsification technology 4. Diesel Particulate Filters (DPFs) or exhaust scrubbers 5. Medium Speed Marine Engine (Common Rail) Direct Fuel Injection 6. Low NO_X Burners for Boilers 7. Implement fuel economy standards by vessel class and engine 8. Diesel-electric pod propulsion systems 9. Main engine controls will meet at a minimum the SIP requirements. **MM AQ-14. LNG-Powered or LEV Equivalent Shuttle Busses.** All shuttle buses from parking lots to cruise ship terminals shall either be LNG powered or a low-emission vehicle (LEV) equivalent that will reduce emissions at or below LNG abilities. **MM AQ-18. Engine Standards for Tugboats.** Tugboats calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): • 30% in 2010, and • 100% in 2014. Tugs calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 3, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): • 20% in 2015, • 50% in 2018, and • 100% in 2020. **MM AQ-19. Tugboats Idling Reduction.** The tug companies shall ensure that tug idling is reduced to less than 10 minutes at the cruise terminal building. **MM AQ-20. Catalina Express Ferry Idling Reduction Measure.** Catalina Express shall ensure that ferry idling is reduced to less than 5 minutes at the cruise terminal building. **MM AQ-21. Catalina Express Ferry Engine Standards.** Ferries calling at the Catalina Express Terminal shall be repowered to meet the cleanest ~~existing~~ marine engine emission standards in existence at the time of repowering ~~or EPA Tier 2~~ as follows (minimum percentages): • 30% in 2010, and • 100% in 2014.	
		NEPA: Significant	Implement Mitigation Measures MM AQ-9 through MM AQ-24.	NEPA: Significant and unavoidable

1

1 **Section ES.6.3.2, Table ES-10, Page 15 of 72**

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.3 Biological Resources				
Proposed Project	**Impact BIO-1a:** Construction of the proposed Project would not result in the loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or a species of special concern, or the loss of federally listed critical habitat.	CEQA: Significant	**MM BIO-3. Avoid marine mammals.** The contractor will be required to use sound abatement techniques to reduce both noise and vibrations from pile driving activities. Sound abatement techniques will include, but are not limited to, vibration or hydraulic insertion techniques, drilled or augured holes for cast-in-place piles, bubble curtain technology, and sound aprons where feasible. At the initiation of each pile driving event, and after breaks of more than 15 minutes, the pile driving will also employ a "soft-start" in which the hammer is operated at less than full capacity (i.e., approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period. Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile driving activities, as a precautionary measure, pile driving activities occurring within the Outer Harbor will include establishment of a safety zone, and the area surrounding the operations will be monitored by a qualified marine biologist for pinnipeds. As the disturbance threshold level sound is expected to extend at least 1,000 feet from the steel pile driving operations, a safety zone will be established around the steel pile driving site and monitored for pinnipeds within a 1,200-foot-radius safety zone around the pile. As the steel pile driving site will move with each new pile, the 1,200 foot safety zone will move accordingly. Observers on shore or by boat will survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a steel pile segment begins. If marine mammals are found within the safety zone, pile driving of the segment will be delayed until they move out of the area. If a marine mammal is seen above water and then dives below, the biologist will instruct the contractor to wait at least 15 minutes, and if no marine mammals are seen by the biologist in that time, it may be assumed that the animal has moved beyond the safety zone. This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of 0.50 minutes to 3.33 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the project vicinity. If pinnipeds enter the safety zone after pile driving of a segment has begun, pile driving will continue. The biologist will monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed and, if it is operationally safe to do so, pile driving will cease until the animal leaves the area. Pile driving cannot be terminated safely and without severe operational difficulties until reaching a designated depth. Therefore, if it is deemed operationally unsafe by the project engineer to discontinue pile driving activities, and a pinniped is observed in the safety zone, pile driving activities will continue until the critical depth is reached (at which time pile driving will cease) or until the pinniped leaves the safety zone. Prior to the initiation of each new pile driving episode, the area will again be thoroughly surveyed by the biologist.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measures MM BIO-1 through MM BIO-3.	NEPA: Less than significant
	Impact BIO-2a: Construction of the proposed Project would result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Significant and unavoidable	Implement Mitigation Measures MM BIO-1 through MM BIO-3. **MM BIO-4. Enhance and expand Salinas de San Pedro Salt Marsh.** To mitigate impacts associated with shading of the 0.175-acre mudflat habitat at Berth 78–Ports O'Call and shading created by the installation of the promenade at the inlet to the Salinas de San Pedro Salt Marsh, 0.07-acre impact to eelgrass, and 0.04-acre impact to mudflat habitat from placement of the rock groin, LAHD will expand the mudflat and salt marsh habitat and reestablish eelgrass within Salinas de San Pedro Salt Marsh in accordance with the *Southern California Eelgrass Mitigation Policy.* It is anticipated that construction activities in this portion of the proposed project area will begin shortly after the California least tern nesting season concludes at the end of August. A pre-construction eelgrass survey will be conducted (likely in September or October) prior to commencement of construction activities in the vicinity of Inner Cabrillo Beach and the salt marsh habitat. Surveys for eelgrass will be conducted during eelgrass growing season (March–October), and results will be valid for 60 days, unless completed in September	CEQA: Significant and unavoidable

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			or October; if completed in September or October, results will be valid until resumption of next growing season. It is anticipated that the mudflat area within the salt marsh will be increased approximately 0.56 acre converting only upland areas to do so. These improvements will occur by recontouring the side slopes to increase mudflat area, removing the rocksill within the inlets, removing nonnative vegetation, removing the rock-sloped island within the marsh, and potentially constructing a rock groin at the marsh inlet to block littoral sediment from entering the marsh. Figure 3.3-5 illustrates the proposed improvements to the salt marsh. **MM BIO-5. Prepare a mitigation and monitoring plan.** A habitat mitigation and monitoring plan (HMMP) will be developed in coordination with National Marine Fisheries Service (NMFS) and other regulatory agencies to detail the Salinas de San Pedro Salt Marsh enhancements and will include the following performance measures: 1) pickleweed and cord grass present will be salvaged prior to construction and placed in a nursery for replanting post-restoration; 2) salvaged plants will be replanted at appropriate tidal elevations; 3) sediments removed from the salt marsh will be disposed of at LAHD's upland disposal site at Anchorage Road (see Section 3.14, "Water Quality, Sediments, and Oceanography"); 4) turbidity will be monitored in accordance with Mitigation Measure MM BIO-1 so that eelgrass and mudflat habitat is protected during restoration activities; 5) an eelgrass survey shall be conducted 30 days following construction; and ~~5~~6) at the completion of restoration activities, the salt marsh and associated mudflat will be monitored by a qualified restoration ecologist at Years 1, 2, 3, 5, 7, 8, and 10 to ensure performance standards are met and that restored areas and a minimum of 0.~~175~~ 22 acre of created mudflat are self-sustaining by Year 5.	

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Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	Impact BIO-4a: Dredging, filling, and wharf construction activities for the proposed Project would not substantially disrupt local biological communities.	CEQA: Significant	Implement Mitigation Measures MM BIO-1 through MM BIO-5. **MM BIO-6. Dispose sediment**. Prior to dredging, sediments will be tested for contaminants and if found to ~~will only be disposed of at marine disposal sites if they~~ meet the sediment quality criteria for disposal, will be beneficially reused if an appropriate site is identified. If no feasible reuse site is available for uncontaminated sediment disposal, marine disposal will occur. Depending on the test results, sediments will be disposed of at a pre-approved ocean disposal site (LA-2, LA-3), a contained disposal facility in the harbor, or an approved upland location such as the Port's Anchorage Road Upland Soil Storage Site. Disposal in-harbor will only occur if an acceptable disposal site is identified and permitted by the USACE (under Section 404 of the federal CWA). At this time, no in-harbor disposal is foreseeable for the San Pedro Waterfront dredged sediments.	CEQA: Less than significant

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Alternative 2	**Impact BIO-2b:** Operation of Alternative 2 would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than ~~S~~significant	~~Implement Mitigation Measures MM BIO-4 and MM BIO-5~~No mitigation is required.	CEQA: Less than significant
		NEPA: ~~Significant~~Less than significant	~~Implement Mitigation Measures MM BIO-4 and MM BIO-5~~No mitigation is required.	NEPA: Less than significant

3

1 **Section ES.6.3.2, Table ES-10, Pages 20 through 24 of 72**

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.4 Cultural Resources				
Proposed Project	**CR-1:** Construction of the proposed Project would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	**MM CR-1: Generate treatment plan and conduct archaeological testing for Mexican Hollywood prior to construction.** ~~Potential additional intact, subsurface historic archaeological deposits associated with Mexican Hollywood should be characterized and evaluated for eligibility for inclusion in the California Register by a qualified archaeologist. A testing plan will be developed that will describe evaluation methods for determining the eligibility of new finds in Mexican Hollywood for listing in the California Register. Should the identification and evaluation efforts reveal that newly identified deposits do not meet the criteria for inclusion in the California Register, no further mitigation would be required. However, if newly discovered portions of Mexican Hollywood are determined eligible for listing in the California Register, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels.~~ Because the proposed project area is paved and developed, archaeological testing and evaluation were not conducted prior to publication of the final EIS/EIR. However, for the purposes of this document, potential archaeological resources associated with Mexican Hollywood are assumed eligible for listing in the CRHR and NRHP. A treatment plan will be generated prior to construction that utilizes the compressed approach for evaluation and treatment of urban historical archaeological sites. Should the identification and evaluation efforts reveal that archeological resources are not eligible for listing in the CRHR and/or NRHP, no further mitigation would be required. However, if archaeological resources are determined to be significant, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels. **MM CR-2a: If ~~additional California Register~~CRHR/NRHP–eligible deposits associated with Mexican Hollywood are identified, redesign project to ensure preservation in place.** ~~If identification and evaluation efforts result in the determination that Mexican Hollywood meets the criteria for inclusion in the California Register~~ If testing results in the identification of CRHR/NRHP-eligible archaeological resources, efforts will be made to avoid these deposits during project development and preserve them in place, which is the preferred mitigation measure under CEQA. Options for preservation in place include, but are not limited to, incorporating the site into park or open space land, avoiding the site during construction, burying the site with sterile sediment, or placing the site within a permanent conservation easement. If preservation in place is not feasible, conduct data recovery as defined in MM CR-2b below. **MM CR-2b: Conduct Data Recovery.** If avoidance or redesign of the proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted. In addition to the treatment plan, t~~T~~his work may involve additional archival and historical research; excavation; analysis of the artifacts, features, and other data discovered; presentation of the results in a technical report; and curation of the recovered artifacts and accompanying data. Consultation with ACHP, SHPO, and other interested or knowledgeable parties may also be required or appropriate. A standard data recovery report will be prepared when all the fieldwork is concluded. The consultant will prepare a comprehensive technical report that will describe the archaeological project's goals and methods, as well as present the project's findings and interpretations. The report will synthesize both the archival research and important archaeological data in an attempt to address the research questions presented in the research design/testing plan. The report will be submitted to the client and any reviewing agencies, and it ultimately will be filed with the Eastern Information Center, located at California State University, Fullerton. The final data recovery report will include, but is not limited to, the following elements: ■ executive summary; ■ statement of scope, including proposed project location and setting;	CEQA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			■ background contexts or summaries; ■ summary of previous research, historical and archaeological; ■ research goals and themes; ■ field and laboratory methodologies; ■ description of recovered materials; ■ findings and interpretations, referencing research goals; ■ conclusions; ■ references cited; and ■ appendices such as artifact catalogs, special studies, and other information relevant to the proposed project and findings. **MM CR-3:** ~~**Monitor ground disturbance in the vicinity of known archaeological sites CA-LAN-145 and CA-LAN-146.** Archaeological and Native American monitoring will be conducted during ground-disturbing activities within the vicinity of CA-LAN-145 and CA-LAN-146. In addition:~~ ~~An archaeological monitoring plan will be generated in accordance with professional standards. The plan will be generated by an archaeologist who meets the Secretary of Interior's Standards for education, training, and experience.~~ ~~The archaeological monitor will ensure that any portions of previously identified significant resources exposed during construction are avoided and protected. In addition, the monitor will determine whether any previously unknown historical resources are uncovered as a result of construction activities. If potentially important historical resources are discovered, the archaeological monitor will immediately ask the Construction Manager to divert construction activity within 100 feet of the find and report the discovery so that appropriate notifications can be issued and treatment measures planned and implemented.~~ ~~Upon completion of the monitoring, a final archaeological monitoring report will be prepared for LAHD in accordance with professional standards.~~ **Stop Work If Unanticipated Cultural Resources Are Identified during Ground-Disturbing Activities.** In the event that any artifact or unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines as appropriate. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction. If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.	
		NEPA: Significant	Implement Mitigation Measures MM- CR-1, MM- CR-2a~~, and~~ or MM- CR-2b, and MM CR-3.	NEPA: Less than significant
	CR-2: Construction of the proposed Project would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	~~**MM CR-4: Stop work if cultural resources are discovered during ground-disturbing activities.** In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.~~ ~~If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.~~ Implement Mitigation Measure MM CR-3.	CEQA: Less than significant
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant

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Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	CR-4: The proposed Project would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	**MM CR-~~5~~4: Develop a program to mitigate impacts on nonrenewable paleontologic resources prior to excavation or construction of any proposed project components**. This mitigation program should be conducted by a qualified vertebrate paleontologist and should be consistent with the provisions of CEQA, as well as the proposed guidelines of the Society of Vertebrate Paleontology. This program should include, but not be limited to: 1. Assessment of site-specific excavation plans to determine areas that will be designated for paleontological monitoring during initial ground disturbance. 2. Development of monitoring protocols for these designated areas. Areas consisting of artificial fill materials will not require monitoring. Paleontologic monitors should be equipped to salvage fossils as	CEQA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. 3. Preparation of all recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts on the resources. 4. Identification and curation of all specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance (Scott and Springer 2003). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts on significant paleontologic resources is not considered complete until such curation into an established museum repository has been fully completed and documented. 5. Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts on paleontologic resources.	
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 1	**CR-1:** Construction of Alternative 1 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measures MM -CR-1, MM- CR-2a~~, and~~ or MM- CR-2b, and MM CR-3.	NEPA: Less than significant
	CR-2: Construction of Alternative 1 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant
	CR-4: Alternative 1 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 2	**CR-1:** Construction of Alternative 2 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measures MM -CR-1, MM- CR-2a~~, and~~ or MM- CR-2b, and MM CR-3.	NEPA: Less than significant
	CR-2: Construction of Alternative 2 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant
	CR-4: Alternative 2 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 3	**CR-1:** Construction of Alternative 3 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measures MM -CR-1, MM- CR-2a~~, and~~ or MM- CR-2b, and MM CR-3.	NEPA: Less than significant
	CR-2: Construction of Alternative 3 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	CR-4: Alternative 3 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 4	**CR-1:** Construction of Alternative 4 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	CR-2: Construction of Alternative 4 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant
	CR-4: Alternative 4 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 5	**CR-1:** Construction of Alternative 5 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
	CR-2: Construction of Alternative 5 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
	CR-4: Alternative 5 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 6	**CR-1:** Construction of Alternative 6 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: No impacts would occur.	No mitigation is required.	CEQA: No impacts would occur.
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
	CR-2: Construction of Alternative 6 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: No impacts would occur.	No mitigation is required.	CEQA No impacts would occur.
		NEPA: Not applicable	Not applicable	NEPA: Not applicable

Section ES.6.3.2, Table ES-10, Pages 34 of 72

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.6 Groundwater and Soils				
Proposed Project	**GW-1a:** Construction activities for the proposed Project would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/operations personnel and/or long-term exposure to future site occupants.	CEQA: Significant	**MM GW-1a. Remediate the former GATX site in Area E**. The GATX Annex Terminal Facility is subject to land-use restrictions imposed by the DTSC. Because of this, prior to implementing the previously listed mitigation measures, it will be necessary to negotiate with the DTSC conditions for remediation and construction at this property. The current proposed use of the GATX Annex Terminal Facility is a park. Currently, DTSC land-use restrictions exclude this use. If LAHD intends to redevelop the area as a park, it will be necessary to modify the land use restriction. If the land use restriction is to be modified, it will likely be necessary to follow DTSCs remedial investigation/feasibility study (RI/FS) or remedial action workplan (RAW) process under an environmental consultative oversight agreement. The work will likely involve additional site characterizations including preparation of a health-based risk	CEQA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			assessment, removal of contaminated hot spo~~r~~ts, and, possibly, an extensive public comment process. If LAHD is planning the construction of buildings and structures on the site, the requirement will be more extensive.	

Section ES.6.3.2, Table ES-10, Pages 47 through 50 of 72

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.9 Noise				
Proposed Project	**Impact NOI-1:** The proposed Project would exceed construction noise standards.	CEQA: Significant	**MM NOI-1.** Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents. The following will reduce impact of noise from construction activities: a) **Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers. b) **Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained. c) **Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited. ~~b)~~d) **Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses. ~~b~~e) **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance. ~~c~~f) **Notification.** Notify residents within 500 feet to the proposed project site of the construction schedule in writing. **MM NOI-2.** Construction activities for the proposed Project would not exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5 miles of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.	**CEQA: Significant and unavoidable**
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**NEPA: Significant and unavoidable**
Alternative 1	**Impact NOI-1:** Alternative 1 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**CEQA: Significant and unavoidable**
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**NEPA: Significant and unavoidable**

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Alternative 2	**Impact NOI-1:** Alternative 2 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**CEQA: Significant and unavoidable**
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**NEPA: Significant and unavoidable**
Alternative 3	**Impact NOI-1:** Alternative 3 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**CEQA: Significant and unavoidable**
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**NEPA: Significant and unavoidable**
Alternative 4	**Impact NOI-1:** Alternative 4 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**CEQA: Significant and unavoidable**
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**NEPA: Significant and unavoidable**
Alternative 5	**Impact NOI-1:** Alternative 5 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	**CEQA: Significant and unavoidable**
		NEPA: No impact	No mitigation is required.	NEPA: No impact

Section ES.6.3.2, Table ES-10, Pages 52 and 53 of 72

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.10 Recreation				
Proposed Project	**REC-1a:** Construction of the proposed Project would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	**MM REC-7. Maintain docking space and dock access during construction.** The LAHD and construction contractors will minimize obstructions to docking space and dock access during construction periods by placing construction staging areas away from boat docks where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas and docking locations. In cases where docking space will be closed or removed and existing tenants need alternative docking space, LAHD will provide temporary docking space in the near vicinity of the proposed Project. LAHD will provide notification and signage to direct users to these temporary alternative docking areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to dock access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities. Mitigation Measures MM NOI-1 and MM NOI-2 (see Section 3.9, "Noise")	**CEQA: Significant and unavoidable**
		NEPA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**NEPA: Significant and unavoidable**

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Alternative 1	**REC-1a:** Construction of Alternative 1 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**CEQA: Significant and unavoidable**
		NEPA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**NEPA: Significant and unavoidable**
Alternative 2	**REC-1a:** Construction of Alternative 2 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**CEQA: Significant and unavoidable**
		NEPA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**NEPA: Significant and unavoidable**
Alternative 3	**REC-1a:** Construction of Alternative 3 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**CEQA: Significant and unavoidable**
		NEPA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**NEPA: Significant and unavoidable**
Alternative 4	**REC-1a:** Construction of Alternative 4 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**CEQA: Significant and unavoidable**
		NEPA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**NEPA: Significant and unavoidable**
Alternative 5	**REC-1a:** Construction of Alternative 5 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	**CEQA: Significant and unavoidable**
		NEPA: No impact	No mitigation is required.	NEPA: No impact

Section ES.6.3.2, Table ES-10, Pages 53 through 60 of 72

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.11 Transportation and Circulation (Ground)				
Proposed Project	**Impact TC-1:** Construction of the proposed Project would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Alternative 1	**Impact TC-1:** Construction of Alternative 1 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			
Alternative 2	**Impact TC-1:** Construction of Alternative 2 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			
Alternative 3	**Impact TC-1:** Construction of Alternative 3 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			
Alternative 4	**Impact TC-1:** Construction of Alternative 4 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			
Alternative 5	**Impact TC-1:** Construction of Alternative 5 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			
Alternative 6	**Impact TC-1:** Construction of Alternative 6 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			

Section ES.6.3.2, Table ES-10, Page 63 of 72

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.13 Utilities and Public Services				
Proposed Project	**PS-4:** The proposed Project has sufficient water supplies available to serve the project from existing entitlements and resources; it would not exceed wastewater requirements, require new wastewater treatment facilities, require new landfills, or exceed existing landfill capacities.	CEQA: Significant	**MM PS-3: Use materials with recycled content.** Materials with recycled content, such as recycled steel from framing and recycled concrete and asphalt from roadway construction, will be used in project construction. Wood chippers registered through the California Air Resources Board's Portable Equipment Registration Program will be used on site during construction. ~~, using wood from tree removal, not wood from demolished structures, to further reduce excess wood for landscaping cover.~~ Wood from tree removal, not from demolished structures, will be reused as landscape cover, further reducing the quantity of wood that would otherwise be disposed of at solid waste facilities. **MM PS-5: Water Conservation and Wastewater Reduction.** LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce	CEQA: Less than significant

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			impacts on water demand and wastewater flows. a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing length and frequency of waterings in the cooler months (i.e., fall, winter, spring). Adjust sprinkler timer run time to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established. b. Drought-tolerant, low-water consuming plant varieties will be used to reduce irrigation water consumption. c. Recycled water will be used for irrigation and toilet flushing (dual-flushing)~~The availability of recycled water will be investigated as a source to irrigate large landscaped areas.~~ d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low-flow faucet aerators will be installed on all sink faucets. e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information of appropriate measures. f. Recirculating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for considerable period before heated water reaches the outlet.	

1

Section ES.6.4, Page ES-77

Alternative 2 is an alternative development scenario that has a similar cruise terminal configuration as the proposed Project, but locates the parking for the Outer Harbor Terminals at the Outer Harbor instead of shuttling passengers from the Inner Harbor. Additionally, this alternative would move the promenade from the water's edge in the vicinity of the Salinas de San Pedro Salt Marsh/Cabrillo Beach Youth Camp to Shoshonean Road behind the Cabrillo Beach Youth Camp and Salinas de San Pedro Salt Marsh. The majority of the proposed project elements are the same under this alternative as the proposed Project. The promenade in Alternative 2 would depart from a route along the water's edge and extend along the east side of Shoshonean Road. The alignment of the promenade along Shoshonean Road would avoid locating the promenade near the salt marsh and the beach. While impacts on these resources were identified as less than significant in the draft EIS/EIR, the Alternative 2 alignment does not meet the proposed project goal of providing a continuous water's edge promenade as effectively as the proposed Project. Although this portion of the Alternative 2 promenade would be adjacent to habitat bordering the water's edge, this alternative route would not meet the specific goal as effectively as the proposed Project due to the section extending along Shoshonean Road. This alternative would create logistical and engineering challenges that would require narrowing the promenade through this area in order to accommodate the Red Car line. Under the proposed Project, the promenade would extend continuously along the waterfront. This alternative would result in the same impact significance conclusions under both CEQA and NEPA as the proposed Project. ~~This alternative would fulfill the purpose and need under NEPA, and would fulfill the project objectives under CEQA. Therefore, Alternative 2 would accomplish the project goals and objectives to the same degree as the proposed Project.~~

E.2 Changes Made to Table of Contents

Tables, Pages xii and xiii

Appendices, Pages xliii and xliv

Appendix B **Port Community Advisory Committee (PCAC) Project Involvement and Supplemental Attachments**

Appendix C.3 **Landscape Inventory**

Appendix D.7 **Draft General Conformity Determination**

Appendix O ~~**No appendices included**~~**Water Supply Assessment**

Appendix Q **Draft Section 404(b)(1) Alternatives Analysis**

E.3 Changes Made to Chapter 1, "Introduction"

Section 1.4.1, Page 1-10

The information presented in this draft EIS/EIR specific to impacts to the aquatic environment would be used by the USACE as part of any proposed permit action subject to jurisdiction under Section 404 of the CWA, Section 10 of the RHA, or Section 103 of the MPRSA. The Draft Section 404(b)(1) Alternatives Analysis is included as Appendix Q (new appendix to the final EIS/EIR).

E.4 Changes Made to Chapter 2, "Project Description"

Section 2.2.3, Page 2-2

The proposed project site and surrounding area contain~~s~~ a variety of natural and developed land uses between the Vincent Thomas Bridge and Inner Cabrillo Beach that are characteristic of current and former Port-related activities. Figure 2-3 shows the existing conditions of the project site and surrounding area.

Section 2.2.3, Page 2-5

Beyond the Cabrillo Way Marina at the end of Miner Street are the existing Fire Station #110 and the former San Pedro Boat Works. Also, Berths 45–50 are currently used by Pasha for break/bulk operations. Operations in this location ~~are~~

ceased in November 2008~~December 2008~~. The existing Berths 45–47 are used on occasion by visiting cruise ships and other large wharf vessels, such as the visiting U.S. Navy vessels on Armed Forces Day.

Section 2.2.3, Page 2-5

Beyond Via Cabrillo Marina, extending to the south along the east side of Shoshonean ~~Drive~~Road, are the Cabrillo Beach Youth Camp and the Salinas de San Pedro Saltwater Marsh.

Section 2.2.3, Page 2-5

The Port of Los Angeles Waterfront Red Car Line (Waterfront Red Car Line), a restored excursion trolley system, opened in July of 2003 and currently extends along a 1.5-mile route adjacent to Harbor Boulevard through portions of the project area. There are four stations. The line starts at a station at Harbor Boulevard/Swinford Street adjacent to the Cruise Center in the north, and ends at 22nd/Miner Streets in the south, where the existing Waterfront Red Car Maintenance Facility is located. The existing line is a single track with a short passing siding located immediately north of the 6th Street station. A direct suspension overhead contact system provides 600 volts DC for trolley operations. The Waterfront Red Car operates from 10 a.m. to 6 p.m. Fridays through Mondays, coinciding with the normal days for ships to call at the Cruise Center, as well as on extra days when cruise ships are in port outside of the Friday through Monday schedule, and during special events. Present operations provide scheduled service on 20-minute headways in each direction throughout the day, with two cars operating over the line during normal operations.

To the north of the proposed project area is Port property that is leased to China Shipping, which is and would continue being used as a container terminal. To the east of the proposed project area is the Main Channel, and beyond that is Terminal Island, which houses the Evergreen container terminal, ExxonMobil liquid bulk terminal, the Southwest Marine site, and the Federal Correctional Institution. To the south are open waters of the Pacific Ocean. To the west of the proposed project area lie diverse land uses, including single-family and multi-family residential neighborhoods; Fort MacArthur Army Base; downtown San Pedro; a variety of commercial retail, restaurant, and office uses; several churches and places of worship; and several public uses, including the Harbor Administration Building, City Hall, San Pedro Post Office, and other public facilities.

Section 2.3, Pages 2-11 and 2-12

Additionally, the cruise industry within the Port of Los Angeles is projecting not only a growth in passenger volume over the next 10 to 20 years, but also a growth in the size of ships that regularly call on the Port (Chase pers. comm.). The landside

infrastructure (i.e., gangways, terminal size, and space for ship services) needed to serve these new, larger ships is not available at the existing Cruise Center and is required in order for the Port to accommodate demands in the cruise industry. The current Princess Class cruise ships are the largest that currently call at the Port and measure over 900 feet long and require 1,000 feet of berth space. The next line of ships that ~~are expected to call on the Port within about 3 years~~ recently started to call in February 2009 is known as the Voyager class (Royal Caribbean); these ships, which ~~will be~~are over ~~1,050 feet long and~~ 210 feet high with capacities exceeding 3,500 passengers, ~~and~~ will require a 1,150-foot berth. The Freedom class ships are even longer (over 1,150 feet) and require a 1,250-foot berth. Although one of these larger ships can be handled at Berths 91~~–~~92, they are beyond the size the existing terminal was designed for. In addition, other vessels, such as container ships, that berth along the main channel have increased in size since the construction of the cruise terminal in the Inner Harbor.

In addition, the Port's existing available cruise berths will not meet future cruise berth occupancy demand. Currently, there are two passenger terminals and three berths (the third berth is used on a limited basis due to the lack of terminal space). Projections indicate that a third full-time berth and terminal is needed now~~, and a fourth berth and terminal will be needed in the 2010–2012 timeframe~~ (Bermello Ajamil & Partners 2006).

In order to meet future projections, the Port will need terminal space that can accommodate four cruise vessels, capable of handling two ships requiring 1,250-foot berths (plus two shorter vessels) simultaneously. Without the new terminals and berths, the Port's ability to handle additional business will be limited. Additionally, due to height conflicts with the Vincent Thomas Bridge, and because backing down the Main Channel is not a preferable maneuver due to safety and maneuverability concerns, placing two berths capable of handling the larger, higher air draft vessels in the Outer Harbor would be preferred.

In order to meet future projections, the Port ~~will need terminal space that can accommodate four cruise vessels, capable of handling two ships requiring 1,250-foot berths (plus two shorter vessels)~~ will need facilities capable of handling two of the larger ships simultaneously. Without the new terminals and berths, the Port's ability to maintain and attract additional business will be limited. Additionally, due to height conflicts with the Vincent Thomas Bridge, and because backing down the Main Channel is not a preferable maneuver due to safety and maneuverability concerns, placing ~~two berths~~ at least one berth capable of handling the larger, higher air draft vessels in the Outer Harbor is preferred.

Section 2.3.2, Page 2-13

NEPA review is required prior to the USACE's consideration of standard individual permit applications under Section 10 of the RHA, Section 404 of the CWA, and Section 103 of the MPRSA for transport of dredged material and offshore ocean disposal at EPA-approved sites. In addition to NEPA review, the USACE evaluates

proposals involving discharges of dredged or fill material into waters of the United States for their compliance with the Section 404(b)(1) Guidelines (40 CFR 230). This analysis requires identifying the basic purpose and the overall purpose of the proposed Project, which are important for establishing a reasonable range of alternatives to evaluate. The basic purpose of the proposed Project is to improve waterfront accessibility and use. The following are the overall purposes of the proposed Project:

1. Implement modifications to the existing San Pedro Waterfront along the west side of the harbor's Main Channel to improve its accessibility and use without impeding the public's right to free navigation; these modifications would include increasing the open water area ~~approximately 7 acres~~ to provide a variety of waterfront uses such as berthing for visiting tall ships and other vessels, such as tugboats and other recreational, commercial, and port-related uses.

Section 2.4.1.2.4, Page 2-15

LAHD started the public planning process on October 25, 2003, hosting ~~over~~ more than nine public planning workshops and open houses throughout San Pedro. Each workshop attracted over 150 participants and several attracted over 300 participants. Each workshop included public participation and solicited input that was used to develop the future plan.

Section 2.4.1.2.5, Page 2-17

Because the study was being developed during the design of the San Pedro Waterfront Project, many of the concepts were immediately incorporated into the project design. For example, the proposed project description includes pedestrian and vehicular access points to the waterfront along Harbor Boulevard~~, the proposed cruise terminal parking structures at the Inner Harbor cruise terminal were oriented diagonally to preserve view corridors and to reduce the massing along Harbor Boulevard~~, and streetscape treatments for Harbor Boulevard were incorporated into the design. Since the locations of the proposed joint development projects and the extension of the Red Car line into downtown San Pedro are located westerly of Harbor Boulevard and outside the project boundaries, they are not elements of the proposed project description.

Development of the parking structures would also be guided by the Harbor Boulevard Seamless Study to include architectural treatments that would help soften and integrate the structures through offset positioning and stepped facades, the use of landscaping, and pedestrian-scaled frontages. The proposed cruise terminal parking structures at the Inner Harbor Cruise Terminal were also oriented diagonally to preserve view corridors and to reduce massing along Harbor Boulevard. The images below show the proposed orientation of the parking structures identified in the Harbor Boulevard Seamless Study, as well as design precedents for architectural treatments that would be implemented as part of the proposed parking structures.

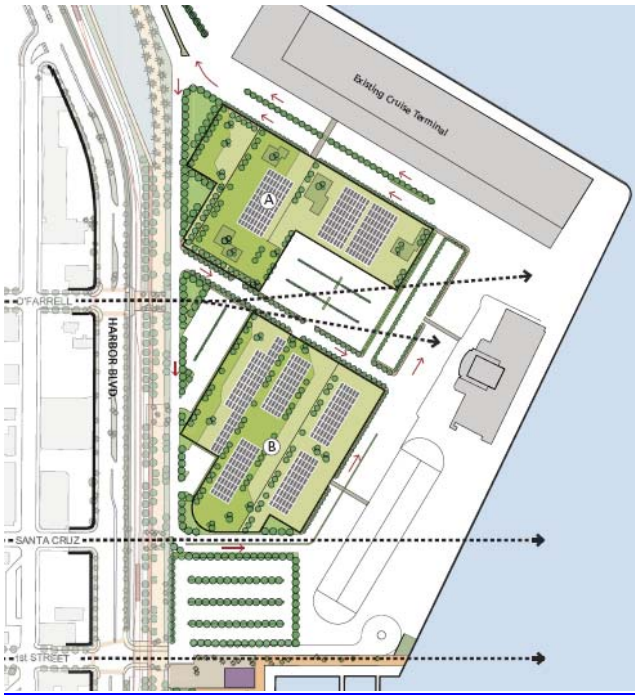
Green Walls

Façade Treatment

Roof Gardens

1

Inner Harbor Parking Structure Orientation



Section 2.4.2.1.1, Page 2-20

- **Crosswalks and pedestrian connections.** In accordance with the Harbor Boulevard Seam Study (SMWM 2008), connections would be provided at Swinford, O'Farrell, 1st, 3rd, 5th, 6th, and 7th , and 9th Streets (signalized crossing or pedestrian bridge), 13th Street (pedestrian bridge), and 22nd Street. The proposed Project also would include a signalized pedestrian crossing or pedestrian bridge across Harbor Boulevard at 9th Street. Vehicular access to the waterfront would also be provided at 1st, 3rd, 5th, 6th, and 7th Streets. To strengthen pedestrian access at these locations, destination landmarks and uses are recommended to be developed. These would serve as pedestrian gathering places and gateways to the waterfront. The proposed North Harbor would serve as a destination accessed from the 1st Street pedestrian connection, while the Downtown and 7th Street Harbors would serve as destinations directly accessed from the 5th, 6th, and 7th Street pedestrian connections. The 9th Street and 13th Street pedestrian connections would provide access to Ports O'Call.

Section 2.4.2.1.1, Page 2-21

- **Access to Ports O'Call from 9th to 13th Street.** Buildings or parking structures constructed west of Ports O'Call under the bluff would have green rooftops designed for pedestrian access (while still accommodating solar panels), viewing areas, and walkways to entice pedestrians to venture down staircases to the waterfront and Ports O'Call. A Waterfront Red Car maintenance area ~~will~~ would be provided below the bluff along the existing rail track area. The proposed Project would include a new pedestrian bridge at 13th Street spanning Harbor Boulevard and Sampson Way and a signalized pedestrian crossing or pedestrian bridge across Harbor Boulevard at 9th Street. Figure 2-7 shows a more detailed view of the 13th Street bridge. The 13th Street pedestrian bridge would include an overlook and be constructed over the proposed Waterfront Red Car Maintenance Facility at the bluff to provide access to Ports O'Call. Future development opportunities below the bluff would also be guided by these principles.

Section 2.4.2.1.2, Pages 2-21 and 2-22

The proposed Project would feature a continuous promenade measuring approximately 30 feet wide along the waterfront extending throughout the entire project area. The promenade would tie in to promenade elements that are already in place or are being constructed (Figure 2-5). At the northern end of the project area, the proposed waterfront promenade would complement the existing improvements that were completed as part of the Waterfront Gateway Project, which included the cruise ship promenade, Gateway Plaza and Fanfare Fountains, and Harbor Boulevard Parkway from Swinford to 5th Street. In the West Channel area, the proposed waterfront promenade would connect to the promenade that was approved as part of the Cabrillo Way Marina Project in November 2003 (pending construction), which would extend from the 22nd Street Landing area, along the water's edge through the proposed marina area, toward the end of Kaiser Point. The proposed waterfront promenade would also connect to the promenade approved as part of the Waterfront Enhancements Project in 2006 (pending construction), which provides for a promenade extending from 5th Street (at the terminus of the Waterfront Gateway Harbor Boulevard Parkway) through Ports O'Call as a "paseo" on the landside of the Ports O'Call commercial buildings, around the S.P. Slip, west on 22nd Street, and to Cabrillo Beach and the ~~federal breakwater~~ Federal Breakwater via Shoshonean Road and Via Cabrillo Marina.

Section 2.4.2.1.2, Pages 2-22 and 2-23

The promenade would extend along both sides of the East Channel and continue to the proposed Outer Harbor Park and Cruise Terminals. The future alignment of the promenade would extend along the waterfront from the terminus of the proposed promenade approved as part of the Cabrillo Way Marina Project (see Figures 2-4 and 2-5 for location of Cabrillo Way Marina Project promenade as approved, and

integration of proposed waterfront promenade), across the San Pedro Boatworks site (but could be built around the site pending contaminant remediation) to the proposed Outer Harbor Park and terminal area. The Cabrillo Way Marina Project, which is under construction, was approved by LAHD in November 2003, and is independent of the proposed Project. An addendum to the EIR was prepared in April 2008 due to minor project changes, and construction is expected to be completed in June 2011. An existing waterfront promenade currently extends along the water's edge around the Watchorn Basin past Cabrillo Way Marina Phase I.

Section 2.4.2.2.1, Pages 2-28 and 2-29

The proposed Project would include upgrading Berths 45–47 for use as a cruise ship berth in the Outer Harbor to accommodate the berthing of a Freedom Class or equivalent vessel (~~1,150 feet long~~ requiring a 1,~~250~~150 ~~-~~foot-long berth) ~~or equivalent vessel~~. The~~se~~ berth~~s~~ would replace the cruise ship berth occasionally used at Berths 87–90 that would be displaced by construction of the North Harbor water cut. The proposed Project also would include the construction of a new cruise ship berth at Berths 49–50 in the Outer Harbor that would accommodate a second Freedom Class or equivalent vessel. LAHD staff recommends that construction of the second cruise berth in the Outer Harbor be triggered only by market demand. Figure 2-11 shows a site plan for the Outer Harbor berths and cruise terminals (also shown is the Outer Harbor Park discussed above in Section 2.4.2.1.9). ~~Figure 1-11 shows a more detailed plan for the Outer Harbor berths and cruise terminals (also shown is the Outer Harbor Park discussed above in Section 2.4.2.1.9)~~.

The proposed Project would include construction of two new, 2-story terminals that would total up to 200,000 square feet (approximately 100,000 square feet each) in the Outer Harbor phased on the construction of each berth. The terminals would be designed to be able to accommodate the simultaneous berthing of two Freedom Class or equivalent cruise vessels at Berths 45–47 and Berths 49–50, while satisfying the security requirements essential to operate a cruise terminal. The Outer Harbor Cruise Terminals would be designed to attain LEED Gold status, ~~Gold status consistent with and~~ which would exceed the minimum design standards in the Port of Los Angeles Green Building Policy. The Outer Harbor Cruise Terminals would be designed to accommodate public access from the proposed Waterfront Red Car Line extension to the Outer Harbor. The Outer Harbor Cruise Terminals would also incorporate the proposed Outer Harbor Park and waterfront promenade as an integral feature that would be complementary to the secure operations of the Outer Harbor Cruise Terminals (~~See~~ see Section 2.4.2.1.9 above); park visitors would be separated from the secure areas of the cruise terminals.

Construction of the wharf at Berths 49–50 in the Outer Harbor would require placement of a rock blanket at the toe of slope well below the water surface. The total rock placement would be 2.15 acres (17,400 cubic yards) from -10 feet Mean Lower Low Water (MLLW) to approximately -57 feet MLLW. Of this, 1.58 acres of fill would be rock placed over soft-bottom area and 0.57 acre would be new rock placed over existing rock. To accommodate construction and allow the rock to be

placed, approximately 2,100 cubic yards of material would be dredged prior to rock placement.

Construction of the wharf extension at Berths 45–47 from 920 feet to 1,150 feet would require placement of a rock blanket at the toe of the slope also well below the water surface. A total of 0.85 acre (6,550 cubic yards) of rock would be placed over soft-bottom area at elevations of -35 feet MLLW to approximately -57 feet MLLW. Similar to the proposed procedure for Berths 49–50, described above, to accommodate construction and allow the rock to be placed, 1,230 cubic yards of material would be dredged prior to rock placement.

Final elevations for the rock fill at Berths 49–50 and Berths 45–47 would be approximately -10 to -57 feet and -35 to -57 feet MLLW level, respectively.

Rock for Berths 49–50 and Berths 45–47 would be brought on barges from Catalina Island to the Port. It is anticipated that this would require 20 barge trips. Sediment removed during dredging may be disposed of using barges for delivery to LA-2 or LA-3 (assuming beneficial reuse is not feasible and sediment testing concludes material is suitable for ocean disposal). If material is unsuitable for ocean disposal, an upland disposal site such as the Anchorage Road Upland Soil Storage Site would be used. A total of three barge trips would be necessary if dredged material is disposed of at LA-2 or LA-3. Construction activities are summarized below in Table 2-3a.

Table 2-3a. Summary of Dredge and Fill for the Outer Harbor Berths

	Fill Total (in acres)	*Volume of Fill (in cubic yards)*	*Dredge Quantity (in cubic yards)*
Berths 49–50	2.15	17,400	2,100
Berths 45–47	0.85	6,550	1,230

Section 2.4.2.2.1, Page 2-30

Table 2-4. Project Throughput (Cruise Operations)

Project Element	*CEQA Baseline (2006)*	*Proposed Project*	
		2015	*2037*
Annual cruise ship calls	258	275	287
Cruise ship calls (monthly average)	22	23	24
Number of Inner Harbor berths	3*	2	2
Number of Outer Harbor berths	0	2***	2

Project Element	*CEQA Baseline (2006)*	*Proposed Project*	
		2015	*2037*
Total number of cruise ship berths	3	4	4
Annual cruise passengers**	1,150,548	1,440,946	2,257,335
Passengers/ ship (annual average)	2,235	2,620	3,934
Maximum daily passenger throughput	14,540	20,959	31,472
Cars parking	1,840	2,875	4,317
Cars drop-off	1,064	1,663	2,497
Taxis	2,287	3,574	5,367
Buses	66	104	156
Total vehicles	5,257	8,216	12,337

Notes:

*Non-permanent occasional-use berth at Berth 87

**Passenger quantity counts every time a passenger embarks and disembarks a cruise vessel

***The second terminal and berth at Berths 49–50 would be built when market conditions dictate the need (likely after 2013 but prior to 2023). For the purposes of the environmental analysis, it was assumed the second terminal would be built by 2013 to ensure the most conservative analysis.

Section 2.4.2.2.1, Page 2-31

Ships are anticipated to stay in the Port for approximately 12 hours per call. Weekends will remain the key days for the operations of cruise ships, and it is anticipated that by 2020 four ships per day will call on the Port on Mondays, Fridays, Saturdays, and Sundays. Midweek, cruise ship calls to the Port will be inconsistent and difficult to project. (Chase pers. comm.)

In the time since the draft EIS/EIR was released, the LAHD commissioned the Port of Los Angeles Cruise Market Demand Evaluation Study (Menlo Consulting Group, Inc. 2009) to examine the present and future cruise industry forecast at the Port in light of the global economic downturn and the loss of the *Monarch of the Seas* at the Port. The most recent forecast presented in the report indicates that in the short term (2009–2012), the Port will experience stable to flat cruise activity with recovery and cruise industry growth in the long term (2013–2023). The long-term forecasts are based on historical Port cruise data and include one scenario that assumes cruise ship calls to the Port remain as current and a second scenario that assumes a capacity replacement for the Port's loss of *Monarch of the Seas* in 2009. In the status quo scenario forecast, the Port is projected to reach 1,248,114 cruise passengers by 2023 with 189 annual ship calls. This is just above the record levels of 1,218,739 cruise passengers in 2005. In the capacity replacement scenario forecast, the Port is projected to reach 1,592,880 cruise passengers with 241 annual ship calls by 2023.

Actual future cruise activity at the Port is likely to fall somewhere between these two ranges.

Despite the newly projected reductions from the Bermello Ajamil & Partners 2006 Port of Los Angeles Cruise Study, the analyses contained within the draft EIS/EIR represent a conservative worst-case estimate of impacts from the projections contained within the 2006 cruise study.

Section 2.4.2.2.1, Page 2-31

Berths 91–93 would provide a total of approximately 4,600 parking spaces, inclusive of the 1,500 existing surface spaces, in a combination of surface and structured parking areas. Two proposed multi-tiered parking structures would be developed at the existing Cruise Center and would be 4-level structures. In accordance with the Harbor Boulevard Seam Study (SMWM 2008), visual issues were examined specifically relating to the proposed cruise terminal parking structures.

However, consistent with LAHD staff recommendation to move forward with the proposed Project with only one cruise berth in the Outer Harbor first, with the second berth construction triggered by market demand, it is possible to accommodate parking needs for two Inner Harbor berths and one Outer Harbor berth with just surface parking in the Inner Harbor. This is dependent upon extension of the existing surface parking to Berth 87 and restriping the lot to provide for more efficient use of space.

Structured parking would be required upon construction of a second cruise berth and terminal in the Outer Harbor. A diagonal pairing concept was recommended as the preferred parking structure footprint for the Inner Harbor structures. Two separate structures, parallel to the existing cruise terminal at Berth 93 but offset from Harbor Boulevard at a 45° angle, were recommended as the preferred development option. Additionally, each floor of the structures was incrementally stepped back from Harbor Boulevard, reducing the structures' vertical massing envelope along Harbor Boulevard, starting at 2 levels (22 feet high) adjacent to Harbor Boulevard, increasing to 3 levels (32 feet high), and ultimately to 4 levels (42 feet high) closest to the Main Channel.

Section 2.4.2.2.2, Page 2-32

The larger (3,500 passengers) and longer ~~(1,150 feet)~~ ships calling at the Outer Harbor would require between 35 and 40 parking shuttles per ship and each shuttle would accommodate approximately ~~25~~ 50 passengers plus luggage. Shuttle busses would be low emissions vehicles (LEV) ~~equipped with compressed natural gas (CNG) fuel technology~~ to minimize air quality impacts. The round trip from the Inner Harbor parking area would be approximately 6 miles, and the shuttles would make two round trips per hour. The peak time for the shuttles is expected to be between 9:00 a.m. and 3:00 p.m. The shuttles would likely be in operation for 8 to 9

hours per day, depending on the ship operations and length of ship call. Cruise terminal traffic between terminals (i.e., shuttles) would be on Harbor Boulevard but otherwise would be internal to the Project.

Outer Harbor Parking (Berths 45–50)

Approximately 400 non-passenger surface parking spaces (200 per berth) would be dedicated to cruise facilities in the Outer Harbor area (see Figure 2-11). Construction of these spaces would be phased by berth. These spaces would be for longshoremen, terminal operators, administrative staff, Customs and Border Patrol personnel, as well as Port Police. As discussed above, the passenger parking for the Outer Harbor Cruise Terminals would be provided in the Inner Harbor, and passengers would be shuttled to the Outer Harbor Cruise Terminals.

Section 2.4.2.2.2, Page 2-33

~~To successfully redevelop Ports O'Call, LAHD plans to partner with a master developer in order to redevelop the entire area homogeneously. The redevelopment of Ports O'Call would be constructed in a series of two phases over a period of approximately 5–10 years (see Section 2.4.4 and Table 2-5 for detailed construction phasing). Some of the existing businesses would be retained. This phasing schedule was developed for the purpose of the environmental analysis, and would be subject to change based on existing property entitlements, financing details, and developer response to a request for proposal~~.

After the Board of Harbor Commissioners makes a decision to select the proposed Project or an alternative, the Port intends to partner with a master developer to create a cohesive design throughout Ports O'Call and to develop a regional attraction with businesses that are unique, reflect the character of the area, and complementary to development in downtown San Pedro. The redevelopment of Ports O'Call would be constructed in a series of two phases over a period of approximately 5–10 years (see Section 2.4.4 and Table 2-5 for detailed construction phasing). Selected existing successful businesses would be retained. This phasing schedule was developed for the purpose of the environmental analysis, and would be subject to change based on existing property entitlements, financing details, and developer response to a request for proposal.

As stated, a master developer would not be selected until after the final EIS/EIR certification and proposed project approval and a request for proposals (RFP) process is undertaken. Market demand would drive the ultimate buildout of Ports O'Call, and the proposed Project would not likely reach the full 375,000 square feet of development identified in the EIS/EIR. However, the impacts of Ports O'Call demolition and construction of the full 375,000 square feet of the proposed Project are analyzed in the EIS/EIR. While an up to 75,000-square-foot conference center may be included in the RFP for the master developer, a conference center may not necessarily be incorporated into the final development plans if market demand and the master developer do not support it.

Section 2.4.2.2.2, Page 2-33

The redevelopment and additional development at Ports O'Call would require an increase in parking spaces. Parking would be provided at a number of locations within the Port and near Ports O'Call. ~~Parking would no longer be free along the waterfront.~~ The following parking areas would be restricted for cruise ship passengers and would be dedicated to Ports O'Call:

- approximately 400 surface spaces at Berths 78–83 (would also be shared with the Downtown Harbor area),
- approximately 1,652 spaces in four ~~4~~3-level structures that would be constructed at the bluff site located at the existing S.P. Railyard (height of the structures would be at or near the top of the bluffs ~~with vehicular access to the top parking levels from~~ so they would not block views from Harbor Boulevard, and the rooftops of the parking structures along Harbor Boulevard would be developed with green rooftops and solar panels to minimize visual disruption toward the waterfront from Harbor Boulevard),

Section 2.4.2.2.6, Pages 2-35 and 2-36

Approximately 10,886 feet of rail line that extend~~s~~ from the Westway Terminal to Swinford Street would be abandoned in place as a separate action. LAHD is in the process of obtaining a permit for the abandonment of this portion of the rail line from the United States Surface Transportation Board (STB) per the 40 CFR ~~40~~ 1105, which is the regulation governing railroad abandonment. The rail line is primarily used by the Westway Terminal, which has agreed to cease operations as described above, and Crescent Warehouse Company, which is on a 30-day revocable lease. The rail line would be abandoned in place except at the S.P. Railyard and areas where it might interfere with the realignment of Sampson Way. In this case, the line would be removed and salvaged for scrap or sent to an approved upland facility if there is contamination. There are no other existing or potential heavy industrial rail users. However, some portions of the line will be dedicated for future use by the Waterfront Red Car Line to transport passengers along the waterfront.

Section 2.4.2.2.11, Pages 2-37 and 2-38

Waterside construction would include the development of approximately 6,400 square feet of new floating docks, to be supported by approximately 46 new piles. Construction is expected to commence in January 2011, and the facility would be operational by June 2012.

Section 2.4.2.5, Page 2-42

In total, the proposed new harbors would create approximately 7 acres of new water. Due to the creation of the new harbors and dredging in the vicinity of Berths 45–47 and Berths 49–50, the proposed Project is anticipated to ~~create~~ generate approximately ~~605,000~~608,330 cubic yards of dredge and excavated material. Tables 2-3 and 2-3a (previously referenced above in Sections 2.4.2.1.~~2~~3 and 2.4.2.2.1) detail~~s~~ the proposed new harbor dredge and excavation and bulkhead placement activities as well as fill and dredging activities in the Outer Harbor Berths (49–50 and 45–47), which would require USACE authorization pursuant to Section 404 of the CWA, Section 10 of the RHA, and Section 103 of the MPRSA ~~permits~~.

In 2005, the EPA redesignated two sites for limited disposal of suitable (nontoxic) dredge material off the Los Angeles/Orange County shoreline, identified as LA-2 and LA-3, respectively. If the dredge material is clean, the Port will identify potential beneficial uses, including asking the Port of Long Beach if it could use the material. If there are no feasible onshore beneficial uses, ~~D~~disposal of clean dredge material is planned for LA-2 and/or LA-3 offshore disposal, with upland disposal of contaminated sediments, should they be present. Upland disposal may be placed at the Anchorage Road Upland Soil Storage S~~s~~ite within the Port. Should other approved in-harbor disposal sites become available, they would also be considered.

Section 2.4.4, Page 2-43

While construction would not all occur simultaneously, build out of the proposed Project would occur generally within two phases over a 5-year period between 2009 and 2014. Due to current economic conditions, construction of the Outer Harbor cruise facilities would be phased based on market conditions, which may delay construction of the second Outer Harbor berth until later than anticipated in the draft EIS/EIR. The first Outer Harbor Cruise Terminal and berth would be built at Berths 45–47 using the existing supertanker berth in the third year of construction. The second terminal and berth at Berths 49–50 would be built when market conditions dictate the need (likely after 2013 but prior to 2023). The North Harbor cut~~s~~ would also be delayed until ~~the full build out of the parking structures~~ cruise parking structures were needed, most likely upon construction of a second Outer Harbor cruise berth. Figures 2-15 and 2-16 show the proposed phasing plans, and Table 2-5 shows the estimated construction schedule for each component of the proposed Project. ~~This phasing was developed for the purpose of the environmental analysis and~~ The phasing description that follows was developed for the purpose of the environmental analysis to assess emissions related to project sequencing during construction and operations and represents a conservative analysis. Ultimate phasing would be subject to change based on financing, ~~and~~ developer response to a Request for Proposals, and length of time required to gain project entitlements, which may require additional environmental analysis. While the overall construction and operation schedule has been delayed, the project sequencing is generally illustrative of current plans.

Section 2.5.1, Page 2-45

Table 2-8a. Proposed Outer Harbor Activities Requiring USACE Authorization Pursuant to Section 404 of the CWA, Section 10 of the RHA, and Section 103 of the MPRSA

	Fill Total (in acres)	*Volume of Fill (in cubic yards)*	*Dredge quantity (in cubic yards)*
Berths 49–50	2.15	17,400	2,100
Berths 45–47	0.85	6,550	1,230

Section 2.7, Pages 2-69 and 2-70

Table 2-10. Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Applicable Statutes, Plans, Policies, and Other Regulatory Requirements	*Description*
General Plan of the City of Los Angeles— Port of Los Angeles Plan	The Port of Los Angeles Plan is one of 35 community plans that make up the General Plan of the City of Los Angeles (City of Los Angeles 1982a). This plan provides a 20-year official guide to the continued development and operation of the Port. It is designed to be consistent with the PMP discussed above. The proposed Project would be consistent with most of the allowable land uses and the goals and policies of the General Plan – Port of Los Angeles Plan. A general plan amendment would be required to address the new water cuts and harbors and to allow hazardous liquid bulk water and land uses at Berth 240 for the proposed relocation of the fueling facility at this location. The impacts and mitigation measures are discussed in Section 3.8, "Land Use and Planning."

E.5 Changes Made to Section 3.1, "Aesthetics"

Section 3.1.3.1.2, Pages 3.1-11 and 3.1-12

The San Pedro Community Plan is intended to promote an arrangement of land uses, streets, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community. The plan is also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. The last San Pedro Community Plan Update was completed on March

17, 1999. ~~The last comprehensive review of the San Pedro Community Plan was completed September 30, 1980, and revised by the General Plan Zoning Consistency Program in 1987 and through ongoing periodic plan review and other plan amendments.~~ The San Pedro Community Plan addresses aesthetics and visual quality issues for areas outside the community plan boundaries (such as the Port) in four sections, as described below. (City of Los Angeles 1999b.)

Section 3.1.3.1.2, Pages 3.1-23 and 3.1-24

Inner Harbor Parking Structures

Berths 91–93 would provide a total of approximately 4,600 parking spaces in a combination of surface and structured parking areas. Two proposed multi-tiered parking structures would be developed at the existing Cruise Center that would cover a footprint of approximately 9.1 acres within the project site. The northernmost structure closest to Terminal 93 is referred to as Structure A, and the second structure is referred to as Structure B. The structures would be sited at 45° angles to Harbor Boulevard to preserve view corridors at O'Farrell, Santa Cruz, and 1st Streets while meeting the parking requirements for the cruise terminals. Each would comprise four levels. Both structures would stair-step back from Harbor Boulevard, starting at two levels (22 feet high) adjacent to Harbor Boulevard, increasing to three levels (32 feet high), and ultimately to four levels (42 feet high) closest to the Main Channel. The existing ramps at the Berths 91–93 terminal would be demolished and removed. Façade treatments for the structures were examined utilizing various materials including landscaped "green walls" and lighting. Roof treatments were also considered addressing potential landscaping and solar power opportunities. The Los Angeles Department of City Planning and the Community Redevelopment Agency of Los Angeles would be involved in the design of landscape features, architectural design, building materials, and structural lighting to minimize aesthetic impacts of the parking structures on the community.

Section 3.1.4.3.1, Page 3.1-30

Downtown Harbor water cuts, however, would extend the water's edge to approximately 160 feet west of the existing Main Channel. This would cut into the linear park improvements that border the water's edge between the existing Fire Station No. 112 and Ferry Building, requiring removal of trees within the park that have a significant influence on the San Pedro skyline and contribute to the history of the area (see Figure 3.1-4). Improvements connected with the Downtown Harbor cuts would result in a noticeable change in the visual character of this area. An ICF Jones & Stokes landscape architect visited the site to evaluate the landscaping to determine if ~~R~~removal of trees that are significant to the visual quality of the area because of their age, history, and stature in the visual setting would result in a significant impact. ~~Mature trees that have a successful survival rate when relocated,~~

~~such as the Mexican Fan and Canary Island palms and banana trees, could be removed and relocated to accommodate improvements.~~While the overall landscaping in this area contributes to the community's skyline and coastal character, it was determined that individual plants that would be removed by construction are not unique, and because of their age, health, and prevalence, they would not ~~warrant~~ merit relocation or replacement (see Appendix C.3 of this final EIS/EIR). Adherence to the plant palette and design guidelines provided in the *San Pedro Waterfront and Promenade Design Guidelines* (Appendix C.2) would ensure new landscaping maintains the valued visual character of the area, as demonstrated by recent adjacent landscape installations. No significant adverse change in visual character would result with ~~implementation of Mitigation Measure MM AES-1 because this measure would require a professional landscape architect to evaluate the visual and historic significance of mature landscaping and would incorporate relocation and replacement of significant trees into landscape plans as a condition of approval. Additionally, it would ensure that all landscape planting be developed in conformity with design guidelines for the community of San Pedro and the Port of Los Angeles.~~construction of the Downtown and 7th Street Harbors.

Section 3.1.4.3.1, Pages 3.1-35 and 3.1-36

Summary

Removal of Existing Features. Proposed features would result in no noticeable removal, alteration, or demolition of important, place-defining visual elements. The proposed Project would include water cuts (approximately 7 acres) along the waterfront either within or adjoining existing berths; limited extension of existing wharves; and relocating ship docking from existing berths to different ones (e.g., S.S. Lane Victory). Existing jetties, asphalt pavement, and non-historic buildings of a utilitarian character that do not define the visual setting would be removed. Because the existing features proposed for removal are not visual resources but rather minor or inconsequential in visual terms, and because they constitute a small portion glimpsed in a typical panoramic view across the Port, no significantly adverse change to visual quality is expected to occur as a result of their removal. ~~Limited~~ ~~l~~Landscaping ~~that is visually significant to the skyline and historic setting of the proposed project area could~~ would be removed to accommodate Downtown Harbor improvements north of the Maritime Museum. Adherence to the plant palette and design guidelines provided in the *San Pedro Waterfront and Promenade Design Guidelines* (Appendix C.2) would ensure that new landscaping associated with the proposed Project would maintain the valued visual character of this area. Although the overall landscaping in the area contributes to the community's skyline and coastal character, individual plants that would be removed by construction are not unique and because of their age, health, and prevalence, would not merit relocation or replacement (see Appendix C.3 of this final EIS/EIR). Impacts resulting from the~~ir~~ removal of plant material would be ~~reduced to~~ less than significant ~~levels with implementation of Mitigation Measure MM AES-1, set forth below~~.

Section 3.1.4.3.1, Pages 3.1-37 and 3.1-38

CEQA Impact Determination

Evaluation of the proposed Project based on factors for determining significance indicates that proposed project features would not degrade existing visual character or quality of the site or its surroundings. ~~However, removal of trees that are visually significant to the character of the community and historic setting to accommodate the construction of the Downtown Harbor would be significant. Mitigation Measure MM AES-1 would reduce impacts to less-than-significant levels.~~

Mitigation Measures

~~MM AES-1. Visual and historic significance of mature landscaping will be evaluated before construction begins by an expert trained in such evaluation, such as a professional landscape architect. Relocation and replacement of significant trees, as identified by the professional, will be incorporated into landscape plans as a condition of approval. All landscape planting will be developed in conformity with design guidelines for the community of San Pedro and the Port of Los Angeles.~~No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

NEPA-related components relevant to Impact AES-3 comprise approximately 7 acres of water cuts for development of the North, Downtown, and 7th Street Harbors; proposed Outer Harbor terminal and berth improvements; and minor modifications along the waterfront including development of segments of the waterfront promenade at Ports O'Call, City Dock No. 1, and the salt marsh. An evaluation of the proposed Project based on factors for determining significance indicates that the proposed NEPA-related project features would not degrade existing visual character or quality of the site or its surroundings. Effects on visual quality would be negligible since these modifications would blend into the vast array and scale of components glimpsed in views across the Port. Impacts from proposed NEPA-related features would be less than significant. ~~However, removal of trees that are visually significant to the character of the community and historic setting for the creation of the new Downtown Harbor would result in a significant impact under NEPA. Impacts would be reduced to less than significant with implementation of Mitigation Measure MM AES-1.~~

Mitigation Measures

~~Implement Mitigation Measure MM AES-1~~No mitigation is required.

Section 3.1.4.3.2, Page 3.1-45

Town Square Area (North Harbor, Downtown Harbor, 7th Street Harbor, and 7th Street Pier). All features in the town square area would be similar to the proposed Project. As described under the proposed Project, water cuts and waterside improvements would be scarcely perceived within the vast array of the Port's visual elements, and impacts would be less than significant. ~~However, as with the proposed Project, development of the Downtown Harbor would require removal of trees that may be significant to the visual quality of the area, and impacts would be significant without mitigation.~~

Section 3.1.4.3.2, Page 3.1-46

CEQA Impact Determination

Impact determinations would be the same as for the proposed Project. Impacts on visual quality from development of the proposed ~~Outer Harbor Cruise Terminal and cruise ship at berth would remain less than significant. Removal of trees that are visually significant to the character and historic setting of the community to accommodate construction of the Downtown Harbor would be significant. Mitigation Measure MM AES-1, described above for the proposed Project, would reduce impacts to less than significant levels~~Project would be less than significant.

Mitigation Measures

~~Implement Mitigation Measure MM AES-1~~No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Impact determinations would be the same as for the proposed Project. Impacts on visual quality from development of the proposed ~~Outer Harbor Cruise Terminal and berth would remain less than significant. As with the proposed Project, removal of trees for the creation of the Downtown Harbor would result in a significant impact under NEPA. Impacts would be reduced to less than significant with implementation of Mitigation Measure MM AES-1~~Project would be less than significant.

Mitigation Measures

~~Implement Mitigation Measure MM AES-1~~No mitigation is required.

Section 3.1.4.3.3, Pages 3.1-50 and 3.1-51

Impacts from Alternative 2 would be similar to those identified under the proposed Project. ~~As with the proposed Project, Alternative 2 would require removal of trees for the creation of the Downtown Harbor, which would result in a significant impact on visual character.~~ Differences related to visual quality between this alternative and the proposed Project are described below. Impact AES-1 discusses the visual effects of the proposed Inner Harbor parking structures from Harbor Boulevard and the proposed cruise ships at berth from KOP B for this alternative.

Section 3.1.4.3.3, Pages 3.1-51 and 3.1-52

CEQA Impact Determination

Impact determinations would be the same as for the proposed Project. Impacts on visual quality from development of the proposed ~~Outer Harbor Cruise Terminals and cruise ships at berth would remain less than significant. Removal of trees that are visually significant to the character and historic setting of the community to accommodate construction of the Downtown Harbor would be significant. Mitigation Measure MM AES-1 would reduce impacts to less-than-significant levels~~Project would be less than significant.

Mitigation Measures

~~Implement Mitigation Measure MM AES-1~~No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Impact determinations would be the same as for the proposed Project. Impacts on visual quality from development of the proposed ~~Outer Harbor Cruise Terminal and cruise ship at berth would remain less than significant. As with the proposed Project, removal of trees for the creation of the Downtown Harbor would result in a significant impact under NEPA. Impacts would be reduced to less than significant with implementation of Mitigation Measure MM AES-1~~Project would be less than significant.

Mitigation Measures

~~Implement Mitigation Measure MM AES-1~~No mitigation is required.

Section 3.1.4.3.4, Page 3.1-56

Impacts from Alternative 3 would be similar to those identified under the proposed Project and Alternative 1. ~~Alternative 3 would also require removal of trees to accommodate the construction of the Downtown Harbor, resulting in a significant impact on visual quality.~~ Differences between Alternative 3 and the proposed Project are described below. Impact AES-1 discusses the visual effects of the proposed Inner Harbor parking structures from Harbor Boulevard and the proposed cruise ship at berth from KOP B for this alternative.

Section 3.1.4.3.4, Page 3.1-57

CEQA Impact Determination

Impact determinations would be the same as for the proposed Project. There would be fewer modifications in the Ports O'Call, and impacts would remain less than significant. Impacts on a scenic vista from development of the proposed Outer Harbor Cruise Terminal and cruise ship at berth would remain less than significant. As with the proposed Project, ~~removal of trees for the~~ impacts on visual quality from creation of the Downtown Harbor area would ~~result in a significant impact on visual character. Mitigation Measure MM AES-1 would reduce impacts to less-than-significant levels~~be less than significant.

Mitigation Measures

~~Implement Mitigation Measure MM AES-1~~No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Impacts from development of the proposed Outer Harbor Cruise Terminal and cruise ship at berth would remain less than significant. As with the proposed Project, ~~removal of trees for the~~ creation of the Downtown Harbor area would result in a less-than-significant impact under NEPA. ~~Impacts would be reduced to less than significant with implementation of Mitigation Measure MM AES-1.~~

Mitigation Measures

~~Implement Mitigation Measure MM AES-1~~No mitigation is required.

Section 3.1.4.3.5, Pages 3.1-60 and 3.1-61

CEQA Impact Determination

Proposed elements would not have a negative effect on views from KOP B; impacts from proposed development of the Outer Harbor Park would be less than significant. However, although impacts would be reduced when compared to the proposed Project, the proposed parking structure at the existing Inner Harbor cruise ship terminal would block views to the Vincent Thomas Bridge from a short segment of a locally designated scenic highway. Unlike the proposed Project and Alternatives 1, 2, and 3, there may be opportunities to maintain views by reducing the height of the proposed structure or relocating the structure within the site because only one structure is proposed. Mitigation Measure MM AES-~~2~~ 1 would help reduce visual impacts, but without an evaluation of the final design, impacts are considered significant from this segment of the scenic highway.

Mitigation Measures

MM AES-~~2~~1: As part of the design process for the proposed Inner Harbor parking structure, design alternatives will be developed to minimize impacts on views to the Vincent Thomas Bridge from Harbor Boulevard. Alternatives will explore siting, setbacks, stepped construction, massing, height, articulated rooflines, and other architectural detailing to reduce impacts. Visualizations of design alternatives will be evaluated by an architectural review committee, and the final design will be selected based on its ability to best preserve sight lines looking northeast to the Vincent Thomas Bridge, and visually integrate with the aesthetic character of the waterfront area.

Section 3.1.4.3.5, Page 3.1-62

Town Square Area. Under Alternative 4, the North Harbor would not be developed, and the tugboats and LAMI would remain in their existing locations. This would not alter existing visual features, and there would be no impact. Relocation of the S.S. Lane Victory to Ports O'Call would have a negligible effect on visual quality because the vessel would blend into the diverse array of waterside and waterfront features that occur throughout the harbor. The Downtown Harbor would be developed, and impacts ~~associated with the removal of significant trees could occur~~would be less than significant, as discussed under the proposed Project. ~~Impacts would be significant.~~

Section 3.1.4.3.5, Page 3.1-63

CEQA Impact Determination

Impact determinations would be the same as for the proposed Project. There would be fewer modifications to the Outer Harbor; impacts would remain less than significant. The North Harbor would not be developed, resulting in fewer modifications to the town square area; impacts would remain less than significant. As with the proposed Project, ~~removal of trees that are visually significant to the character and historic setting of the community to accommodate~~ construction of the Downtown Harbor area would ~~be significant. Mitigation Measure MM AES-1 would reduce impacts to less-than-significant levels~~result in less-than-significant impacts on visual quality.

Mitigation Measures

~~Implement Mitigation Measure AES-1~~No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Impact determinations would be the same as for the proposed Project. Proposed NEPA-related project features would blend into the vast array and scale of components glimpsed in views across the Port. There would be fewer modifications to the Outer Harbor; impacts would remain less than significant. The North Harbor would not be developed, resulting in fewer modifications to the town square area; impacts would remain less than significant. As with the proposed Project, ~~removal of trees for the~~ creation of the Downtown Harbor area would result in a less-than-significant impact under NEPA. ~~Impacts would be reduced to less than significant with implementation of Mitigation Measure MM AES-1.~~

Mitigation Measures

~~Implement Mitigation Measure MM AES-1~~No mitigation is required.

Section 3.1.4.3.6, Page 3.1-66

CEQA Impact Determination

Impacts would be less than significant from KOP B; however, the proposed parking structure at the existing Inner Harbor cruise ship terminal would block views to the Vincent Thomas Bridge from a short segment of a locally designated scenic highway and impacts would be significant. A reduction in the height of the proposed structure

or relocation within the site could offer opportunities to maintain views. Mitigation Measure MM AES-~~2~~ 1 would help reduce visual impacts, but without an evaluation of the final design, impacts are considered significant from this segment of the scenic highway.

Mitigation Measures

Implement Mitigation Measure MM AES-~~2~~1.

Section 3.1.4.3.6, Page 3.1-68

Town Square Area. Under Alternative 5, there would be no harbor cuts in the town square area~~, and Mitigation Measure MM AES-1 would not be required for the removal of trees~~. Although the three harbors would not be developed, the overall purpose and design goals of this area as a focal point and link to downtown San Pedro would be the same as the proposed Project. Impacts would be less than significant.

Section 3.1.4.3.9, Pages 3.1-77 through 3.1-83

Table 3.1-2. Summary Matrix of Potential Impacts and Mitigation Measures for Aesthetics Impacts Associated with the Proposed Project and Alternatives

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.1 Aesthetics				
Proposed Project	**AES-3:** The proposed Project would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: Less than ~~S~~significant	~~MM-AES-1. Visual and historic significance of mature landscaping will be evaluated before construction begins by an expert trained in such evaluation, such as a professional landscape architect. Relocation and replacement of significant trees, as identified by the professional, will be incorporated into landscape plans as a condition of approval. All landscape planting will be developed in conformity with design guidelines for the community of San Pedro and the Port of Los Angeles.~~No mitigation is required.	CEQA: Less than significant
		NEPA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM-AES-1.~~ No mitigation is required.	NEPA: Less than significant
Alternative 1	**AES-3:** Alternative 1 would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: Less than significant~~Significant~~	~~Implement Mitigation Measure MM-AES-1~~No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant~~Significant~~	~~Implement Mitigation Measure MM-AES-1~~No mitigation is required.	NEPA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Alternative 2	**AES-3:** Alternative 2 would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: Less than significant~~Significant~~	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant~~**Significant**~~	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	NEPA: Less than significant
Alternative 3	**AES-3:** Alternative 3 would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: Less than significant~~Significant~~	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant~~Significant~~	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	NEPA: Less than significant
Alternative 4	**AES-1:** Alternative 4 would result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Significant	**MM AES-~~2~~1:** As part of the design process for the proposed Inner Harbor parking structure, design alternatives will be developed to minimize impacts on views to the Vincent Thomas Bridge from Harbor Boulevard. Alternatives will explore siting, setbacks, stepped construction, massing, height, articulated rooflines, and other architectural detailing to reduce impacts. Visualizations of design alternatives will be evaluated by an architectural review committee, and the final design will be selected based on its ability to best preserve sight lines looking northeast to the Vincent Thomas Bridge, and visually integrate with the aesthetic character of the waterfront area.	CEQA: Significant and unavoidable

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	AES-3: Alternative 4 would not substantially degrade the existing visual character or quality of the site or its surroundings.	CEQA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	CEQA: Less than significant
		NEPA: ~~Significant~~Less than significant	~~Implement Mitigation Measure MM AES-1~~No mitigation is required.	NEPA: Less than significant

1

Alternative 5	**AES-1:** Alternative 5 would result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views.	CEQA: Significant	Implement Mitigation Measure MM AES-~~2~~1.	CEQA: Significant and unavoidable
		NEPA: No impacts	No mitigation is required.	NEPA: No impacts

Section 3.1.4.4, Page 3.1-85

Table 3.1-3. Mitigation Monitoring for Aesthetics

~~**Impact AES-3:** The proposed Project would not substantially degrade the existing visual character or quality of the site or its surroundings.~~ ~~*(Also applies to Impact AES-3 for Alternatives 1–4.)*~~	
~~Mitigation Measure~~	~~**MM AES-1.** Visual and historic significance of mature landscaping will be evaluated before construction begins by an expert trained in such evaluation, such as a professional landscape architect. Relocation and replacement of significant trees, as identified by the professional, will be incorporated into landscape plans as a condition of approval. All landscape planting will be developed in conformity with design guidelines for the community of San Pedro and the Port of Los Angeles.~~
~~Timing~~	~~During final design and preparation of landscape plans for, and prior to construction of, the Downtown Harbor.~~
~~Methodology~~	~~Landscape architectural services will be retained by LAHD staff to evaluate the visual and historic significance of landscaping slated for removal due to construction of the Downtown Harbor and associated features. Significant plantings will be identified, and their relocation and replacement will be included in project landscape plans as a condition of approval. All landscape planting will be developed in conformity with design guidelines for the community of San Pedro and the Port of Los Angeles.~~
~~Responsible Parties~~	~~LAHD Engineering.~~
~~Residual Impacts for Impact AES-3~~	~~Less than significant.~~
Mitigation Measure	**MM AES-~~2~~1:** As part of the design process for the proposed Inner Harbor parking structure, design alternatives will be developed to minimize impacts on views to the Vincent Thomas Bridge from Harbor Boulevard. Alternatives will explore siting, setbacks, stepped construction, massing, height, articulated rooflines, and other architectural detailing to reduce impacts. Visualizations of design alternatives will be evaluated by an architectural review committee, and the final design will be selected based on its ability to best preserve sight lines to the Vincent Thomas Bridge, and visually integrate with the aesthetic character of the waterfront area.

Section 3.1.5, Page 3.1-86

The proposed parking structure at the existing Inner Harbor cruise ship terminal would block views to the Vincent Thomas Bridge from a short segment of Harbor Boulevard, a locally designated scenic highway. Impacts would be significant under CEQA to this segment of Harbor Boulevard for the proposed Project and Alternatives 1 through 5. Mitigation Measure MM AES-~~2~~ 1 could reduce visual impacts for Alternatives 4 and 5, but without an evaluation of the final design, impacts are considered significant from this segment of the scenic highway. Because the NEPA baseline includes the Inner Harbor parking structure proposed under Alternatives 4 and 5, only the proposed Project and Alternatives 1 through 3 would result in significant unavoidable impacts under NEPA.

E.6 Changes Made to Section 3.2, "Air Quality and Meteorology"

Section 3.2.2.3.1, Page 3.2-18

Table 3.2-6. Annual Operational GHG Emissions—CEQA Baseline (2006)

Project Scenario/ Source Type	*Metric Tons Per Year*			
	CO_2	CH_4	N_2O	CO_2e
Vessel transit and maneuvering	34,994	0.2	1.6	35,49135,488
Year 2006 Total	**129,270**	**6.3**	**9.4**	**132,310132,308**

Section 3.2.3.1.8, Page 3.2-22

~~LAHD regularly provides SCAG with its Port-wide cargo forecasts for development of the AQMP. The 1997 passenger vessel calls projections are used to estimate the passenger vehicles, hired vehicles, and delivery trucks emissions from Port activities. These activities are included in the Regional Transportation Plan (RTP) of the Metropolitan Planning Organization (MPO) and, thus, were included in the most recent EPA-approved 1997/1999 SIP and the 2007 SIP, should the EPA approve the 2007 SIP. Pursuant to Section 176(c) of the Federal Clean Air Act, the conformity analysis and findings will be made outside of this document and will be finalized before the federal agency, in this case the USACE, issues a Record of Decision (ROD) on the EIS. A more detailed conformity statement will be included in the Final EIS to support the ROD depending on potential changes to the federal components proposed Project and/or alternatives developed in response to public comment on the draft EIS/EIR.~~

Section 176 (c) of the Clean Air Act (42 U.S.C. Section 7506(c)) requires any entity of the federal government that engages in, supports, or in any way provides financial support for, licenses or permits, or approves any activity to demonstrate that the action conforms to the applicable State Implementation Plan (SIP) required under Section 110 (a) of the Clean Air Act (42 U.S.C. Section 7410(a)) before the action is otherwise approved. In this context, conformity means that such federal actions must be consistent with a SIP's purpose of eliminating or reducing the severity and number of violations of national ambient air quality standards (NAAQS) and achieving expeditious attainment of those standards. Each federal agency (including the USACE) must determine that any action that is proposed by the agency and that is subject to the regulations implementing the conformity requirements will, in fact, conform to the applicable SIP before the action is taken.

The general conformity regulations incorporate a stepwise process, beginning with an applicability analysis. According to EPA guidance (EPA 1994), before any approval is given for a federal action to go forward, the regulating federal agency must apply the applicability requirements found at 40 CFR Section 51.853(b) to the federal action and/or determine the regional significance of the federal action pursuant to 40 CFR Section 51.853(j) to evaluate whether, on a pollutant-by-pollutant basis, a determination of general conformity is required. The guidance states that the applicability analysis can be (but is not required to be) completed concurrently with any analysis required under NEPA. If the regulating federal agency determines that the general conformity regulations do not apply to the federal action, no further analysis or documentation is required. If the general conformity regulations do apply to the federal action, the regulating federal agency must next conduct a conformity evaluation in accordance with the criteria and procedures in the implementing regulations, publish a draft determination of general conformity for public review, and then publish the final determination of general conformity.

As part of the environmental review of the federal action, the USACE conducted a general conformity evaluation pursuant to SCAQMD Rule 1901 and 40 CFR Part 51 Subpart W. The general conformity regulations apply at this time to any action at the Port requiring USACE approval because the SCAB in the Port area is a nonattainment area for O_3, PM10, and PM2.5, and a maintenance area for NO_2 and CO. The USACE conducted the general conformity evaluation following all regulatory criteria and procedures and in coordination with EPA, CARB, and SCAQMD. The draft general conformity determination is presented in Appendix D7 of this final EIS/EIR. The USACE proposes that the federal action as designed will conform to the approved SIP, based on the findings below:

- The federal action is not subject to a general conformity determination for CO, VOC (as an O_3 and PM2.5 precursor), NO_X (as a PM2.5 precursor), PM10, PM2.5, or SO_X (as a PM2.5 precursor) because the net emissions associated with the federal action are less than the general conformity de minimis thresholds and they are not regionally significant.
- The federal action conforms to the SIP for NO_X (as an O_3 precursor) because the net emissions associated with the federal action, taken together with all other NO_X emissions in the SCAB, would not exceed the emissions budgets in the approved SIP for the years subject to the general conformity evaluation.
- The federal action and all Port of Los Angeles projects were included in the 2007 AQMP, which represents a SIP revision incorporating the project. The 2007 AQMP includes all of the necessary elements for the requested redesignation to "extreme" nonattainment classification for the 8-hour ozone NAAQS (74 FR 43654). Therefore, the federal action conforms to the approved SIP through the 2007 AQMP SIP revision and satisfies the conformity demonstration requirement under 40 C.F.R. 51.858(a)(5)(i)(B).

Therefore, USACE herewith concludes that the federal action as designed conforms to the purpose of the approved SIP and it is consistent with all applicable requirements.

Section 3.2.4.1.4, Following Page 3.2-26

Figure 3.2-3 has been revised to presents route of the tugboats hauling dredged and excavated materials from the harbor cuts to the LA-2 and LA-3 disposal sites.

Section 3.2.4.3.1, Page 3.2-58

Table 3.2-17. Summary of Peak Daily Construction Emissions—Proposed Project without Mitigation

	Peak Daily Construction Emissions (lb/day)					
Project Year	*VOC*	*CO*	*NO_X*	*SO_X*	*PM10*	*PM2.5*
2014 Peak Daily Construction Emissions	300~~267~~	1,106~~1,018~~	3,836~~3,166~~	3	407~~373~~	201~~170~~
NEPA Emissions (Proposed Project minus non-Federal emissions)	238~~205~~	710~~622~~	2,798~~2,128~~	2	370~~336~~	177~~146~~

Section 3.2.4.3.1, Pages 3.2-61 and 3.2-62

MM AQ-3. ***Fleet Modernization for Onroad Trucks.***

1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property.
2. Idling shall be restricted to a maximum of 5 minutes when not in use.
3. Standards/Specifications:

   - January 1, 2009 to December 31, 2011: All onroad heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used on site or to transport materials to and from the site must contain an EPA 2004 engine model year or newer in order to comply with EPA 2004 onroad emission standards.~~shall comply with EPA 2004 onroad PM emission standards and be the cleanest available with respect to NO_x (0.10g/bhp-hr PM10 and 2.0 g/bhp-hr NO_x). In addition, all onroad trucks shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~
   - Post-January 2011: All onroad heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with 2010 emission standards, where available. ~~In addition, all onroad trucks shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the~~

K:\SAN DIEGO\PROJECTS\POLA\01074.07\MAPDOC\AQ\2009_MARCH\FIG3_2_3_TUGBOATCOMPONENTS.MXD AS&SLM (03-06-09)

SOURCE: ICF Jones & Stokes

ICF Jones & Stokes
an ICF International Company

N

0 2.5 5 10 Miles

0 2.5 5 10 Kilometers

Figure 3.2-3
Tugboat Construction Haul Route
San Pedro Waterfront Project

~~contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~

A copy of each unit's certified EPA rating, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

Section 3.2.4.3.1, Pages 3.2-63 and 3.2-64

MM AQ-5. ***Additional Fugitive Dust Controls.***

The calculation of fugitive dust (PM10) from unmitigated proposed project earth-moving activities assumes a 75% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure proposed project compliance with SCAQMD Rule 403.

The construction contractor shall apply for a SCAQMD Rule 403 Dust Control Permit.

The construction contractor shall further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor shall designate personnel to monitor the dust control program and to order increased watering or other dust control measures, as necessary, to ensure a 90% control level. Their duties shall include holiday and weekend periods when work may not be in progress.

The following measures, at minimum, must be part of the contractor Rule 403 dust control plan:

- Active grading sites shall be watered one additional time per day beyond that required by Rule 403;
- Contractors shall apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas;
- Construction contractors shall provide temporary wind fencing around sites being graded or cleared;
- Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code;
- Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site;
- The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed; ~~and~~

- Trucks hauling materials such as debris or fill shall be fully covered while operating off LAHD property;~~.~~
- A construction relations officer shall be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation;
- All streets shall be swept at least once a day using South Coast Air Quality Management District (SCAQMD) Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets;
- Water or non-toxic soil stabilizer shall be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces;
- Roads and shoulders shall be paved; and
- Water shall be applied three times daily or as needed to areas where soil is disturbed.

Uncalculated Revisions to Construction Assumptions/Mitigation Measures

The revisions to mitigation measures include revisions to Mitigation Measures MM AQ-3 and MM AQ-5. Mitigation Measure MM AQ-3 clarifies the on-road truck requirements while Mitigation Measure MM AQ-5 includes additional best management practices to reduce fugitive dust. The net effect of the revised mitigation measures not would reduce mitigated construction emissions presented in Table 3.2-19. Construction emissions are assumed to still exceed the CEQA and NEPA emissions thresholds.

Section 3.2.4.3.1, Pages 3.2-66

Table 3.2-19. Summary of Peak Daily Construction Emissions—Proposed Project with Mitigation

	Peak Daily Construction Emissions (lb/day)					
Project Year	*VOC*	*CO*	*NO_X*	*SO_X*	*PM10*	*PM2.5*
2014 Peak Daily Construction Emissions	193~~170~~	~~911~~1,133	~~2,299~~2,734	3	125~~94~~	97~~69~~
NEPA Emissions (Proposed Project minus non-Federal emissions)	131~~108~~	737~~515~~	1,696~~1,261~~	2	88~~57~~	73~~45~~

Section 3.2.4.3.1, Pages 3.2-70

- The cruise terminal component of t~~T~~he proposed Project would generate 488, 744, 852, and 1,118 peak daily truck trips to the cruise terminals~~,~~ and Ports

O'Call~~, and other small proposed project sites~~ in 2011, 2015, 2022, and 2037, respectively.

Section 3.2.4.3.1, Pages 3.2-79 through 3.2-84

Table 3.2-25. Comparison between Clean Air Action Plan Control Measures and the Proposed Project Mitigation Measures

CAAP Measure Number	*CAAP Measure Name*	*CAAP Measure Description*	*EIS/EIR Mitigation Measure (MM)*	*Discussion*
OGV-1	Ocean Going Vessel (OGV) Vessel Speed Reduction (VSR)	OGVs that call at the ports of Los Angeles and Long Beach shall not exceed 12 knots (kts) within 20 nm of Point Fermin (extending to 40 nm in future).	**MM AQ-11. Vessel Speed-Reduction Program.** Ships calling at the Inner Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: ~~30%~~75% of all calls in 2009 and 100% of all calls in 2013 and thereafter. Ships calling at the Outer Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: 100% of all calls in 2013 and thereafter.	MM AQ-11 complies with OGV-1.

CAAP Measure Number	*CAAP Measure Name*	*CAAP Measure Description*	*EIS/EIR Mitigation Measure (MM)*	*Discussion*
OGV-5	OGV-5 OGV Main and Auxiliary	Requires implementation of emission-reduction engine technologies, such as sea water scrubbers, slide	**MM AQ-12. New Vessel Builds.** All new vessel builds shall incorporate NO_X, PM	MM AQ-12 complies with OGV-5. OGV engine standards have not kept pace with other

CAAP Measure Number	*CAAP Measure Name*	*CAAP Measure Description*	*EIS/EIR Mitigation Measure (MM)*	*Discussion*
	Engine Emission Improvements	valves, and selective catalytic reduction (SCR) technology, as well as establishment of a Technology Advancement Program. Implementation shall be via leases and voluntary.	and GHG control devices on ships' engines. These control devices include, but are not limited to, the following technologies, where appropriate: (1) SCR technology, (2) exhaust gas recirculation, (3) in-line fuel emulsification technology, (4) DPFs or exhaust scrubbers, (5) common rail direct fuel injection, (6) low-NO_X burners for boilers, (7) implementation of fuel economy standards by vessel class and engine, ~~and~~ (8) diesel-electric pod-propulsion systems, and (9) main engine controls will meet at a minimum the SIP requirements.	engine standards, such as those for trucks and terminal equipment. New vessels destined for California service should be built with these technologies.

1

CAAP Measure Number	*CAAP Measure Name*	*CAAP Measure Description*	*EIS/EIR Mitigation Measure (MM)*	*Discussion*
HC-1	Performance Standards for Harbor Craft	This measure shall focus on harbor craft that have not already been repowered/retrofitted (including construction-related harbor craftlike dredges and support vessels). When candidate vessels are identified, the ports of Los Angeles and Long Beach shall assist/require the owner/operator to repower or retrofit propulsion and auxiliary engines. For	**MM AQ-18. Engine Standards for Tugboats.** Tugboats calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): 30% in	MM AQ-17 and MM AQ-18 are consistent with HC-1.

CAAP Measure Number	*CAAP Measure Name*	*CAAP Measure Description*	*EIS/EIR Mitigation Measure (MM)*	*Discussion*
		nonconstruction-related candidates, port of Los Angeles and Long Beach staff members shall assist the owners in applying for Carl Moyer Program incentive funding for the cleanest available engine that meets the emissions and cost effectiveness requirements. It should be noted that several tugs operating at the Port of Long Beach are home ported on private property (not port property) and therefore shall not be affected by this measure.	2010 and 100% in 2014. Tugs calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 3, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): 20% in 2015, 50% in 2018, and 100% in 2020. **MM AQ-17. AMP for Tugboats.** Crowley and Millennium tugboats calling at the North Harbor cut shall use AMP while hoteling at the Port as follows (minimum percentage): 100% compliance in 2014.	

Section 3.2.4.3.1, Pages 3.2-84 through 3.2-88

Table 3.2-26. Regulations, Agreements, and Mitigation Measures Assumed as Part of the Proposed Project with Mitigation Emissions

Cruise Ships	*Tugboats and Ferries*	*Terminal Equipment*	*Trucks*	*Shuttle Busses*
Part 2. Mitigation Measures				
MM AQ-9. Alternative Maritime Power (AMP) for Cruise Vessels. Cruise vessels calling at the Inner Harbor Cruise Terminal shall use AMP at the following percentages while hoteling in the Port: 30% of all calls in	**MM AQ-17. AMP for Tugboats.** Crowley and Millennium tugboats calling at the North Harbor cut shall use AMP while hoteling at the Port as follows	**MM AQ-13. Clean Terminal Equipment.** All terminal equipment shall be electric, where available. All terminal	**MM AQ-15. Truck Emission Standards.** Onroad heavy-duty diesel trucks (above 14,000 pounds) entering the cruise terminal building shall achieve EPA's 2007	**MM AQ-14. LNG-Powered or LEV Equivalent Shuttle Busses.** All shuttle buses from parking lots to cruise

Cruise Ships	*Tugboats and Ferries*	*Terminal Equipment*	*Trucks*	*Shuttle Busses*
2009 and 80% of all calls in 2013 and thereafter. Ships calling at the Outer Harbor Cruise Terminal shall use AMP while hoteling at the Port as follows (minimum percentage): 97% of all calls in 2013 and thereafter. Additionally, by 2013, all ships retrofitted for AMP shall be required to use AMP while hoteling, with a compliance rate of 100%, with the exception of circumstances when an AMP-capable berth is unavailable due to utilization by another AMP-capable ship. This portion of the mitigation measure is not quantified. Use of AMP shall enable ships to turn off the engines they require for ship service loads during hoteling, leaving the boiler as the only source of direct emissions. An increase in regional power plant emissions associated with AMP electricity generation is also assumed. Including emissions from ships' boilers and regional power plants, ships hoteling with AMP reduce their criteria pollutant emissions by 70% to 90%, depending on the pollutant, compared with ships hoteling without AMP and burning residual fuel in the boilers. **MM AQ-10. Low-Sulfur Fuel.** All ships (100%) calling at the Inner and Outer Harbor Cruise Terminals shall use low-sulfur fuel (maximum sulfur content of 0.2 percent) in auxiliary engines, main engines, and boilers within 40 nm of Point Fermin (including hoteling for non-AMP ships) beginning on Day 1 of	(minimum percentage): 100% compliance in 2014. **MM AQ-18. Engine Standards for Tugboats.** Tugboats calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): 30% in 2010 and 100% in 2014. Tugs calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 3, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): 20% in 2015, 50% in 2018, and 100% in 2020. **MM AQ-21. Catalina Express Ferry Engine Standards.** Ferries calling at the Catalina Express Terminal shall be repowered to meet the cleanest ~~existing~~ marine engine emission standards in existence at the time of repowering ~~or EPA Tier 2~~ as follows (minimum percentages): 30% in	equipment other than electric forklifts at the cruise terminal building shall implement the following measures: Beginning in 2009, all non-yard tractor purchases shall be either (1) the cleanest available NO_X alternative-fueled engine meeting 0.015 g/bhp-hr for PM or (2) the cleanest available NO_X diesel-fueled engine meeting 0.015 g/bhp-hr for PM. If there are no engines available that meet 0.015 g/bhp-hr for PM, the new engines shall be the cleanest available (either fuel type) and shall have the cleanest VDEC; By the end of 2012, all non-yard tractor terminal equipment less than 750 hp shall meet the EPA Tier 4 nonroad engine standards; and By the end of 2014, all terminal equipment shall meet EPA Tier 4 nonroad engine	Heavy-Duty Highway Diesel Rule emission standards for onroad heavy-duty diesel engines (EPA 2001a) in the following percentages: 20% in 2009, 40% in 2012, and 80% in 2015 and thereafter.	ship terminals shall either be LNG powered or a low-emission vehicle (LEV) equivalent that will reduce emissions at or below LNG abilities.

Cruise Ships	*Tugboats and Ferries*	*Terminal Equipment*	*Trucks*	*Shuttle Busses*
operation. Ships with mono-tank systems or having technical issues prohibiting use of low sulfur fuel would be exempt from this requirement. The tenant shall notify the Port of such vessels prior to arrival and shall make every effort to retrofit such ships within one year. The following minimum annual participation rates were assumed in the air quality analysis: Inner Harbor • 30% of all calls in 2009, and • 90% of all calls in 2013 and thereafter. • Outer Harbor: • 90% of all calls in 2013. Low-sulfur fuel requirements shall apply independently of AMP participation. **MM AQ-11. Vessel Speed-Reduction Program.** Ships calling at the Inner Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: ~~30%~~75% of all calls in 2009 and 100% of all calls in 2013 and thereafter. Ships calling at the Outer Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: 100% of all calls in 2013 and thereafter. Currently, the VSR program is	2010 and 100% in 2014.	standards.		

Cruise Ships	*Tugboats and Ferries*	*Terminal Equipment*	*Trucks*	*Shuttle Busses*
a voluntary program. This mitigation measure requires cruise vessels to participate in the VSR program at higher rates than those currently being achieved. The cruise speed for a cruise vessel ranges from about 18 to 24 knots, depending on the size of the ship (larger ships generally cruise at higher speeds). For a ship with a 23-knot cruising speed, for example, a reduction in speed to 12 knots reduces the main engine load factor from 83% to 14% due to the cubic relationship of load factor to speed.				
Part 3. Mitigation Measures Not Included in the Emission Calculations				
MM AQ-12. New Vessel Builds. New vessel builds shall incorporate NO_X and PM control devices on auxiliary and main engines. **MM AQ-22. Periodic Review of New Technology and Regulations.**	**MM AQ-19. Tugboats Idling Reduction**. The tug companies shall ensure that tug idling is reduced to less than 10 minutes at the cruise terminal building. This measure is not quantified. **MM AQ-20 Catalina Express Ferry Idling Reduction Measure.** Catalina Express shall ensure that ferry idling is reduced to less than 5 minutes at the cruise terminal building. This measure is not quantified. **MM AQ-22: Periodic Review of New Technology and Regulations.** LAHD shall require the cruise ship companies to review, in terms of feasibility, any LAHD-identified or other new emissions-reduction		**MM AQ-16. Truck Idling-Reduction Measure**. The cruise terminal building operator will ensure that heavy-duty truck idling is reduced at both the Inner and Outer Harbor Cruise Terminal. Potential methods to reduce idling include, but are not limited to, the following: (1) operator shall maximize the times when the gates are left open, including during off-peak hours, (2) operator shall implement an appointment-based truck delivery and pick-up system to minimize truck queuing, and (3) operator shall design gate to exceed truck-flow capacity to ensure queuing is minimized. This measure is not quantified.	

Cruise Ships	*Tugboats and Ferries*	*Terminal Equipment*	*Trucks*	*Shuttle Busses*
	technology, and report to LAHD. This measure is not quantified.			

Section 3.2.4.3.1, Pages 3.2-89

MM AQ-11. ***Vessel Speed-Reduction Program.***

Ships calling at the Inner Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule:

- ~~30%~~75% of all calls in 2009, and
- 100% of all calls in 2013 and thereafter.

Ships calling at the Outer Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule:

- 100% of all calls in 2013 and thereafter.

Section 3.2.4.3.1, Pages 3.2-90

MM AQ-12. ***New Vessel Builds.***

The purchaser shall confer with the ship designer and engine manufacture to determine the feasibility of incorporating all emission reduction technology and/or design options and when ordering new ships bound for the Port of Los Angeles. Such technology shall be designed to reduce criteria pollutant emissions (NO_X, SO_X, and PM) and GHG emission (CO, CH_4, N_2O, and HFCs). Design considerations and technology shall include, but is not limited to:

1. Selective Catalytic Reduction Technology
2. Exhaust Gas Recirculation
3. In-line fuel emulsification technology
4. Diesel Particulate Filters (DPFs) or exhaust scrubbers
5. Medium Speed Marine Engine (Common Rail) Direct Fuel Injection
6. Low NO_X Burners for Boilers

7. Implement fuel economy standards by vessel class and engine
8. Diesel-electric pod propulsion systems.
9. Main engine controls will meet, at a minimum, SIP requirements

Section 3.2.4.3.1, Pages 3.2-91

MM AQ-14. ***LNG-Powered or LEV Equivalent Shuttle Busses.***

All shuttle buses from parking lots to cruise ship terminals shall either be LNG powered or a low-emission vehicle (LEV) equivalent that will reduce emissions at or below LNG abilities.

Section 3.2.4.3.1, Pages 3.2-92 and 3.2-93

MM AQ-18. ***Engine Standards for Tugboats.***

Tugboats calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2, whichever is more stringent at the time of engine replacement, as follows (minimum percentages):

- 30% in 2010, and
- 100% in 2014.

Tugs calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 3, whichever is more stringent at the time of engine replacement, as follows (minimum percentages):

- 20% in 2015,
- 50% in 2018, and
- 100% in 2020.

MM AQ-19. ***Tugboats Idling Reduction.***

The tug companies shall ensure that tug idling is reduced to less than 10 minutes at the cruise terminal building.

This measure is not quantified.

Catalina Express

MM AQ-20. ***Catalina Express Ferry Idling Reduction Measure.***

Catalina Express shall ensure that ferry idling is reduced to less than 5 minutes at the cruise terminal building.

This measure is not quantified.

MM AQ-21. ***Catalina Express Ferry Engine Standards.***

Ferries calling at the Catalina Express Terminal shall be repowered to meet the cleanest ~~existing~~ marine engine emission standards in existence at the time of repowering ~~or EPA Tier 2~~ as follows (minimum percentages):

- 30% in 2010, and
- 100% in 2014.

Uncalculated Revisions to Operational Assumptions/Mitigation Measures

The revisions to mitigation measures include revisions to Mitigation Measures MM AQ-11, MM AQ-12, MM AQ-14, MM AQ-18, MM AQ-20, and MM AQ-21. Mitigation Measure MM AQ-11 increases VSRP compliance in the early years. Mitigation Measure MM AQ-12 adds an additional requirement of new vessel builds. Mitigation Measures MM AQ-14, MM AQ-18, and MM AQ-21 clarify requirements for tugs and ferries. Mitigation Measure MM AQ-20 reduces the allowable idling time for ferries. The net effect of the revised mitigation measures would reduce mitigated operational emissions presented in Table 3.2-27. However, operational emissions are assumed to still exceed the CEQA and NEPA emissions thresholds.

Section 3.2.4.3.1, Pages 3.2-125 and 3.2-126

Table 3.2-40. Total GHG Emissions from Construction Activities—Proposed Project

Emission Source	*Total Emissions (Metric Tons)*			
	CO_2	CH_4	N_2O	CO_2e
Outer Harbor Cruise Terminal	7,405.47 ~~7,390.55~~	1.04	0.07	7,450.38 ~~7,435.37~~
Total Emissions	**48,339.36** **~~48,324.43~~**	**6.79**	**0.49**	**48,632.50** **~~48,617.48~~**
Proposed Project minus NEPA Baseline	**24,493.36** **~~24,478.44~~**	**3.44**	**0.25**	**24,641.90** **~~24,626.88~~**

Section 3.2.4.3.1, Page 3.2-126

CEQA Impact Determination

Table 3.2-40 shows that the total CO_2e emissions during proposed project construction would be greater than the CEQA baseline (which is zero for construction), and therefore is considered a significant impact under the CEQA threshold of significance applied for this proposed project. Table 3.2-41 shows that in each future project year, annual operational CO_2e emissions would increase relative to the CEQA baseline. These increases are considered a significant impact under the threshold of significance for the proposed Project.

According to the report *Sea-Level Rise and Global Climate Change: A Review of Impacts to U.S. Coasts* (Pew Center for Climate Change 2000), the modeling conducted by the Intergovernmental Panel on Climate Change indicates that increases in global temperatures over the next century could accelerate the rate of sea-level rise to an average of 5 millimeters/year (50 centimeters/century), with a range of uncertainty of 2 to 9 millimeters/year. According to *The Future is Now: An Update on Climate Change Science, Impacts, and Response Options for California* (California Climate Change Center 2008), from 1993–2003, sea levels rose 0.12 inches/year or 3 millimeters/year. Therefore, sea level can be expected to rise between 3 and 5 millimeters every year throughout the proposed project period.

The proposed Project is located at a minimum elevation of 4 meters. Using the 5 millimeters/year sea-level rise estimate, at the end of proposed Project's operations as identified in the EIS/EIR, sea level would have risen approximately 14 centimeters. The main concern regarding sea-level rise is damage from storm surges. Given the elevations of the proposed Project, the anticipated amount of sea-level rise, and the minimal tropical storm patterns on the west coast, the Port has adequate elevation to not be significantly affected by sea-level rise. Therefore, sea-level rise is not considered a significant impact under the threshold of significance for the proposed Project.

Section 3.2.4.3.1, Pages 3.2-126 through 3.2-128

Table 3.2-41. Annual Operational GHG Emissions—Unmitigated Proposed Project

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Proposed Project minus CEQA baseline	***9,399***	***-2.4***	***-1.5***	***8,878*** ~~***8,880***~~

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Proposed Project minus CEQA baseline	***58,750***	***3.1***	***4.8***	***60,314*** ~~***60,317***~~
NEPA baseline	*170,529* ~~*170,307*~~	*3.8* ~~*8.3*~~	*6.8* ~~*12.0*~~	*172,707* ~~*174,215*~~
Proposed Project minus NEPA baseline	***17,491*** ~~***17,713***~~	***5.6*** ~~***1.1***~~	***7.4*** ~~***2.2***~~	***19,917*** ~~***18,409***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Proposed Project minus CEQA baseline	***64,051***	***1.8***	***3.9***	***65,297*** ~~***65,299***~~
NEPA baseline	*173,368* ~~*173,145*~~	*8.3* ~~*7.1*~~	*12.0* ~~*11.1*~~	*177,277* ~~*176,731*~~
Proposed Project minus NEPA baseline	***19,953*** ~~***20,175***~~	***-0.2*** ~~***1.0***~~	***1.2*** ~~***2.2***~~	***20,330*** ~~***20,876***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Proposed Project minus CEQA baseline	***74,617***	***2.8***	***5.1*** ~~***5.2***~~	***76,270*** ~~***76,273***~~
NEPA baseline	*176,704* ~~*176,482*~~	*7.2* ~~*7.5*~~	*11.2* ~~*11.5*~~	*180,316* ~~*180,209*~~
Proposed Project minus NEPA baseline	***27,183*** ~~***27,405***~~	***1.9*** ~~***1.6***~~	***3.4*** ~~***3.0***~~	***28,264*** ~~***28,372***~~

Section 3.2.4.3.1, Pages 3.2-132 through 3.2-134

Table 3.2-43. Annual Operational GHG Emissions—Mitigated Proposed Project

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Proposed Project minus CEQA baseline	***-10,524***	***-2.6***	***-2.4***	***-11,330*** ~~***-11,328***~~

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Proposed Project minus CEQA baseline	***49,478***	***3.0***	***4.0***	***50,766*** ~~***50,769***~~
NEPA baseline	*170,529* ~~*170,307*~~	*3.8* ~~*8.3*~~	*6.8* ~~*12.0*~~	*172,707* ~~*174,215*~~
Proposed Project minus NEPA baseline	***8,218*** ~~***8,440***~~	***5.5*** ~~***1.0***~~	***6.6*** ~~***1.3***~~	***10,369*** ~~***8,861***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Proposed Project minus CEQA baseline	***54,189***	***1.8***	***3.0***	***55,148*** ~~***55,151***~~
NEPA baseline	*173,368* ~~*173,145*~~	*8.3* ~~*7.1*~~	*12.0* ~~*11.1*~~	*177,277* ~~*176,731*~~
Proposed Project minus NEPA baseline	***10,091*** ~~***10,313***~~	***-0.3*** ~~***0.9***~~	***0.3*** ~~***1.3***~~	***10,182*** ~~***10,727***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Proposed Project minus CEQA baseline	***64,275***	***2.8***	***4.2***	***65,633*** ~~***65,635***~~
NEPA baseline	*176,704* ~~*176,482*~~	*7.2* ~~*7.5*~~	*11.2* ~~*11.5*~~	*180,316* ~~*180,209*~~
Proposed Project minus NEPA baseline	***16,841*** ~~***17,063***~~	***1.9*** ~~***1.6***~~	***2.4*** ~~***2.1***~~	***17,626*** ~~***17,734***~~

Section 3.2.4.3.2, Pages 3.2-175 through 3.2-177

Table 3.2-62. Annual Operational GHG Emissions—Alternative 1 without Mitigation

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 1 minus CEQA baseline	***7,538***	***-2.4***	***-1.5***	***7,015*** ~~***7,018***~~

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 1 minus CEQA baseline	***50,598***	***2.2***	***3.9***	***51,850*** ~~***51,852***~~
NEPA baseline	*170,529* ~~*170,307*~~	*3.8* ~~*8.3*~~	*6.8* ~~*12.0*~~	*172,707* ~~*174,215*~~
Alternative 1 minus NEPA baseline	***9,339*** ~~***9,561***~~	***4.7*** ~~***0.2***~~	***6.5*** ~~***1.2***~~	***11,453*** ~~***9,945***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 1 minus CEQA baseline	***53,121***	***1.0***	***2.9***	***54,039*** ~~***54,042***~~
NEPA baseline	*173,368* ~~*173,145*~~	*8.3* ~~*7.1*~~	*12.0* ~~*11.1*~~	*177,277* ~~*176,731*~~
Alternative 1 minus NEPA baseline	***9,023*** ~~***9,246***~~	***-1.0*** ~~***0.2***~~	***0.2*** ~~***1.2***~~	***9,073*** ~~***9,618***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 1 minus CEQA baseline	***60,296***	***1.8***	***3.8***	***61,510*** ~~***61,513***~~
NEPA baseline	*176,704* ~~*176,482*~~	*7.2* ~~*7.5*~~	*11.2* ~~*11.5*~~	*180,316* ~~*180,209*~~
Alternative 1 minus NEPA baseline	***12,862*** ~~***13,084***~~	***0.9*** ~~***0.6***~~	***2.0*** ~~***1.7***~~	***13,504*** ~~***13,612***~~

Section 3.2.4.3.2, Page 3.2-177

CEQA Impact Determination

The data in Table 3.2-62 show that in each future project year except 2011, annual operational CO_2e emissions would increase from CEQA baseline levels. As a result, Alternative 1 would produce significant levels of GHG emissions under CEQA.

However, because Alternative 1 is an alternative development scenario that reduces the number of cruise berths (two in the Inner Harbor and one in the Outer Harbor) and makes other minor modifications, the risk from sea-level rise under Alternative 1 would be the same as or slightly reduced from the proposed Project.

Section 3.2.4.3.2, Pages 3.2-177 through 3.2-179

Table 3.2-63. Annual Operational GHG Emissions—Alternative 1 with Mitigation

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 1 minus CEQA baseline	***-12,410***	***-2.6***	***-2.4***	***-13,217*** ~~***-13,215***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 1 minus CEQA baseline	***41,024***	***2.2***	***3.0***	***41,997*** ~~***41,999***~~
NEPA baseline	*170,529* ~~*170,307*~~	*3.8* ~~*8.3*~~	*6.8* ~~*12.0*~~	*172,707* ~~*174,215*~~
Alternative 1 minus NEPA baseline	***-235*** ~~***-13***~~	***4.7*** ~~***0.1***~~	***5.6*** ~~***0.3***~~	***1,600*** ~~***92***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 1 minus CEQA baseline	***43,971***	***1.0***	***2.0***	***44,616*** ~~***44,619***~~
NEPA baseline	*173,368* ~~*173,145*~~	*8.3* ~~*7.1*~~	*12.0* ~~*11.1*~~	*177,277* ~~*176,731*~~
Alternative 1 minus NEPA baseline	***-127*** ~~***95***~~	***-1.1*** ~~***0.1***~~	***-0.6*** ~~***0.3***~~	***-350*** ~~***195***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 1 minus CEQA baseline	***51,146***	***1.7***	***2.9***	***52,087*** ~~***52,090***~~
NEPA baseline	*176,704* ~~*176,482*~~	*7.2* ~~*7.5*~~	*11.2* ~~*11.5*~~	*180,316* ~~*180,209*~~
Alternative 1 minus NEPA baseline	***3,712*** ~~***3,934***~~	***0.8*** ~~***0.5***~~	***1.1*** ~~***0.8***~~	***4,081*** ~~***4,189***~~

Section 3.2.4.3.3, Page 3.2-182

Table 3.2-64. Summary of Peak Daily Construction Emissions—Alternative 2 without Mitigation

Project Year	*Peak Daily Construction Emissions (lb/day)*					
	VOC	*CO*	*NO_X*	*SO_X*	*PM10*	*PM2.5*
2014 Peak Daily Construction Emissions	300~~267~~	1,106 ~~1,018~~	3,836 ~~3,166~~	3	407~~373~~	201~~170~~
NEPA Emissions (Alternative 2 minus non-Federal emissions)	238~~205~~	710~~622~~	2,798 ~~2,128~~	2	370~~336~~	177~~146~~

Section 3.2.4.3.3, Page 3.2-184

Table 3.2-65. Summary of Peak Daily Construction Emissions—Alternative 2 with Mitigation

Project Year	*Peak Daily Construction Emissions (lb/day)*					
	VOC	*CO*	*NO_X*	*SO_X*	*PM10*	*PM2.5*
2014 Peak Daily Construction Emissions	193~~170~~	1,133~~911~~	2,734~~2,299~~	3	125~~94~~	97~~69~~
NEPA Emissions (Alternative 2 minus non-Federal emissions)	131~~108~~	737~~515~~	1,696~~1,261~~	2	88~~57~~	73~~45~~

Section 3.2.4.3.3, Pages 3.2-213 and 3.2-214

Table 3.2-80. Total GHG Emissions from Construction Activities—Alternative 2 without Mitigation

Emission Source	*Total Emissions (Metric Tons)*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Outer Harbor Cruise Terminal	8,192.33~~8,173.17~~	1.15~~1.15~~	0.08~~0.08~~	8,242.01~~8,222.73~~
Total Emissions	**49,126.21~~49,107.05~~**	**6.91~~6.90~~**	**0.49**	**49,424.12~~49,404.85~~**
NEPA Baseline	23,845.99	3.35~~3.35~~	0.24	23,990.60
Alternative 2 minus NEPA Baseline	**25,280.21~~25,261.05~~**	**3.55**	**0.25**	**25,433.52~~25,414.24~~**

Section 3.2.4.3.3, Pages 3.2-214 through 3.2-216

Table 3.2-81. Annual Operational GHG Emissions—Alternative 2 without Mitigation

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	CH_4	N_2O	CO_2e
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 2 minus CEQA baseline	***9,319***	***-2.4***	***-1.5***	***8,797*** ~~***8,799***~~
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 2 minus CEQA baseline	***58,404***	***3.0*** ~~***3.1***~~	***4.8***	***59,956*** ~~***59,958***~~
NEPA baseline	*170,529* ~~*170,307*~~	*3.8* ~~*8.3*~~	*6.8* ~~*12.0*~~	*172,707* ~~*174,215*~~
Alternative 2 minus NEPA baseline	***17,145*** ~~***17,367***~~	***5.5*** ~~***1.0***~~	***7.4*** ~~***2.1***~~	***19,559*** ~~***18,050***~~
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 2 minus CEQA baseline	***63,667***	***1.8***	***3.9***	***64,901*** ~~***64,903***~~
NEPA baseline	*173,368* ~~*173,145*~~	*8.3* ~~*7.1*~~	*12.0* ~~*11.1*~~	*177,277* ~~*176,731*~~
Alternative 2 minus NEPA baseline	***19,569*** ~~***19,791***~~	***-0.2*** ~~***1.0***~~	***1.2*** ~~***2.2***~~	***19,934*** ~~***20,479***~~
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 2 minus CEQA baseline	***74,166***	***2.8***	***5.1***	***75,804*** ~~***75,806***~~
NEPA baseline	*176,704* ~~*176,482*~~	*7.2* ~~*7.5*~~	*11.2* ~~*11.5*~~	*180,316* ~~*180,209*~~
Alternative 2 minus NEPA baseline	***26,732*** ~~***26,954***~~	***1.9*** ~~***1.6***~~	***3.3*** ~~***3.0***~~	***27,797*** ~~***27,905***~~

Section 3.2.4.3.3, Page 3.2-216

CEQA Impact Determination

The data in Table 3.2-81 show that in each future project year, annual operational CO_2e emissions would increase from CEQA baseline levels. As a result, Alternative 2 would produce significant levels of GHG emissions under CEQA.

Because Alternative 2 has a similar cruise terminal configuration as the proposed Project, but locates the parking for the Outer Harbor Terminals at the Outer Harbor instead of shuttling passengers from the Inner Harbor and makes other minor modifications, the risk from sea-level rise under Alternative 2 would be the same as the proposed Project.

Section 3.2.4.3.3, Pages 3.2-217 through 3.2-219

Table 3.2-82. Annual Operational GHG Emissions—Alternative 2 with Mitigation

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 2 minus CEQA baseline	***-10,604***	***-2.6***	***-2.4***	***-11,411*** ~~***-11,409***~~
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 2 minus CEQA baseline	***49,390***	***3.0***	***3.9***	***50,667*** ~~***50,669***~~
NEPA baseline	*170,529* ~~*170,307*~~	*3.8* ~~*8.3*~~	*6.8* ~~*12.0*~~	*172,707* ~~*174,215*~~
Alternative 2 minus NEPA baseline	***8,131*** ~~***8,353***~~	***5.5*** ~~***1.0***~~	***6.5*** ~~***1.3***~~	***10,270*** ~~***8,761***~~
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 2 minus CEQA baseline	***53,990***	***1.7***	***2.9***	***54,937*** ~~***54,940***~~
NEPA baseline	*173,368* ~~*173,145*~~	*8.3* ~~*7.1*~~	*12.0* ~~*11.1*~~	*177,277* ~~*176,731*~~
Alternative 2 minus NEPA baseline	***9,892*** ~~***10,114***~~	***-0.3*** ~~***0.9***~~	***0.3*** ~~***1.2***~~	***9,971*** ~~***10,516***~~
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 2 minus CEQA baseline	***63,824***	***2.7***	***4.1*** ~~***4.2***~~	***65,166*** ~~***65,168***~~
NEPA baseline	*176,704* ~~*176,482*~~	*7.2* ~~*7.5*~~	*11.2* ~~*11.5*~~	*180,316* ~~*180,209*~~
Alternative 2 minus NEPA baseline	***16,390*** ~~***16,612***~~	***1.8*** ~~***1.5***~~	***2.4*** ~~***2.0***~~	***17,159*** ~~***17,267***~~

Section 3.2.4.3.4, Pages 3.2-248 through 3.2-249

Table 3.2-94. Annual Operational GHG Emissions—Alternative 3 without Mitigation

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Total for Project Year 2011	**133,291**	**3.8~~4.8~~**	**7.8**	**135,802 ~~135,821~~**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310 ~~132,308~~*
Alternative 3 minus CEQA baseline	***4,022***	***-2.5 ~~-1.5~~***	***-1.5***	***3,491~~3,513~~***
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310 ~~132,308~~*
Alternative 3 minus CEQA baseline	***90,927***	***0.5***	***1.9***	***91,518~~91,521~~***
NEPA baseline	*170,529 ~~170,307~~*	*3.8~~8.3~~*	*6.8~~12.0~~*	*172,707 ~~174,215~~*
Alternative 3 minus NEPA baseline	***49,667~~49,889~~***	***3.0 ~~-1.6~~***	***4.5 ~~-0.8~~***	***51,121~~49,613~~***
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310 ~~132,308~~*
Alternative 3 minus CEQA baseline	***97,047***	***0.4***	***1.9***	***97,632~~97,635~~***
NEPA baseline	*173,368 ~~173,145~~*	*8.3~~7.1~~*	*12.0~~11.1~~*	*177,277 ~~176,731~~*
Alternative 3 minus NEPA baseline	***52,949~~53,171~~***	***-1.6 ~~0.4~~***	***-0.8~~0.2~~***	***52,666~~53,211~~***
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310 ~~132,308~~*
Alternative 3 minus CEQA baseline	***113,019***	***0.3***	***2.1***	***113,674 ~~113,676~~***
NEPA baseline	*176,704 ~~176,482~~*	*7.2~~7.5~~*	*11.2~~11.5~~*	*180,316 ~~180,209~~*
Alternative 3 minus NEPA baseline	***65,585~~65,807~~***	***-0.6 ~~0.9~~***	***0.3~~0.0~~***	***65,667~~65,775~~***

Section 3.2.4.3.4, Page 3.2-250

CEQA Impact Determination

The data in Table 3.2-94 show that in each future project year, except 2011, annual operational CO_2e emissions would increase from CEQA baseline levels. As a result, Alternative 3 would produce significant levels of GHG emissions under CEQA.

Because Alternative 3 is a reduction by one berth in the Outer Harbor at Berths 45–47 as compared to the proposed Project and because it provides a similar cruise ship berth as Alternative 1, the risk from sea-level rise under Alternative 3 would be the same as or slightly reduced from the proposed Project.

Section 3.2.4.3.4, Pages 3.2-251 and 3.2-252

Table 3.2-95. Annual Operational GHG Emissions—Alternative 3 with Mitigation

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 3 minus CEQA baseline	***-15,926***	***-2.6***	***-2.4***	***-16,741*** ~~***-16,739***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 3 minus CEQA baseline	***81,353***	***0.4***	***1.0***	***81,665*** ~~***81,668***~~
NEPA baseline	*170,529* ~~*170,307*~~	*3.8* ~~*8.3*~~	*6.8* ~~*12.0*~~	*172,707* ~~*174,215*~~
Alternative 3 minus NEPA baseline	***40,093*** ~~***40,316***~~	***2.9*** ~~***1.6***~~	***3.6*** ~~***1.7***~~	***41,268*** ~~***39,760***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 3 minus CEQA baseline	***87,897***	***0.4***	***1.0***	***88,209*** ~~***88,212***~~
NEPA baseline	*173,368* ~~*173,145*~~	*8.3* ~~*7.1*~~	*12.0* ~~*11.1*~~	*177,277* ~~*176,731*~~
Alternative 3 minus NEPA baseline	***43,799*** ~~***44,021***~~	***-1.6*** ~~***0.4***~~	***-1.7*** ~~***0.7***~~	***43,243*** ~~***43,788***~~

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 3 minus CEQA baseline	***103,869***	***0.3***	***1.2***	***104,251*** ~~***104,253***~~
NEPA baseline	*176,704* ~~*176,482*~~	*7.2*~~*7.5*~~	*11.2*~~*11.5*~~	*180,316* ~~*180,209*~~
Alternative 3 minus NEPA baseline	***56,435***~~***56,657***~~	***-0.6***~~***0.9***~~	***-0.6***~~***0.9***~~	***56,244***~~***56,352***~~

Section 3.2.4.3.5, Pages 3.2-276 and 3.2-277

Table 3.2-~~107~~ 108 presents the maximum offsite ground-level concentrations of NO_2 and CO for Alternative 4 after mitigation. Table 3.2-109 shows the maximum CEQA and NEPA PM10 and PM2.5 concentration increments after mitigation. Maximum offsite concentrations after mitigation are expected to remain significant under CEQA for NO_2 (1-hour and annual) and PM10 (24-hour and annual). Maximum offsite concentrations would be reduced to less than significant for PM2.5 (24-hour).

Section 3.2.4.3.5, Pages 3.2-286 through 3.2-288

Table 3.2-113. Annual Operational GHG Emissions—Alternative 4 without Mitigation

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Project Year 2011				
Vessel transit and maneuvering	48,486	0.3	2.2	49,174
Vessel hoteling	17,791	0.1	0.8	18,043
Harbor craft	25,571	0.1	1.2	25,934
Motor vehicles	16,661	3.1	3.4	17,773
Terminal equipment - fossil fueled	195	0.0	0.0	196
AMP electricity usage	NA	NA	NA	NA
Terminal equipment - electric	NA	NA	NA	NA
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2011	**133,680**	**3.9**	**7.7**	**136,137**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Alternative 4 minus CEQA baseline	***4,411***	***-2.5***	***-1.7***	***3,~~829~~827***
NEPA baseline	*114,668*	*3.7*	*6.8*	*116,853*
Alternative 4 minus NEPA baseline	***19,013***	***0.2***	***0.9***	***19,284***
Project Year 2015				
Vessel transit and maneuvering	49,568	0.3	2.2	50,271
Vessel hoteling	18,188	0.1	0.8	18,446
Harbor craft	23,083	0.1	1.0	23,411
Motor vehicles	57,615	7.6	8.7	60,460 ~~60,459~~
Terminal equipment - fossil fueled	195	0.0	0.0	196
AMP electricity usage	NA	NA	NA	NA
Terminal equipment - electric	NA	NA	NA	NA
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2015	**173,625**	**8.3**	**12.9**	**177,~~798~~799**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310 ~~132,308~~*
Alternative 4 minus CEQA baseline	***44,355***	***2.0***	***3.5***	***45,4~~91~~89***
NEPA baseline	*170,307*	*3.8~~8.3~~*	*6.8~~12.0~~*	*~~174,215~~172,484*
Alternative 4 minus NEPA baseline	***3,318***	***~~0.0~~4.5***	***6.1~~40.9~~***	***~~3,583~~5,315***
Project Year 2022				
Vessel transit and maneuvering	49,568	0.3	2.2	50,271
Vessel hoteling	18,188	0.1	0.8	18,446
Harbor craft	22,659	0.1	1.0	22,981
Motor vehicles	63,278	6.5	7.8	65,826~~65,825~~
Terminal equipment - fossil fueled	195	0.0	0.0	196
AMP electricity usage	NA	NA	NA	NA
Terminal equipment - electric	NA	NA	NA	NA
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2022	**178,864**	**7.2**	**12.0**	**182,~~735~~736**

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 4 minus CEQA baseline	***49,594***	***0.9***	***2.6***	***50,427426***
NEPA baseline	*173,145*	*8.3*~~*7.1*~~	*12.0*	~~*176,731*~~*177,054*
Alternative 4 minus NEPA baseline	***5,719***	***-1.1***~~***0.1***~~	***0.90***	~~***6,004***~~***5,682***
Project Year 2037				
Vessel transit and maneuvering	49,568	0.3	2.2	50,271
Vessel hoteling	18,188	0.1	0.8	18,446
Harbor craft	22,659	0.1	1.0	22,981
Motor vehicles	66,613	6.8	8.2	69,302 ~~69,301~~
Terminal equipment - fossil fueled	195	0.0	0.0	196
AMP electricity usage	NA	NA	NA	NA
Terminal equipment - electric	NA	NA	NA	NA
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2037	**182,199**	**7.6**	**12.4**	**186,211**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 4 minus CEQA baseline	***52,929***	***1.3***	***3.***~~***1***~~***0***	***53,901***~~***3***~~
NEPA baseline	*176,482*	*7.2*~~*7.27.5*~~	*11.2*~~*11.211.5*~~	*180,*~~*209*~~*094*
Alternative 4 minus NEPA baseline	***5,717***	***0.4***~~***0.1***~~	~~***0.9***~~***1.3***	***6,***~~***002***~~***118***

Notes:

1 metric ton equals 1,000 kilograms, 2205 lbs, or 1.1 U.S. (short) tons.

CO_2e = the carbon dioxide equivalent emissions of all GHGs combined. The carbon dioxide equivalent emission rate for each GHG represents the emission rate multiplied by its GWP. The GWPs are 1 for CO_2; 21 for CH_4; and 310 for N_2O.

AMP applies to cruise ship hoteling, and partially to assist tug hoteling, as a proposed project mitigation measure.

Emissions may not add precisely due to rounding. Values less than 0.5 for CO_2 and CO_2e, and less than 0.05 for CH_4 and N_2O, are rounded to zero. For more explanation, refer to the discussion in Section 3.2.4.1.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

NEPA baseline emissions include as proposed project elements the same mitigation measures identified for Alternative 5.

1

Section 3.2.4.3.5, Page 3.2-289

CEQA Impact Determination

The data in Table 3.2-113 show that in each future project year after 2011, annual operational CO_2e emissions would increase from CEQA baseline levels. As a result, Alternative 4 would produce significant levels of GHG emissions under CEQA.

Because Alternative 4 would eliminate the proposed North Harbor, modify the location of the associated uses that would have been located to the North Harbor (i.e., tugboats, S.S. Lane Victory), and eliminate the Outer Harbor Cruise Terminals, the risk from sea-level rise under Alternative 4 would be the same as or slightly reduced from the proposed Project.

Section 3.2.4.3.5, Pages 3.2-289 through 3.2-291

Table 3.2-114. Annual Operational GHG Emissions—Alternative 4 with Mitigation

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Project Year 2011				
Vessel transit and maneuvering	39,639	0.2	1.8	40,202
Vessel hoteling	9,753	0.1	0.4	9,892
Harbor craft	23,399	0.1	1.1	23,731
Motor vehicles	16,719~~16,661~~	3.1	3.4	17,773
Terminal equipment - fossil fueled	25	0.0	0.0	25
AMP electricity usage	0	0.0	0.0	0
Terminal equipment - electric	271	0.0	0.0	271
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2011	**114,~~725~~783**	**3.7**	**6.8**	**116,~~911~~970**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310~~132,308~~*
Alternative 4 minus CEQA baseline	***-14,~~544~~487***	***-2.6***	***-2.6***	***-15,~~397~~340***
NEPA baseline	*114,668*	*3.7*	*6.8*	*116,853*
Alternative 4 minus NEPA baseline	***~~58~~115***	***0.0***	***0.0***	***~~58~~117***
Project Year 2015				
Vessel transit and maneuvering	40,071	0.2	1.8	40,640

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Vessel hoteling	9,753	0.1	0.4	9,892
Harbor craft	20,612	0.1	0.9	20,904
Motor vehicles	60,469~~57,615~~	7.6	8.7	60,460~~60,459~~
Terminal equipment - fossil fueled	25	0.0	0.0	25
AMP electricity usage	14,830	0.1	0.1	14,853
Terminal equipment - electric	271	0.0	0.0	271
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2015	**~~168,154~~171,007**	**8.3**	**12.0**	**~~172,061~~174,916**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310~~132,308~~*
Alternative 4 minus CEQA baseline	***~~38,884~~41,738***	***2.0***	***2.7***	***~~39,753~~42,606***
NEPA baseline	*170,307*	*3.8~~8.3~~*	*6.8~~12.0~~*	*~~174,215~~172,484*
Alternative 4 minus NEPA baseline	***~~-2,153~~700***	***4.5~~0.0~~***	***~~0.0~~5.3***	***~~-2,154~~2,432***
Project Year 2022				
Vessel transit and maneuvering	40,071	0.2	1.8	40,640
Vessel hoteling	9,753	0.1	0.4	9,892
Harbor craft	20,612	0.1	0.9	20,904
Motor vehicles	63,307~~63,278~~	6.5	7.8	65,826~~65,825~~
Terminal equipment - fossil fueled	25	0.0	0.0	25
AMP electricity usage	14,830	0.1	0.1	14,853
Terminal equipment - electric	271	0.0	0.0	271
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2022	**173,~~817~~845**	**7.2**	**11.2**	**177,~~428~~457**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310~~132,308~~*
Alternative 4 minus CEQA baseline	***44,~~547~~575***	***0.9***	***1.8***	***45,~~120~~147***
NEPA baseline	*173,145*	*8.3~~7.1~~*	*12.0~~11.1~~*	*~~176,731~~177,054*
Alternative 4 minus NEPA baseline	***~~671~~699***	***-1.1~~0.1~~***	***-0.~~1~~9***	***~~696~~403***
Project Year 2037				
Vessel transit and maneuvering	40,071	0.2	1.8	40,640

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Vessel hoteling	9,753	0.1	0.4	9,892
Harbor craft	20,612	0.1	0.9	20,904
Motor vehicles	66,640~~66,613~~	6.8	8.2	69,302~~69,301~~
Terminal equipment - fossil fueled	25	0.0	0.0	25
AMP electricity usage	14,830	0.1	0.1	14,853
Terminal equipment - electric	271	0.0	0.0	271
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2037	**177,~~151~~178**	**7.6**	**11.6**	**180,904~~180,903~~**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310~~132,308~~*
Alternative 4 minus CEQA baseline	***47,~~882~~908***	***1.3***	***2.2***	***48,594~~596~~621***
NEPA baseline	*176,482*	*7.2~~7.5~~*	*11.2~~11.5~~*	*180,~~209~~094*
Alternative 4 minus NEPA baseline	***~~670~~697***	***0.4~~0.1~~***	***0.~~1~~4***	***810~~694~~838***

Notes:

1 metric ton equals 1,000 kilograms, 2205 lbs, or 1.1 U.S. (short) tons.

CO_2e = the carbon dioxide equivalent emissions of all GHGs combined. The carbon dioxide equivalent emission rate for each GHG represents the emission rate multiplied by its GWP. The GWPs are 1 for CO_2; 21 for CH_4; and 310 for N_2O.

AMP applies to cruise ship hoteling, and partially to assist tug hoteling, as a proposed project mitigation measure.

Emissions may not add precisely due to rounding. Values less than 0.5 for CO_2 and CO_2e, and less than 0.05 for CH_4 and N_2O, are rounded to zero. For more explanation, refer to the discussion in Section 3.2.4.1.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

NEPA baseline emissions include as proposed project elements the same mitigation measures identified for Alternative 5.

Section 3.2.4.3.6, Pages 3.2-318 through 3.2-320

Table 3.2-132. Annual Operational GHG Emissions—Alternative 5 without Mitigation

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Project Year 2011				
Vessel transit and maneuvering	52,481~~48,486~~	0.3	2.4~~2.2~~	53,226~~49,174~~

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Vessel hoteling	18,738~~17,791~~	0.1	0.9~~0.8~~	19,004~~18,043~~
Harbor craft	25,571	0.1	1.2	25,934
Motor vehicles	16,661	3.1	3.4	17,773
Terminal equipment - fossil fueled	195	0.0	0.0	196
AMP electricity usage	NA	NA	NA	NA
Terminal equipment - electric	NA	NA	NA	NA
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2011	**138,623** **~~133,680~~**	**3.9**	**7.9~~7.7~~**	**141,150** **~~136,137~~**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* *~~132,308~~*
Alternative 5 minus CEQA baseline	***9,354~~4,411~~***	***-2.4~~-2.5~~***	***-1.5~~-1.7~~***	***8,840~~3,829~~***
Project Year 2015				
Vessel transit and maneuvering	53,635~~49,568~~	0.3	2.4~~2.2~~	54,396~~50,271~~
Vessel hoteling	19,150~~18,188~~	0.1	0.9~~0.8~~	19,422~~18,446~~
Harbor craft	23,083	0.1	1.0	23,411
Motor vehicles	57,615	7.6	8.7	60,459
Terminal equipment - fossil fueled	195	0.0	0.0	196
AMP electricity usage	NA	NA	NA	NA
Terminal equipment - electric	NA	NA	NA	NA
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2015	**178,655** **~~173,625~~**	**8.4~~8.3~~**	**13.1~~12.9~~**	**182,900** **~~177,798~~**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* *~~132,308~~*
Alternative 5 minus CEQA baseline	***49,385~~44,355~~***	***2.1~~2.0~~***	***3.7~~3.5~~***	***50,590~~45,491~~***
Project Year 2022				
Vessel transit and maneuvering	53,635~~49,568~~	0.3	2.4~~2.2~~	54,396~~50,271~~
Vessel hoteling	19,150~~18,188~~	0.1	0.9~~0.8~~	19,422~~18,446~~
Harbor craft	22,659	0.1	1.0	22,981
Motor vehicles	63,278	6.5	7.8	65,825
Terminal equipment - fossil fueled	195	0.0	0.0	196
AMP electricity usage	NA	NA	NA	NA

Project Scenario/Source Type	*Metric Tons Per Year*			
	CO_2	*CH_4*	*N_2O*	*CO_2e*
Terminal equipment - electric	NA	NA	NA	NA
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2022	**183,894 ~~178,864~~**	**7.3~~7.2~~**	**12.2~~12.0~~**	**187,837 ~~182,735~~**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310 ~~132,308~~*
Alternative 5 minus CEQA baseline	***54,624~~49,594~~***	***1.0~~0.9~~***	***2.8~~2.6~~***	***55,527~~50,427~~***
Project Year 2037				
Vessel transit and maneuvering	53,635~~49,568~~	0.3	2.4~~2.2~~	54,396~~50,271~~
Vessel hoteling	19,150~~18,188~~	0.1	0.9~~0.8~~	19,422~~18,446~~
Harbor craft	22,659	0.1	1.0	22,981
Motor vehicles	66,613	6.8	8.2	69,302~~69,301~~
Terminal equipment - fossil fueled	195	0.0	0.0	196
AMP electricity usage	NA	NA	NA	NA
Terminal equipment - electric	NA	NA	NA	NA
Electricity usage from commercial uses and Waterfront Red Car Line	24,976	0.2	0.1	25,016
Total for Project Year 2037	**187,228 ~~182,199~~**	**7.6**	**12.7~~12.4~~**	**191,313 ~~186,211~~**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310 ~~132,308~~*
Alternative 5 minus CEQA baseline	***57,959~~52,929~~***	***1.3***	***3.3~~3.1~~***	***59,002~~53,903~~***

Notes:

1 metric ton equals 1,000 kilograms, 2205 lbs, or 1.1 U.S. (short) tons.

CO_2e = the carbon dioxide equivalent emissions of all GHGs combined. The carbon dioxide equivalent emission rate for each GHG represents the emission rate multiplied by its GWP. The GWPs are 1 for CO_2; 21 for CH_4; and 310 for N_2O.

AMP applies to cruise ship hoteling, and partially to assist tug hoteling, as a proposed project mitigation measure.

Emissions may not add precisely due to rounding. Values less than 0.5 for CO_2 and CO_2e, and less than 0.05 for CH_4 and N_2O, are rounded to zero. For more explanation, refer to the discussion in Section 3.2.4.1.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Section 3.2.4.3.6, Page 3.2-320

CEQA Impact Determination

The data in Table 3.2-132 show that in each future project year after 2011, annual operational CO_2e emissions would increase from CEQA baseline levels. As a result, Alternative 5 would produce significant levels of GHG emissions under CEQA.

Alternative 5 eliminates all of the proposed Project elements that would require a federal permit or other substantial federal interest, such as all harbor cuts and dredging activities; removal of existing and construction of new bulkheads, wharves, pilings, piers, rock slope protection, floating docks, and promenades that cover waters of the United States; and ocean disposal of dredge material. Therefore, the risk from sea-level rise under Alternative 5 would be reduced from the proposed Project.

Section 3.2.4.3.6, Pages 3.2-320 through 3.2-322

Table 3.2-133. Annual Operational GHG Emissions—Alternative 5 with Mitigation

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
Project Year 2011				
Vessel transit and maneuvering	39,639	0.2	1.8	40,202
Vessel hoteling	9,753	0.1	0.4	9,892
Harbor craft	23,399	0.1	1.1	23,731
Motor vehicles	16,661	3.1	3.4	17,773
Terminal equipment - fossil fueled	25	0.0	0.0	25
AMP electricity usage	0	0.0	0.0	0
Terminal equipment - electric	271	0.0	0.0	271
Electricity usage from commercial uses and Waterfront Red Car Line	24,918	0.2	0.1	24,958
Total for Project Year 2011	**114,668**	**3.7**	**6.8**	**116,853**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 5 minus CEQA baseline	***-14,602***	***-2.6***	***-2.6***	***-15,457*** ~~***-15,454***~~
Project Year 2015				
Vessel transit and maneuvering	40,071	0.2	1.8	40,640
Vessel hoteling	9,753	0.1	0.4	9,892

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
Harbor craft	20,612	0.1	0.9	20,904
Motor vehicles	59,826	3.17.6	3.48.7	60,94062,671
Terminal equipment - fossil fueled	25	0.0	0.0	25
AMP electricity usage	15,05214,830	0.1	0.1	15,07614,853
Terminal equipment - electric	271	0.0	0.0	271
Electricity usage from commercial uses and Waterfront Red Car Line	24,918	0.2	0.1	24,958
Total for Project Year 2015	**170,529 170,307**	**3.88.3**	**6.812.0**	**172,707 174,215**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310 132,308*
Alternative 5 minus CEQA baseline	***41,26041,038***	***-2.52.0***	***-2.62.7***	***40,39741,908***
Project Year 2022				
Vessel transit and maneuvering	40,071	0.2	1.8	40,640
Vessel hoteling	9,753	0.1	0.4	9,892
Harbor craft	20,612	0.1	0.9	20,904
Motor vehicles	62,665	7.66.4	8.77.7	65,51065,187
Terminal equipment - fossil fueled	25	0.0	0.0	25
AMP electricity usage	15,05214,830	0.1	0.1	15,07614,853
Terminal equipment - electric	271	0.0	0.0	271
Electricity usage from commercial uses and Waterfront Red Car Line	24,918	0.2	0.1	24,958
Total for Project Year 2022	**173,368 173,145**	**8.37.1**	**12.011.1**	**177,277 176,731**
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310 132,308*
Alternative 5 minus CEQA baseline	***44,09843,876***	***2.00.8***	***2.71.7***	***44,96744,424***
Project Year 2037				
Vessel transit and maneuvering	40,071	0.2	1.8	40,640
Vessel hoteling	9,753	0.1	0.4	9,892
Harbor craft	20,612	0.1	0.9	20,904
Motor vehicles	66,001	6.56.8	7.88.1	68,54968,664
Terminal equipment - fossil fueled	25	0.0	0.0	25
AMP electricity usage	15,05214,830	0.10.1	0.10.1	15,07614,853

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
Terminal equipment - electric	271	0.0	0.0	271
Electricity usage from commercial uses and Waterfront Red Car Line	24,918	0.2	0.1	24,958
Total for Project Year 2037	**176,704** ~~**176,482**~~	**7.2**~~**7.5**~~	**11.2**~~**11.5**~~	**180,316** ~~**180,209**~~
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 5 minus CEQA baseline	***47,434***~~***47,212***~~	***0.9***~~***1.2***~~	***1.8***~~***2.1***~~	***48,006***~~***47,901***~~

Notes:

1 metric ton equals 1,000 kilograms, 2205 lbs, or 1.1 U.S. (short) tons.

CO_2e = the carbon dioxide equivalent emissions of all GHGs combined. The carbon dioxide equivalent emission rate for each GHG represents the emission rate multiplied by its GWP. The GWPs are 1 for CO_2; 21 for CH_4; and 310 for N_2O.

AMP applies to cruise ship hoteling, and partially to assist tug hoteling, as a proposed project mitigation measure.

Emissions may not add precisely due to rounding. Values less than 0.5 for CO_2 and CO_2e, and less than 0.05 for CH_4 and N_2O, are rounded to zero. For more explanation, refer to the discussion in Section 3.2.4.1.

The emission estimates presented in this table were calculated using the latest available data, assumptions, and emission factors at the time this document was prepared. Future studies might use updated data, assumptions, and emission factors that are not currently available.

Section 3.2.4.3.7, Pages 3.2-336 and 3.2-337

Table 3.2-139. Annual Operational GHG Emissions—Alternative 6

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 6 minus CEQA baseline	***1,670***	***-2.5***	***-1.7***	***1,081***~~***1,083***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 6 minus CEQA baseline	***17,710***	***-1.5***	***-0.4***	***17,555***~~***17,557***~~

	Metric Tons Per Year			
Project Scenario/Source Type	*CO_2*	*CH_4*	*N_2O*	*CO_2e*
CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 6 minus CEQA baseline	***19,494***	***-2.1***	***-0.8***	***19,187*** ~~***19,190***~~

CEQA baseline	*129,270*	*6.3*	*9.4*	*132,310* ~~*132,308*~~
Alternative 6 minus CEQA baseline	***23,103***	***-1.7***	***-0.4***	***22,946*** ~~***22,948***~~

Section 3.2.4.3.7, Page 3.2-338

CEQA Impact Determination

The data in Table 3.2-139 show that in each future project year, except 2011, annual operational CO_2e emissions would increase from CEQA baseline levels. Impacts under Alternative 6 are provided for comparison purposes with respect to the proposed Project and other alternatives. While impacts for Alternative 6 under may exceed CEQA thresholds, this alternative represents no action on behalf of the LAHD. Therefore, this alternative is not subject to significance determinations under CEQA as there are no discretionary approvals triggering CEQA compliance.

Because this alternative would not allow implementation of the proposed Project or other physical improvements associated with the proposed Project, no construction impacts would occur. Because no construction would occur under Alternative 6, the risk from sea-level rise would be reduced from the proposed Project.

Section 3.2.4.3.8, Pages 3.2-340 through 3.2-350

Table 3.2-140. Summary Matrix of Potential Impacts and Mitigation Measures for Air Quality and Meteorology Associated with the Proposed Project and Alternatives

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.2 Air Quality and Meteorology				
Proposed Project	**Impact AQ-1:** The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-13.	CEQA: Significant	**MM AQ-3. Fleet Modernization for Onroad Trucks.** 1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property. 2. Idling shall be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: □ January 1, 2009 to December 31, 2011: All onroad heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used on site or to transport materials to and from the site must contain an EPA 2004 engine model year or newer in order to comply with EPA 2004 onroad emission standards.~~shall comply with EPA 2004 onroad PM emission standards and be the cleanest available with respect to NO_x (0.10g/bhp-hr PM10 and 2.0 g/bhp-hr NO_x). In addition, all onroad trucks shall be outfitted with the BACT devices certified by CARB. Any emissions control~~	CEQA: Significant and unavoidable

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			~~device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~ □ Post-January 2011: All onroad heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with 2010 emission standards, where available. ~~In addition, all onroad trucks shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~ A copy of each unit's certified EPA rating, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. **MM AQ-5. Additional Fugitive Dust Controls.** The calculation of fugitive dust (PM10) from unmitigated proposed project earth-moving activities assumes a 75% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure proposed	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			project compliance with SCAQMD Rule 403. The construction contractor shall apply for a SCAQMD Rule 403 Dust Control Permit. The construction contractor shall further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor shall designate personnel to monitor the dust control program and to order increased watering or other dust control measures, as necessary, to ensure a 90% control level. Their duties shall include holiday and weekend periods when work may not be in progress. The following measures, at minimum, must be part of the contractor Rule 403 dust control plan: • Active grading sites shall be watered one additional time per day beyond that required by Rule 403; • Contractors shall apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas; • Construction contractors shall provide temporary wind fencing around sites being graded or cleared; • Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code; • Construction contractors shall install	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site; • The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed; ~~and~~ • Trucks hauling materials such as debris or fill shall be fully covered while operating off LAHD property;~~.~~ • A construction relations officer shall be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation; • All streets shall be swept at least once a day using South Coast Air Quality Management District (SCAQMD) Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets; • Water or non-toxic soil stabilizer shall be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces; • Roads and shoulders shall be paved; and • Water shall be applied three times daily or as needed to areas where soil is disturbed.	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		NEPA: Significant	Implement Mitigation Measures MM AQ-1 through MM AQ-8.	NEPA: Significant and unavoidable
	Impact AQ-3: The proposed Project would result in operational emissions that exceed 10 tons per year of VOCs or an SCAQMD threshold of significance in Table 3.2-15.	CEQA: Significant	**MM AQ-11. Vessel Speed-Reduction Program.** Ships calling at the Inner Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: • ~~30%~~75% of all calls in 2009, and • 100% of all calls in 2013 and thereafter. Ships calling at the Outer Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: • 100% of all calls in 2013 and thereafter. **MM AQ-12. New Vessel Builds.** The purchaser shall confer with the ship designer and engine manufacture to determine the feasibility of incorporating all emission reduction technology and/or design options and when ordering new ships bound for the Port of Los Angeles. Such technology shall be designed to reduce criteria pollutant emissions (NO_X, SO_X, and PM) and GHG emission (CO, CH_4, N_2O, and HFCs). Design considerations and technology shall include, but is not limited to: 1. Selective Catalytic Reduction Technology	CEQA: Significant and unavoidable

			2. Exhaust Gas Recirculation 3. In-line fuel emulsification technology 4. Diesel Particulate Filters (DPFs) or exhaust scrubbers 5. Medium Speed Marine Engine (Common Rail) Direct Fuel Injection 6. Low NO_X Burners for Boilers 7. Implement fuel economy standards by vessel class and engine 8. Diesel-electric pod propulsion systems 9. Main engine controls will meet at a minimum the SIP requirements **MM AQ-14. LNG-Powered or LEV Equivalent Shuttle Busses.** All shuttle buses from parking lots to cruise ship terminals shall either be LNG powered or a low-emission vehicle (LEV) equivalent that will reduce emissions at or below LNG abilities. **MM AQ-18. Engine Standards for Tugboats.** Tugboats calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): • 30% in 2010, and • 100% in 2014. Tugs calling at the North Harbor cut shall be	

			repowered to meet the cleanest existing marine engine emission standards or EPA Tier 3, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): • 20% in 2015, • 50% in 2018, and • 100% in 2020. **MM AQ-19. Tugboats Idling Reduction.** The tug companies shall ensure that tug idling is reduced to less than 10 minutes at the cruise terminal building. This measure is not quantified. **MM AQ-20. Catalina Express Ferry Idling Reduction Measure.** Catalina Express shall ensure that ferry idling is reduced to less than 5 minutes at the cruise terminal building. This measure is not quantified. **MM AQ-21. Catalina Express Ferry Engine Standards.** Ferries calling at the Catalina Express Terminal shall be repowered to meet the cleanest ~~existing~~ marine engine emission standards in existence at the time of repowering ~~or EPA Tier 2~~ as follows (minimum percentages): • 30% in 2010, and • 100% in 2014.	
		NEPA: Significant	Implement Mitigation Measures MM AQ-9 through MM AQ-24.	NEPA: Significant and unavoidable

Section 3.2.5, Pages 3.2-366 through 3.2-376

Table 3.2-141. Mitigation Monitoring for Air Quality and Meteorology

Impact AQ-1: The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance in Table 3.2-13. *(Also applies to Impact AQ-1 for Alternatives 1–5.)*	
Mitigation Measure	**MM AQ-3. Fleet Modernization for Onroad Trucks.** 1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property. 2. Idling shall be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: January 1, 2009 to December 31, 2011: All onroad heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used on site or to transport materials to and from the site must contain an EPA 2004 engine model year or newer in order to comply with EPA 2004 onroad emission standards.~~shall comply with EPA 2004 onroad PM emission standards and be the cleanest available with respect to NO_x (0.10g/bhp-hr PM10 and 2.0 g/bhp-hr NO_x). In addition, all onroad trucks shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~ Post-January 2011: All onroad heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with 2010 emission standards, where available. ~~In addition, all onroad trucks shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~ A copy of each unit's certified EPA rating, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment

Mitigation Measure	**MM AQ-5. Additional Fugitive Dust Controls.** The calculation of fugitive dust (PM10) from unmitigated proposed project earth-moving activities assumes a 75% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure proposed project compliance with SCAQMD Rule 403. The construction contractor shall apply for a SCAQMD Rule 403 Dust Control Permit. The construction contractor shall further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor shall designate personnel to monitor the dust control program and to order increased watering, as necessary, to ensure a 90% control level. Their duties shall include holiday and weekend periods when work may not be in progress. The following measures, at minimum, must be part of the contractor Rule 403 dust

	control plan: • Active grading sites shall be watered one additional time per day beyond that required by Rule 403; • Contractors shall apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas; • Construction contractors shall provide temporary wind fencing around sites being graded or cleared; • Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code; • Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site; • The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed; ~~and~~ • Trucks hauling materials such as debris or fill shall be fully covered while operating off LAHD property;~~.~~ • A construction relations officer shall be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation; • All streets shall be swept at least once a day using South Coast Air Quality Management District (SCAQMD) Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets; • Water or non-toxic soil stabilizer shall be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces; • Roads and shoulders shall be paved; and • Water shall be applied three times daily or as needed to areas where soil is disturbed.

1

Mitigation Measure	**MM AQ-11. Vessel Speed-Reduction Program.** Ships calling at the Inner Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: • ~~30%~~75% of all calls in 2009, and • 100% of all calls in 2013 and thereafter. Ships calling at the Outer Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule: • 100% of all calls in 2013 and thereafter.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.

Responsible Parties	Cruise ship lines, LAHD

Mitigation Measure	**MM AQ-12. New Vessel Builds.** The purchaser shall confer with the ship designer and engine manufacture to determine the feasibility of incorporating all emission reduction technology and/or design options and when ordering new ships bound for the Port of Los Angeles. Such technology shall be designed to reduce criteria pollutant emissions (NO_X, SO_X and PM) and GHG emission (CO, CH_4, N_2O, and HFCs). Design considerations and technology shall include, but is not limited to: 1. Selective Catalytic Reduction Technology 2. Exhaust Gas Recirculation 3. In-line fuel emulsification technology 4. Diesel Particulate Filters (DPFs) or exhaust scrubbers 5. Medium Speed Marine Engine (Common Rail) Direct Fuel Injection 6. Low NO_X Burners for Boilers 7. Implement fuel economy standards by vessel class and engine 8. Diesel-electric pod propulsion systems 9. Main engine controls will meet at a minimum the SIP requirements.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	Cruise ship lines, ~~Crawley~~ Crowley and Millennium Tugboat Operators, Catalina Express, LAHD

Mitigation Measure	**MM AQ-14. LNG-Powered or LEV Equivalent Shuttle Busses.** All shuttle buses from parking lots to cruise ship terminals shall either be LNG powered or a low-emission vehicle (LEV) equivalent that will reduce emissions at or below LNG abilities.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	Cruise ship terminal operators, LAHD

Mitigation Measure	**MM AQ-18. Engine Standards for Tugboats.** Tugboats calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): • 30% in 2010, and • 100% in 2014. Tugs calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 3, whichever is more stringent at the time of engine replacement, as follows (minimum percentages): • 20% in 2015,

	• 50% in 2018, and • 100% in 2020.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	~~Crawley~~ Crowley and Millennium Tugboat operators, LAHD
Mitigation Measure	**MM AQ-19. Tugboats Idling Reduction.** The tug companies shall ensure that tug idling is reduced to less than 10 minutes at the cruise terminal building. This measure is not quantified.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	~~Crawley~~ Crowley and Millennium Tugboat operators, LAHD
Mitigation Measure	**MM AQ-20. Catalina Express Ferry Idling Reduction Measure.** Catalina Express shall ensure that ferry idling is reduced to less than 5 minutes at the cruise terminal building. This measure is not quantified.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	~~Crawley and Millennium Tugboat operators~~Catalina Express, LAHD
Mitigation Measure	**MM AQ-21. Catalina Express Ferry Engine Standards.** Ferries calling at the Catalina Express Terminal shall be repowered to meet the cleanest marine engine emission standards in existence at the time of repowering as follows (minimum percentages): • 30% in 2010, and • 100% in 2014.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	~~Crawley and Millennium Tugboat operators~~Catalina Express, LAHD

Mitigation Measure	**MM AQ-24. General Mitigation Measure.** For any of the above mitigation measures (MM AQ-9 through AQ-23), if any kind of technology becomes available and is shown to be as good or as better in terms of emissions reduction performance than the existing measure, the technology could replace the existing measure pending approval by LAHD. The technology's emissions reductions must be verifiable through EPA, CARB, or other reputable certification and/or demonstration studies to LAHD's satisfaction.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	Cruise ship lines, ~~Crawley~~ Crowley and Millennium Tugboat operators, Catalina Express, LAHD
Residual Impacts	Significant

Mitigation Measure	**MM AQ-25. Recycling.** The terminal buildings shall achieve a minimum recycling rate of 40% by 2012 and 60% by 2015. Recycled materials shall include • white and colored paper; • Post-it notes; • magazines; • newspaper; • file folders; • all envelopes, including those with plastic windows; • all cardboard boxes and cartons; • all metal and aluminum cans; • glass bottles and jars; and • all plastic bottles.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	Cruise ship lines, ~~Crawley~~ Crowley and Millennium Tugboat operators, Catalina Express, Ports O'Call tenants, LAHD

1

Mitigation Measure	**MM AQ-28: Energy Audit.** The tenant shall conduct a third-party energy audit every 5 years and install innovative power-saving technology where feasible, such as power-factor correction systems and lighting power regulators. Such systems help maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	Cruise ship lines, ~~Crawley~~ Crowley and Millennium tugboat operators, Catalina Express, Ports O'Call tenants, LAHD

2

Mitigation Measure	**MM AQ-30. Tree Planting**. Shade trees shall be planted around the cruise terminal building. Trees act as insulators from weather, thereby decreasing energy requirements. Onsite trees also provide carbon storage (AEP 2007). Although not quantified, implementation of this measure is expected to reduce the proposed project's GHG emissions by less than 0.1%. Future Port-wide GHG emission reductions are also anticipated through AB 32 rule promulgation. However, such reductions have not yet been quantified because AB 32 implementation is still under development by CARB.
Timing	During operation
Methodology	LAHD will include this mitigation measure in lease agreements with tenants.
Responsible Parties	Cruise ship lines, ~~Crawley~~ Crowley and Millennium Tugboat operators, Catalina Express, Ports O'Call tenants, LAHD

3

Section 3.2.5, Pages 3.2-376 and 3.2-377

Peak daily emissions from the proposed Project and Alternatives 1 through 5 would increase relative to CEQA baseline emissions for VOC, CO, NO_X, SO_X, PM10, and PM2.5 during one or more project analysis years. The proposed Project and Alternatives 1 through 5 would result in significant and unavoidable impacts for VOC, NO_X, SO_X, and PM10 emissions under CEQA. Alternative 6 would increase relative to CEQA baseline emissions for VOC, NO_X, SO_X, PM10, and PM2.5 during one or more project analysis years. The proposed Project and Alternatives 1 and 2 would increase relative to NEPA baseline emissions for all project analysis years for all analyzed pollutants. Alternative 3 (mitigated) would decrease relative to NEPA baseline emissions for all project analysis years for VOC, CO and PM10. Alternative 4 (mitigated) would ~~decrease~~ increase relative to NEPA baseline emissions for all project analysis years for VOC, CO, NO_X, SO_X, PM10, and PM2.5. Therefore, emissions from the proposed Project and Alternatives 1 through 4 would result in significant and unavoidable impacts for NO_X under NEPA. No NEPA ~~Impacts~~ impacts would occur for Alternative 5.

E.7 Changes Made to Section 3.3, "Biological Resources"

Section 3.3.4.3.1, Page 3.3-51

Dredging and shoreline construction activities could affect foraging habitat for listed, candidate, or special-status species through a temporary increase in activity, noise, vibration, and turbidity, which have the potential to displace individuals from the work area during construction. Dredging, rock placement, bulkhead installation, pile driving, and construction of wharfs, docks, piers, and promenades, all have potential to displace individuals during construction activities. Additionally, foraging activities of special-status species that feed on fish in the harbor could be affected as a result of dredging/filling and pile driving activities that produce turbidity in foraging areas. These construction activities are discussed below and are followed by an evaluation of the impact of these activities on listed and other special-status species, with a focus on pile driving activities.

Section 3.3.4.3.1, Page 3.3-52

Soft Start. The proposed Project would initiate steel pile driving via the lower sound-producing vibratory method. Marine mammals near the proposed project area would likely vacate the area prior to receiving a potential injury from impact driving of steel since the vibratory method would act as a "soft start." The soft start method is commonly employed when only impact pile driving methods will be used for pile driving and is accomplished by operating the hammer at less than full capacity (i.e.,

approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period. Similar levels of noise reduction (40–60%) are expected underwater. Because hammering or impact driving of steel piles would be employed only for the last approximately 20 feet of the steel piles, the vibratory method would function as the soft start, and marine mammals are expected to voluntarily move away from the area upon commencement of the vibratory pile driving.

Barge Transport

Rock for construction for Berths 49–50 and Berths 45–47 would be transported from a Catalina Island quarry by barge. The wharf and submerged rock fill work would require a total of 20 barge trips over the course of many months (17 for rock delivery and 3 for sediment removal). A total of 20 trips is a relatively insignificant number compared to total trips in and out of the Port, and the barges traveling from Catalina Island to the Port (or to LA-2 or LA-3 for disposal of dredged material, if reuse is not feasible and sediment qualifies) would not adversely affect marine mammals in the ocean or in the Outer Harbor and Main Channel because few, if any, individuals would be present in these limited vessel traffic routes due to their sparse distribution in the open ocean (whales, porpoises/dolphins, seals, and sea lions) and in the Harbor (sea lions and harbor seals only), as well as because of their agility and ability to avoid damage by vessels. Barge towing speeds are very slow (no more than 5 to 6 knots), well below burst swim speeds for marine mammals, allowing the animals ample time to avoid collisions.

Turbidity

Dredging, bulkhead and dock removal and construction, pile and sheet pile installation, dock installation, and submerged rock fill effects include short-term increases in suspended sediments and turbidity levels. This, in turn, can result in decreases in dissolved oxygen (DO) concentrations, increases in nutrient concentrations, and increases in dissolved and particulate contaminant concentrations should contaminated sediments be disturbed by demolition and construction activities. Turbidity can displace individuals during construction activities from the immediate area affected by the turbidity. Additionally, foraging activities of special-status species that feed on fish in the harbor could be affected as a result of dredging/filling and pile driving activities that produce turbidity in foraging areas. Because turbidity impacts associated with the proposed Project are short-term and localized primarily along the west side of the Port's Main Channel and Outer Harbor, these effects are not considered significant.

Section 3.3.4.3.1, Pages 3.3-53 and 3.3-54

Marine Mammals

No listed marine mammals are expected to occur in the harbor study area. California sea lions are commonly seen in the vicinity of the commercial fish market and near

sportfishing vessels returning to the docks in the study area, and harbor seals may also be present. Under the proposed Project, there would be an increase of approximately 6.82 acres of open-water habitat available to marine mammals through construction of new harbor cuts. There would also be an approximate increase of 5.29 acres of covered water area from construction of over-water structures, which would not preclude use by marine mammals. The new marine habitat area would be greater than the increase in covered area, resulting in a net, approximate increase in open-water (unshaded) marine habitat of 1.53 acres. Noise from impact pile driving could cause seals and sea lions to avoid these areas during pile driving. However, with the use of lower sound-producing methods as described in Mitigation Measure MM BIO-3, marine mammals would be readily able to avoid construction areas, and no injury of marine mammals from construction sound is expected. The relatively small number of slow moving barges that would bring rock from Catalina Island to the Port or remove dredged material for the construction at Berths 49–50 and Berths 45–47 would not adversely affect marine mammals in the vicinity.

Section 3.3.4.3.1, Page 3.3-56

MM BIO-3. Avoid marine mammals. The contractor will be required to use sound abatement techniques to reduce both noise and vibrations from pile driving activities. Sound abatement techniques will include, but are not limited to, vibration or hydraulic insertion techniques, drilled or augured holes for cast-in-place piles, bubble curtain technology, and sound aprons where feasible. At the initiation of each pile driving event, and after breaks of more than 15 minutes, the pile driving will also employ a "soft-start" in which the hammer is operated at less than full capacity (i.e., approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period.

Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile driving activities, as a precautionary measure, pile driving activities occurring within the Outer Harbor will include establishment of a safety zone, and the area surrounding the operations will be monitored by a qualified marine biologist for pinnipeds. As the disturbance threshold level sound is expected to extend at least 1,000 feet from the steel pile driving operations, a safety zone will be established around the steel pile driving site and monitored for pinnipeds within a 1,200-foot-radius safety zone around the pile. As the steel pile driving site will move with each new pile, the 1,200-foot safety zone will move accordingly. Observers on shore or by boat will survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a steel pile segment begins. If marine mammals are found within the safety zone, pile driving of the segment will be delayed until they move out of the area. If a marine mammal is seen above water and then dives below, the contractor will wait at least 15 minutes, and if no marine mammals are seen, it may be assumed that the animal has moved beyond the safety zone. This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of 0.50 minutes to 3.33 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the project vicinity.

If pinnipeds enter the safety zone after pile driving of a segment has begun, pile driving will continue. The biologist will monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile driving will cease until the animal leaves the area. Pile driving cannot be terminated safely and without severe operational difficulties until reaching a designated depth. Therefore, if it is deemed operationally unsafe by the project engineer to discontinue pile driving activities, and a pinniped is observed in the safety zone, pile driving activities will continue until the critical depth is reached (at which time pile driving will cease) or until the pinniped leaves the safety zone. Prior to the initiation of each new pile driving episode, the area will again be thoroughly surveyed by the biologist.

Section 3.3.4.3.1, Page 3.3-58

Eelgrass present within the salt marsh area, as well as along the inlet and proposed location for placement of the rock groin intended to increase tidal circulation and protect the integrity of the inlet (Appendix E.7), would be affected by the proposed enhancement and expansion activities. The proposed rock groin would be placed along the north side of the inlet, at the far extent of Inner Cabrillo Beach. The rock groin would be approximately 220 feet long, 25 feet wide, and 13 feet high (bottom/toe at -5 feet MLLW and top/crest at +8 feet MLLW), with a footprint of ~~0.13~~0.28 acre. Of this area, approximately 0.07 acre of eelgrass would be permanently covered, as well as 0.04 acre of existing mudflat (Figure 3.3-6); the remaining 0.28 acre of the groin would cover an unvegetated soft-bottom area. Additionally, a construction buffer zone around the rock groin placement would potentially temporarily affect another 0.25 acre of eelgrass, but these areas would be expected to reestablish and would be monitored by a qualified biologist following conclusion of rock groin placement.

Section 3.3.4.3.1, Pages 3.3-59 and 3.3-60

Proposed project construction of the wharves, docks, and the promenade would potentially affect EFH and fish listed in Coastal Pelagic and Pacific Groundfish FMPs through changes in marine habitat and the potential for turbidity, temporary displacement of individuals due to construction activities, release of contaminants to the water column, temporary lighting, and underwater sound from the pile driving. Appendix E.8 shows conceptual representative cross sections of new harbor cuts. No loss of open water habitat would occur from the Outer Harbor wharf work at Berths 49–50 or Berths 45–47 as all rock placement would be submerged at elevations of -10 to -57 feet MLLW. At Berths 49–50, 0.57 acre of new rock would be placed over existing rock and 1.58 acres of new rock would be placed over existing soft-bottom habitat (from -10 feet MLLW to approximately -57 feet MLLW), thereby converting it to hard substrate. At Berths 45–47, 0.85 acre of rock would be placed in soft-bottom habitat (from -35 feet MLLW to approximately -57 feet MLLW), converting it to hard substrate. Rocky-bottom or hard substrate areas provide habitat for algae and epifaunal invertebrates, which attract and provide

foraging habitat for fish. Port studies have confirmed that these types of substrates provide comparable biological functions as soft-bottom habitat. Few, if any, individual fish would be lost because most individuals would avoid the work area, resulting in no loss of sustainable fisheries. Installation of piles during construction of the berth structures would result in vibration in the water, as well as a small amount of turbidity. Because the proposed Project has potential to adversely affect EFH, an EFH consultation with NMFS would be conducted pursuant to the MSA. An EFH assessment is included as Appendix E.9.

Section 3.3.4.3.1, Pages 3.3-60 and 3.3-61

Effects of proposed project construction activities would be of short duration (a few weeks to months) and would occur in a small area. A small amount of the benthic infauna and the epibenthic macroinvertebrates found in the harbor water adjacent to the construction activities at the Outer Harbor Berths 49–50 and 45–47 would be lost within the footprint of rock placement. This is also true where ~~of the~~ piles are ~~being~~ driven and ~~the~~ rock is placed around the base of these piles and where dredging activities occur. Areas of ~~, and~~ soft-bottom habitat at Berths 49–50 (1.58 acres) and Berths 45–47 (0.85 acre) that would be covered with submerged rock placement would be converted to hard-bottom ~~at these locations~~ habitat and recolonization would be expected to occur in areas where new rock is placed over existing rock. The turbidity generated by dredging, rock placement, and pile driving ~~each pile~~ would be localized immediately adjacent to the area of disturbance~~pile~~ and would dissipate rapidly with minor effects on invertebrates and fish at these ~~the pile~~ locations. The small loss of prey for managed fish species would not adversely affect their populations within the harbor due to the large amount of undisturbed foraging area available and the small number of individuals of managed groundfish species that feed on benthic organisms in the harbor. Construction disturbances such as turbidity would have a negligible effect on eggs and larvae of managed species, which are located primarily in the water column and move with water currents, and, thus, would be exposed only briefly to turbidity. Additionally, only a small number would be affected in the construction area relative to those present in all marine habitats in the harbor. Adult and juvenile fish of managed species would likely avoid the disturbance area during construction activities and would not be adversely affected.

Section 3.3.4.3.1, Page 3.3-61

Concrete piles would be used throughout most of the proposed Project, but some steel piles would be required for boat docks. These would be installed using hydraulic jetting, with impact driving to achieve final depth and to firmly set the piles. While jetting is not expected to create high-intensity underwater sound, impact driving of concrete piles is expected to produce peak sound volumes of up to 188 dB_{PEAK} and 173 dB_{RMS} at a distance of 32.8 feet (WSDOT 2007). Likewise, steel piles would be installed part way with relatively low-noise vibratory methods and set to final depth with an impact driver. Steel piles that are 12 inches in diameter impact

driven are expected to produce up to 190 dB_{PEAK} at a distance of 32.8 feet (WSDOT 2007). Although sound volume produced depends on local conditions, monitoring from other projects indicates that sound levels up to 217 dB_{PEAK} and 203 dB_{RMS} may be produced during impact driving, which is required to set the steel piles to final depth, for steel piles up to 24 inches (WSDOT 2007). However, the increased noise levels are of a short duration and would not result in substantial effects to EFH or loss of sustainable fisheries. A small amount of water column habitat would be converted to hard substrate (piles) due to berth and promenade construction, and the addition of rock placed in the Outer Harbor berths and around the piles in soft sediments would convert a small amount of soft-bottom habitat to hard substrate. These minor effects on EFH would not result in loss of sustainable fisheries.

Section 3.3.4.3.1, Page 3.3-62

Essential Fish Habitat. Temporary disturbances in the water during wharf, dock, and promenade construction would affect EFH or result in minimal loss of fish in managed species as described above, but would not substantially reduce their numbers. Additionally, conversion of ~~a small amount~~ 1.58 acres of soft-bottom to hard-substrate habitat would occur as a result of the ~~proposed Project~~ construction in the Outer Harbor for Berths 49–50, and 0.85 acre would be similarly converted at Berths 45–47. A small amount of soft-bottom to rock-bottom conversion would also result from pile placement. Conversion of soft-bottom to hard-substrate habitat would ~~,~~ result~~ing~~ in a minor loss of benthic invertebrates and water column habitat; however, this is not a significant impact. ~~Overall, a net increase in open-water habitat through harbor cuts would result from the proposed Project.~~ Although the proposed Project would result in a total of 2.15 acres of rock fill at Berths 49–50 and 0.85 acre at Berths 45–47, the proposed Project also would result in creation of new open-water and marine habitat as a result of the proposed harbor cuts. Overall, there would be a net gain of approximately 6.8 acres of open-water habitat available to EFH and FMP-managed fish species. Construction activities for upland areas such as cruise ship terminals, Ports O'Call, and parking structures would have no direct impacts on EFH because none is present at those sites. Indirect impacts through runoff of sediments during storm events would be less than significant because such runoff would be controlled as described for water quality in Section 3.14 (e.g., project-specific SWPPP with construction BMPs such as sediment barriers, sediment traps, and sedimentation basins). In addition, the work would be conducted in compliance with applicable permits, such as the USACE's Section 10 (RHA), Section 404 (CWA), and Section 103 (MPRSA), ~~-~~and RWQCB's 401 water quality certification. With implementation of mitigation measures, impacts would be less than significant under CEQA.

Section 3.3.4.3.1, Pages 3.3-62 through 3.3-64

MM BIO-4. Enhance and expand Salinas de San Pedro Salt Marsh. To mitigate impacts associated with shading of the 0.175-acre mudflat habitat at Berth 78–Ports O'Call, shading created by the installation of the promenade at the inlet to the Salinas

de San Pedro Salt Marsh, 0.07-acre impact to eelgrass, and 0.04-acre impact to mudflat habitat from placement of the rock groin, LAHD will expand the mudflat and salt marsh habitat and reestablish eelgrass within Salinas de San Pedro Salt Marsh in accordance with the *Southern California Eelgrass Mitigation Policy*. It is anticipated that construction activities in this portion of the proposed project area will begin shortly after the California least tern nesting season concludes at the end of August. A pre-construction eelgrass survey will be conducted (likely in September or October) prior to commencement of construction activities in the vicinity of Inner Cabrillo Beach and the salt marsh habitat. Surveys for eelgrass will be conducted during eelgrass growing season (March–October), and results will be valid for 60 days, unless completed in September or October; if completed in September or October, results will be valid until resumption of next growing season. It is anticipated that the mudflat area within the salt marsh will be increased approximately 0.56 acre converting only upland areas to do so and that eelgrass habitat will be reestablished within the salt marsh with no net loss. These improvements will occur by recontouring the side slopes to increase mudflat area, removing the rocksill within the inlets, removing nonnative vegetation, removing the rock-sloped island within the marsh, lowering the elevation of the salt marsh, and constructing a rock groin at the marsh inlet to block littoral sediment from entering the marsh. Figure 3.3-5 illustrates the proposed improvements to the salt marsh.

MM BIO-5. Prepare a habitat mitigation and monitoring plan. A habitat mitigation and monitoring plan (HMMP) will be developed in coordination with National Marine Fisheries Service (NMFS) and other regulatory agencies to detail the Salinas de San Pedro Salt Marsh expansion and enhancements and will include the following performance measures: 1) eelgrass, pickleweed, cord grass, and other native species present will be salvaged prior to construction and placed in a nursery for replanting post-restoration; 2) salvaged plants will be replanted at appropriate tidal elevations; 3) sediments removed from the salt marsh will be disposed of at LAHD's upland disposal site at Anchorage Road (see Section 3.14, "Water Quality, Sediments, and Oceanography"); 4) turbidity will be monitored in accordance with Mitigation Measure MM BIO-1 so that nearby eelgrass and mudflat habitat ~~is~~ are protected during restoration activities; 5) an eelgrass survey will be conducted 30 days following construction; and ~~5~~6) at the completion of expansion and enhancement activities, the salt marsh and associated mudflat will be monitored by a qualified restoration ecologist at Years 1, 2, 3, 5, 7, 8, and 10 to ensure performance standards are met and that restored areas, including eelgrass and a minimum of 0.22~~175~~ acre of created mudflat, are self-sustaining by Year 5.

Residual Impacts

Short-term residual impacts on the salt marsh and on the eelgrass and mudflat habitat during expansion and enhancement construction activities would occur. These effects are temporary significant and unavoidable impacts. An overall net gain in habitat area (minimum 0.22~~0~~ acre of mudflat for Berth 78 and rock groin placement) and functions of the salt marsh and mudflat would be achieved (see Impact BIO-2b). Additionally, new harbor cuts would result in a net gain of open-water Inner Harbor habitat available to EFH species. Water quality BMPs included in the proposed

Project as detailed in Section 3.14.4.3, such as silt fencing, sediment basins, and sediment traps, would be implemented as part of the proposed Project.

NEPA Impact Determination

As discussed for the CEQA analysis, short-term impacts on the salt marsh and on the eelgrass and mudflat habitat would be significant and unavoidable. However, overall a net gain in mudflat habitat (minimum 0.22~~0~~ acre) and increased functions of the salt marsh to support eelgrass and other native vegetation would occur (see Impact BIO-2b). Impacts on EFH and special aquatic habitat would be significant without mitigation, but with application of Mitigation Measures MM BIO-1 through MM BIO-5, these impacts would be less than significant. Water quality BMPs included in the proposed Project as detailed in Section 3.14.4.3 would also be implemented. Additionally, temporary effects on EFH would not substantially affect EFH-managed species nor would the minor effects of conversion of soft-bottom habitat to hard substrate. Long term, the proposed Project would result in a net increase in marine open-water habitat through harbor cuts. Overall, the proposed Project would result in less-than-significant impacts on EFH and special aquatic habitats.

Mitigation Measures

Implement Mitigation Measures MM BIO-1through MM BIO-5.

Residual Impacts

Residual impacts would be short-term, significant and unavoidable, as discussed for residual impacts under CEQA. An overall net gain in habitat area (minimum 0.22~~0~~ acre of mudflat) and functions of the salt marsh, eelgrass, and mudflat would be achieved (see Impact BIO-2b). Additionally, new harbor cuts would result in a net gain of open-water Inner Harbor habitat available to EFH species.

Section 3.3.4.3.1, Page 3.3-66

Physical Disturbance

Where structures (pilings, bulkheads, toe protection rock) are installed below the ordinary high water mark (OHWM) or high tide line, some physical disturbance of the underlying sediment would be inevitable and a small loss of or conversion of habitat area would occur where rock is placed under wharf construction areas and around the bottom of the pilings. Benthic habitat at the Berths 49–50 and Berths 45–47 rock placement and piling sites would be disturbed, and individual invertebrates would be crushed. Sediment displaced during rock placement would bury surface organisms underneath and ~~pile driving would bury surface organisms~~ in the immediate vicinity of pile placement (i.e., within an approximately 1-foot diameter around each piling). Sediment recolonization would occur rapidly, however, so this

impact would be limited in both time and space and would not constitute a substantial disturbance of biological communities.

Under the proposed Project, 760 existing pilings would be removed, and 1,750 pilings would be installed. Removal of existing pilings would remove piling habitat that forms a base of attachment for a variety of marine invertebrates. Most of the pilings that would be removed are creosote-treated wood and many are covered with a protective plastic covering. Plastic pile covers and toxins in the creosote piles inhibit colonization by invertebrates. The concrete pilings that would be installed would provide a better point of attachment for marine invertebrates, as these organisms are adapted to attach to stony surfaces (such as concrete) and the concrete is non-toxic and would not require wrapping.

Under the proposed Project, 0.57 acre of new rock would be placed over existing rock and 1.58 acres of new rock would be placed in existing soft-bottom habitat for construction of the Outer Harbor Berths 49–50 (from -10 feet MLLW to approximately -57 feet MLLW). Additionally, 0.85 acre of rock would be placed over soft-bottom habitat at Berths 45–47 (from -35 feet MLLW to approximately -57 feet MLLW). No permanent loss of habitat would occur from the Outer Harbor wharf work, although temporary effects to 0.57 acre of hard substrate would result from placement of new rock over existing rock and 2.43 acres (1.58 acres at Berths 49–50 + 0.85 acre at Berths 45–47 = 2.43 acres) of soft-bottom habitat would be converted to hard substrate as a result of rock placement. A small amount of the benthic infauna and the epibenthic macroinvertebrates would be lost during rock placement over soft-bottom habitat, and this area would be converted to hard-bottom habitat, providing habitat for algae and epifaunal invertebrates. Where new rock is placed over existing rock, recolonization of that area is expected to occur within 1 to 3 years.

Section 3.3.4.3.1, Pages 3.3-66 and 3.3-67

Dredging can affect aquatic organisms in many ways. Direct impacts would occur to organisms living within the sediments removed as part of the dredging activity (approximately 2,100 cubic yards at Berths 49–50 and approximately 1,230 cubic yards at Berths 45–47). Dredging can adversely affect aquatic organisms if toxic substances are present in sediments and if those sediments are suspended in the water column during dredge activities or when disposed of at a marine disposal site. Implementation of Mitigation Measure MM BIO-6 would reduce the effects of dredging activities. Dredging can affect fish by temporarily increasing turbidity in the dredge vicinity. Turbidity can adversely affect fish and other aquatic life by impairing vision and sense of smell, injuring gills, reducing water transparency, and covering sessile organisms. If anoxic sediments are disturbed, dissolved oxygen may also be reduced in the water column during dredging in the vicinity of the dredge operation. Water quality effects of dredging depend on the quality of sediments, currents, and type of dredge equipment used. However, based on water quality monitoring data from other harbor dredge projects using suction and clamshell dredge equipment (Jones & Stokes 2007a, 2007b), water quality effects are expected

to be transitory, lasting for less than one tide cycle following active dredging, and covering an area generally within 1,000 feet of the activity, and often less than 300 feet. Suction dredging generally has a smaller impact area, often less than 300 feet (Jones & Stokes 2007a, 2008). Turbidity may also be temporarily increased during installation of piles, bank protection rock, and bulkheads. However, the extent would generally be much less than the area affected by dredging, probably affecting a radius of no more than about 100 feet from the activity.

Section 3.3.4.3.1, Page 3.3-69

Dredging activities would result in direct effects to benthic species located within the approximately 3,330 cubic yards of sediment to be removed. Placement of rock over 2.43 acres of soft-bottom habitat would convert that area to hard substrate, which could be utilized as habitat once rock placement was completed. In the area where 0.57 acre of new rock would be placed over existing rock, temporary effects to benthic species would occur, but these areas would be recolonized. Contaminated sediments released during dredging could adversely affect aquatic organisms if toxic substances are present in sediments and if those sediments are suspended in the water column during dredge activities or when disposed of at a marine disposal site. Impacts would be significant. As described in Mitigation Measure MM BIO-6, testing of the sediment for contaminants and appropriate disposal of these sediments would occur as part of proposed project activities. Additionally, water quality BMPs included in the proposed Project as detailed in Section 3.14.4.3 would be implemented. With implementation of mitigation, construction impacts resulting from the proposed Project would be less than significant.

Section 3.3.4.3.1, Pages 3.3-69 and 3.3-70

MM BIO-6. Dispose sediment. Prior to dredging, sediments will be tested for contaminants and if found to ~~will only be disposed of at marine disposal sites if they~~ meet the sediment quality and quantity criteria for disposal, will be beneficially reused if an appropriate site is identified. If no feasible reuse site is available for uncontaminated sediment disposal, marine disposal will occur. Depending on the test results, sediments will be disposed of at a pre-approved ocean disposal site (LA-2, LA-3), a contained disposal facility in the harbor, or an approved upland location such as the Port's Anchorage Road Upland Soil Storage Site. Disposal in-harbor will only occur if an acceptable disposal site is identified and permitted by the USACE (under Section 404 of the federal CWA). At this time, no in-harbor disposal is foreseeable for the San Pedro Waterfront dredged sediments.

Section 3.3.4.3.1, Page 3.3-71

Overall, the proposed Project would increase aquatic habitat by approximately 6.8 acres through the creation of new harbor cuts. Although there would be changes in

habitat character/type from discharge of materials and physical structures, the total quantity of open-water habitat would be increased. Mitigation for impacts on marine biological resources has been developed by LAHD in coordination with the NMFS, USFWS, and CDFG through agreed-upon mitigation policy (USACE and LAHD 1992). This policy defines the value of different habitats in the harbor relative to a system of mitigation credits accrued by creating or enhancing habitat in the harbor and at offsite locations (see Figure 3.3-3). Under these existing mitigation agreements (City of Los Angeles et al. 1984, 1997), this could create up to an additional ~~3.4~~6.8 mitigation credits ~~to be added~~ pursuant to ~~to LAHD's~~ the Inner Harbor ~~Mitigation Bank~~ Memorandum of Understanding executed in 1984 by the LAHD, NMFS, USFWS, and CDFG.~~) (i.e., 6.8 acres x 0.5 credit per acre of Inner Harbor value created). Inner Harbor habitat is credited at 0.5 credit per acre rather than 1 credit per acre because of the combined effects of water quality and physical habitat alterations (e.g. riprap, bulkheads, over-water structures) that may reduce the value of Inner Harbor habitat.~~

The proposed Project would discharge rock onto 2.43 acres of soft-bottom habitat converting it to hard substrates and add 0.57 acre of new rock over existing rock. However, the affected areas would recover comparable biological functions within a few years following the discharges, and the proposed Project's harbor cuts would result in a net gain of open-water and marine habitat in the proposed project area.

CEQA Impact Determination

Proposed project construction would result in an increase in open-water and marine habitat area, which could add up to ~~3.4 mitigation~~6.8 mitigation credits pursuant to the Inner Harbor Memorandum of Understanding executed in 1984 by the LAHD, NMFS, USFWS, and CDFG, pending agreement by the signatory agencies. Submerged rock fill discharged in the vicinity of Outer Harbor Berths 49–50 and Berths 45–47 would result in conversion of soft-bottom to hard-substrate area and temporal effects to rock-bottom area where new rock would be placed; based on port studies, however, the affected areas would be expected to provide comparable biological functions within a few years following the discharges. Overall, the proposed Project would result in a net gain of open-water and marine habitat area in the Inner Harbor. ~~to LAHD's Inner Harbor Mitigation Bank.~~ This creation of Inner Harbor new water area would result in increased biological production until the time that banked mitigation credits might be used for some future Port fill. There would be no permanent loss of marine habitat as a result of proposed project construction. Although there would be changes in habitat character/type from discharge of materials and physical structures, the total quantity of open-water habitat would be increased. Therefore, i~~I~~mpacts would be less than significant.

Section 3.3.4.3.1, Page 3.3-72

Residual Impacts

The harbor cuts (6.8 acres) would result in a ~~A residual~~ net gain in Inner Harbor open water- and marine habitat that could result in 6.8 mitigation credits ~~being added,~~ pursuant to the Inner Harbor Memorandum of Understanding executed in 1984 by the LAHD, NMFS, USFWS, and CDFG, pending agreement by the signatory agencies. While the proposed submerged rock fills at ~~to the Inner Harbor Mitigation Bank~~ Berths 49–50 and Berths 45–47 would convert 2.43 acres of soft-bottom habitat to hard substrates and cover 0.57 acre of existing rock with more rock, the affected areas would recover comparable biological functions within a few years based on previous Port studies. These fills would be offset to some extent by the removal of 1.0 acre of riprap from the North, Downtown, and 7th Street Harbor areas. ~~Inner Harbor Mitigation Bank credits are used to offset aquatic losses associated with LAHD projects.~~ The proposed Project would also enhance and create intertidal habitats and provide a net increase in marine habitat. Overall, ~~W~~while there would be marine habitat character/type changes, the affected areas would still function as marine habitat, and there would be a net gain in marine habitat at Salinas de San Pedro Salt Marsh as a result of the proposed Project. Therefore, impacts would be less than significant.

Section 3.3.4.3.1, Page 3.3-79

Table 3.3-5. Summary of Gain and Loss Resulting from In-Water and Over-Water Structures to Marine Habitat from the Proposed Project and Project Alternatives

	Proposed Project	*Alternative*			
		1	*2*	*3*	*4*
Riprap (acres)					
Gain	3.0~~0~~	0.85~~0~~	~~0~~3.0	~~0~~.85	0
Loss	1.0	1.0	1.0	1.0	0.4
Total	**2.0 ~~1.0~~**	**-0.15 ~~1.0~~**	**2.0 ~~1.0~~**	**~~1.0~~ -0.15**	**-0.4**

Section 3.3.4.3.1, Pages 3.3-79 and 3.3-80

The proposed Project would remove 760 old pilings, most of which are creosote-treated timber piles, and would install 1,750 new concrete or steel piles. The concrete piles would offer a point of attachment for a number colonizing invertebrate species such as barnacles, mussels, sponges, and anemones. Steel piles would not provide additional habitat for colonization by invertebrate species. Although the existing creosote-treated piles would also provide substrate for these organisms, toxic compounds in creosote inhibit colonization. So, the new pilings would likely provide substrate for a more diverse and productive invertebrate community. Overall, there would be a net increase of 990 piles in the study area. Floating docks also would provide hard horizontal and to a minor extent vertical, substrate suitable for colonization by algae and sessile invertebrates, and would shade underlying areas.

The proposed Project would remove 0.58 acre of floating dock area and would create 1.39 acres of floating dock area, creating a net increase of 0.81 acre of floating docks. The proposed Project would result in submerged riprap and rock placement over 3.0 acres of soft-bottom habitat and existing rock at Berths 49–50 and Berths 45–47. The proposed Project would also remove 1.0 acre of riprap from the North, Downtown, and 7th Street Harbor areas.

Section 3.3.4.3.1, Page 3.3-82

CEQA Impact Determination

As described in Impact BIO-4a, there would be short-term, construction-associated disruption to existing biological communities in part of the proposed project area as a result of removal of existing in-water and over-water structures. Long-term impacts would not occur as a result of the proposed Project. Submerged rock placement at Berths 49–50 and Berths 45–47 would convert soft-bottom habitat to hard substrate, which would recolonize and continue to support a benthic community, albeit a somewhat different community, within 1 to 3 years. Pilings and floating docks constructed as part of the proposed Project would provide shaded horizontal (i.e. boat floats) and vertical (i.e. bulkheads) submerged attachment surfaces that would support invertebrate communities, and some fish species would likely be attracted to the new over-water and in-water structures. Additionally, newly placed piles would support a different community of invertebrates compared to rock or soft-bottom habitats. Habitat complexity and cover would increase as well, as rock provides attachment for sessile invertebrates, macro-algae, and cover for motile organisms. Where it replaces vertical bulkheads, there would also be an increase in physical habitat complexity and cover. In addition, this area of disruption, specifically between Berths 83–88, is a relatively small part of the harbor, and this small-scale disruption would not be considered a substantial disruption of a local biological community. Although there would be a short-term disruption to biological communities in part of the proposed project area as a result of removal of existing over-water and in-water structures, and recolonization of these areas would take 1 to 3 years, there would be no net loss of open-water marine habitat or long-term biological community disruption overall.

Section 3.3.4.3.2, Page 3.3-84

Impacts on individuals, or existing habitat, of state- or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or species of special concern would be the same as described under the proposed Project. Differences between Alternative 1 and the proposed Project relevant to Impact BIO-1a would be due to differences in construction areas. Under Alternative 1, the North Harbor cut would be larger (see Tables 3.3-4 and.3.3-5) resulting in incrementally larger construction disturbances in this area. However, because the wharf would not be constructed at Berths 49–50 under Alternative 1, fewer pilings would be installed, and 2.15 acres of submerged rock placement would not occur, reducing the

avoidance area for marine and marine-foraging species. Because only one cruise ship berth would be developed in the Outer Harbor, less Outer Harbor area would be avoided by special-status species during construction than under the proposed Project.

Section 3.3.4.3.2, Pages 3.3-85 and 3.3-86

Natural habitats that would be impacted by construction of the proposed Project would include the 0.175-acre mudflat at Berth 78–Ports O'Call, and the 0.04-acre mudflat and 0.07-acre eelgrass habitat at the inlet to the Salinas de San Pedro Salt Marsh. The temporary impact on eelgrass and other habitat in the Salinas de San Pedro Salt Marsh from enhancement/expansion activities, and temporary effects on scattered kelp beds at Berths 68–69 and 47–49, would be similar to those that would occur under the proposed Project. Impacts on EFH and MSA-managed species also would be similar to those that would occur under the proposed Project, including construction activities associated with Berths 45–47 (0.85 acres of submerged rock fill and 1,230 cubic yards of dredging). However, there would be no in-water construction activities associated with Berths 49–50 (i.e. 2,100 cubic yards of dredging and 2.15 acres of rock fill). Alternative 1 would require 6 barge trips to bring rock from Catalina Island and remove dredged material at Berths 45–47, which is less than under the proposed Project. As described under the proposed Project, there would be no reduction in eelgrass habitat or wetlands.

CEQA Impact Determination

As with the proposed Project, the loss of approximately 0.175 acre of mudflat at Berth 78–Ports O'Call and 0.04 acre at the salt marsh inlet would be significant if not mitigated, as would the loss of 0.07 acre of eelgrass at the salt marsh inlet. Additionally, conversion of 0.85 acre of soft-bottom to hard-substrate habitat would occur as a result of the construction in the Outer Harbor for Berths 45–47. A small amount of soft-bottom to rock-bottom conversion would also result from pile placement. Conversion of soft-bottom habitat to hard substrates would result in a minor loss of benthic invertebrates and water column habitat, but this is not a significant impact. In addition, ~~T~~temporary disturbances during wharf, promenade, and dock construction may affect EFH or result in loss of managed species, but would not substantially reduce their numbers. ~~Conversion of soft-bottom habitat to hard substrate would result in minor loss of benthic invertebrates and water column habitat, but this is not a significant impact.~~ Although Alternative 1 would result in a total of 0.85 acre of submerged rock fill at Berths 45–47, this alternative would also result in creation of new marine open-water habitat as a result of the proposed harbor cuts. Overall, there would be a net gain in marine open-water habitat available for EFH and FMP-managed fish species. As with the proposed Project, construction activities associated with expansion and enhancement of the mudflat and salt marsh for the long-term benefit of the marsh would result in significant short-term impacts on the salt marsh and the eelgrass and mudflat habitat within the marsh. While implementation of Mitigation Measures MM BIO-4 and MM BIO-5 would reduce these effects, this short-term impact remains significant and unavoidable.

Section 3.3.4.3.2, Page 3.3-87

Wharf construction in the North Harbor would increase the extent and duration of temporary construction impacts under Alternative 1 as compared to the proposed Project in that area. However, these types of impacts would be reduced in the Outer Harbor ~~since~~ because only one wharf at cruise ship Berth 47 would be developed. Overall, Alternative 1 would require driving 210 fewer piles (see Table 3.3-5) than the proposed Project, so underwater noise and physical disturbance from pile driving would be reduced. As with the proposed Project, noise impacts would be of limited intensity, extent, and duration, so effects on birds, marine mammals, and fish, including EFH and MSA-managed fish species, would be short-term.

No permanent loss of habitat would occur from the extension of the wharf at Berths 45–47 from 920 feet to 1,150 feet, which would require 0.85 acre of submerged rock placement over soft-bottom habitat to protect slope. A small amount of the benthic infauna and the epibenthic macroinvertebrates would be lost during rock placement over soft-bottom habitat. However, the addition of rock would provide habitat for algae and epifaunal invertebrates. Overall, there would be a net gain of new marine open-water habitat under Alternative 1.

Section 3.3.4.3.2, Page 3.3-88

CEQA Impact Determination

For the reasons described above, construction activities in the study area would cause short-term local impacts on individuals, including MSA-managed fish species; however, no substantial disruption of biological communities would result from Alternative 1. A conversion of 0.85 acre of soft-bottom habitat to hard substrate would result from the wharf extension at Berths 45–47. Over time, these in-water materials would be colonized by aquatic organisms and function as marine habitat, albeit of a somewhat different character. Although Alternative 1 would result in a total of 0.85 acre of rock fill at Berths 45–47, this alternative would also result in creation of new marine open-water habitat as a result of the proposed harbor cuts and overall, there would be a net gain in marine open-water habitat. Temporary loss of habitat function from construction enhancement activities within the mudflat, eelgrass, and salt marsh area is expected, but would result in an overall net gain in habitat functions for this area as described in Mitigation Measures MM BIO-4 and MM BIO-5. Impacts on the salt marsh and on the eelgrass and mudflat habitat are discussed under Impact BIO-2a. Impacts from dredging and wharf construction for Alternative 1 would be significant prior to mitigation. With implementation of mitigation, construction impacts resulting from Alternative 1 would be less than significant.

Section 3.3.4.3.2, Page 3.3-89

The impacts of Alternative 1 on marine biological resources would be very similar to those described for the proposed Project. However, under Alternative 1, the North Harbor project element would create a larger new area of marine habitat, extend the North Harbor wharf, and only expand the Outer Harbor cruise ship facilities at Berths 45–47; no in-water construction or fill activities associated with Outer Harbor Berths 49–50 would occur. As a result, Alternative 1 would require fewer pilings, cover less created open-water habitat, add less rock in the Outer Harbor, and remove less existing bulkheads than the proposed Project.

Alternative 1 would create 7.13 acres of new water area (Table 3.3-3). Pursuant to the Inner Harbor Memorandum of Understanding ~~Under existing mitigation agreements~~ (City of Los Angeles et al. 1984, 1997), approximately 7.13 mitigation credits would be created ~~(i.e., 7.13 acres x 0.5 credit per acre of Inner Harbor habitat created)~~. Submerged rock fill is offset by the 1.0 acre of rock riprap that would be removed at the Downtown, North, and 7th Street Harbors. Overall, there would be a net gain of marine open-water habitat under Alternative 1.

CEQA Impact Determination

Similar to the proposed Project, Alternative 1 would result in no permanent loss of marine habitat. The quantity of created open-water marine habitat would increase to 7.13 acres (0.30 acre more than under any of the other alternatives) and there would be an overall net gain in marine open-water habitat created under Alternative 1. Therefore, ~~I~~impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

The harbor cuts would result in additional open water in the Inner Harbor, which pursuant to the Inner Harbor Memorandum of Understanding, would generate approximately 7.13 Inner Harbor mitigation credits. The 0.85 acre of submerged rock fill for Berths 45–47 to protect the slope at Berths 45–47 would be offset by removal of 1.0 acre of rock riprap at the North, Downtown, and 7th Street Harbors. ~~A residual net gain in Inner Harbor open water could result in credits being added to the Inner Harbor Mitigation Bank. Inner Harbor Mitigation Bank credits are used to offset aquatic losses associated with LAHD projects.~~ Alternative 1 would also enhance and create intertidal habitats and provide a net increase in marine habitat at Salinas de San Pedro Salt Marsh. Overall, ~~I~~impacts would be less than significant.

Section 3.3.4.3.2, Page 3.3-92

Operation of Alternative 1 would have similar effects on local biological communities to those that would occur under the proposed Project. Because Alternative 1 would only develop one Outer Harbor cruise ship wharf at Berths 45–47~~Berth 47~~, there would be less alteration of existing open-water marine habitat in that area. Alternative 1 would include a larger North Harbor cut; however, this change would be an increase in open-water habitat area (discussed under Impact BIO-5a), which would cause short-term disruption of a local biological community, as discussed under Impact BIO-4a.

Section 3.3.4.3.3, Page 3.3-94

CEQA Impact Determination

As described for the proposed Project, construction of Alternative 2 could result in the loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or a species of special concern. In-water construction would cause localized activity, noise, barge traffic, and turbidity that would likely cause marine mammals and the special-status bird species present in the study area to avoid the construction area during those activities. Proposed construction activities could affect nesting black-crowned night and great blue herons. Also, restoration of the salt marsh (Mitigation Measure MM -BIO-4) could cause turbidity that extends into the Outer Harbor, affecting foraging California least terns. Impacts would be significant; however, implementation of Mitigation Measure MM BIO-1 would prevent excessive turbidity, thereby minimizing the impact from dredging on marine habitat and species, and Mitigation Measure MM BIO-2 would be implemented to prevent disturbance of nesting birds from construction activity. Significant impacts on marine mammals resulting from noise associated with pile driving would be reduced with implementation of Mitigation Measure MM BIO-3.

Section 3.3.4.3.3, Pages 3.3-95 and 3.3-96

Outer Harbor construction activities at Berths 49–50 and Berths 45–47 would be the same as under the proposed Project, and a total of 3.0 acres of submerged rock fill would be discharged and approximately 3,330 cubic yards of dredging would occur. Harbor cuts and the creation of Inner Harbor open-water marine habitat would be the same as for the proposed Project, resulting in a net gain of Inner Harbor open-water habitat and EFH available for MSA-managed species. Conversion of soft-bottom habitats to hard substrate would be the same under Alternative 2 as the proposed Project, as would temporary disturbances due to turbidity, pile driving sound wave effects on fish, and other in-water construction activities.

CEQA Impact Determination

As with the proposed Project, the permanent loss of approximately 0.220 acre of mudflat and 0.07 acre of eelgrass habitat would be significant. Although Alternative 2 would reduce the number of piles driven by approximately 20, this is a minor reduction and would insignificantly reduce temporary impacts. Therefore, temporary disturbances during wharf, promenade, and dock construction that may affect EFH or result in loss of MSA-managed fish species would essentially be the same as what would occur under the proposed Project. Conversion of soft-bottom habitat to hard substrate would result in minor loss of benthic invertebrates and water column habitat, but this is not a significant impact. Overall, there would be a net gain in marine open-water habitat available to EFH and FMP-managed fish species. As with the proposed Project, construction activities associated with expansion and enhancement of the mudflat and salt marsh (Mitigation Measure MM -BIO-4) for the long-term benefit of the marsh would result in significant short-term impacts on the salt marsh and on the eelgrass and mudflat habitat within the marsh. While implementation of Mitigation Measures MM BIO-4 and MM BIO-5 would reduce these effects, this short-term impact remains significant and unavoidable.

Section 3.3.4.3.3, Page 3.3-98

The potential for disruption to biological communities from construction impacts would be essentially the same as under the proposed Project, including physical disturbances from dredging related to turbidity, suspended toxic sediments, noise, and light, and 2.43 acres of habitat conversion (soft-bottom to hard substrate) related to 3.0 acres of rock fill discharges at Berths 49–50 and Berths 45–47 (the other 0.57 acre would be adding rock to existing rock). The portion of the promenade along the Salinas de San Pedro Salt Marsh would not be built under Alternative 2, resulting in a small reduction in noise and disturbance associated with pile driving in the upper beach and the inlet of the salt marsh. Alternative 2 would require driving approximately 20 fewer piles (1,730 compared to 1,750 under the proposed Project), so underwater noise and disturbance impacts described under the proposed Project would be only slightly reduced under Alternative 2, and only in the vicinity of the Inner Cabrillo Beach. As with the proposed Project, noise impacts would be of limited intensity, extent, and duration so effects on birds, marine mammals, EFH and MSA-managed fish species would be short-term. The potential for construction to introduce or spread invasive species would be the same as described for the proposed Project. Therefore, Alternative 2 would not substantially disrupt biological communities.

CEQA Impact Determination

As with the proposed Project, construction activities in the study area would cause short-term local impacts on individuals, including MSA-managed fish species; however, no substantial disruption of biological communities would result from Alternative 2. Dredging activities would result in direct effects to benthic species located within the approximately 3,330 cubic yards of sediment to be removed.

Placement of rock over 2.43 acres of soft-bottom habitat would convert that area to hard substrate, which could be utilized as marine habitat once rock placement is completed. In the area where 0.57 acre of new rock would be placed over existing rock, temporary effects to benthic species would occur, but these areas would be recolonized. Temporary loss of habitat function from construction expansion and enhancement activities within the mudflat, eelgrass and salt marsh area is expected, but would result in an overall net gain in marine habitat functions for this area as described in Mitigation Measures MM BIO-4 and MM BIO-5. Impacts on the salt marsh and on the eelgrass and mudflat habitat are discussed under Impact BIO-2a. Impacts from dredging and wharf construction for Alternative 2 would be significant prior to mitigation. With implementation of mitigation, construction impacts resulting from Alternative 2 would be less than significant.

Section 3.3.4.3.3, Page 3.3-99

Residual Impacts

~~A residual net gain in Inner Harbor open water could result in credits being added to the Inner Harbor Mitigation Bank. Inner Harbor Mitigation Bank credits are used to offset aquatic losses associated with LAHD projects.~~ The harbor cuts (6.8 acres) would result in additional open water in the Inner Harbor, which pursuant to the Inner Harbor Memorandum of Understanding, would generate 6.8 Inner Harbor mitigation credits. About half the 2.43 acres of submerged rock fill to protect the slopes at Berths 45–47 and Berths 49–50 would be offset by removal of 1.0 acre of rock riprap at the North, Downtown, and 7th Street Harbors. Alternative 2 would also enhance and create intertidal habitats and provide a net increase in marine habitat at Salinas de San Pedro Salt Marsh. Overall, ~~.~~ ~~I~~impacts would be less than significant.

Section 3.3.4.3.3, Page 3.3-101

Impact BIO-2b: Operation of Alternative 2 would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.

~~Operational impacts of Alternative 2 would be the same as those described under the proposed Project.~~ The waterfront promenade would extend along Shoshonean Road behind the Cabrillo Beach Youth Camp and Salinas de San Pedro Salt Marsh rather than along the waterside of these areas, as proposed by the proposed Project. There would be no operational impacts under Alternative 2 with regard to Impact BIO-2b as no state-, federally, or locally designated natural habitat would be altered or reduced in the study area.

CEQA Impact Determination

~~For the reasons described under the proposed Project, operation of Alternative 2 would not result in a reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands. Significant impacts associated with operation of the waterfront promenade over the 0.175-acre mudflat located at Berth 78 Ports O'Call, as well as the 0.04-acre mudflat and 0.07-acre eelgrass areas at the inlet to salt marsh, would be less than significant with mitigation.~~ Operation of Alternative 2 would not result in a reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands. Impacts would be less than significant.

Mitigation Measures

~~Implement Mitigation Measures MM BIO-4 and MM BIO-5~~No mitigation is required.

Residual Impacts

~~There would be a net gain in salt marsh and mudflat functions and no net loss of mudflat or eelgrass habitat with implementation of MM BIO-4 and MM BIO-5; therefore, long-term impacts on mudflat, eelgrass, and salt marsh habitat~~ Impacts would be less than significant.

NEPA Impact Determination

Impacts would be less than significant, as discussed for the CEQA impact determination.

Mitigation Measures

~~Implement Mitigation Measures MM BIO-4 and MM BIO-5.~~No mitigation is required.

Residual Impacts

Impacts would be less than significant~~, as discussed for CEQA~~.

Section 3.3.4.3.4, Page 3.3-104

Impacts on individuals, or existing habitat, of state- or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or a species of special concern would be essentially the same as described under the proposed Project, but there would be fewer barge trips bringing in rock for fill and removing dredged material as no wharf at Berths 49–50 would be constructed. Because only one cruise

ship berth would be developed in the Outer Harbor, less area would be avoided by special-status species during construction than under the proposed Project.

Section 3.3.4.3.4, Page 3.3-105

Alternative 3 would have the same impacts on natural habitats as those described under the proposed Project, including impacts on the 0.175-acre mudflat at Berth 78–Ports O'Call, the 0.04-acre mudflat and 0.07-acre eelgrass habitat areas at the inlet to the Salinas de San Pedro Salt Marsh, the temporary impact on the Salinas de San Pedro Salt Marsh including eelgrass and mudflat habitat from enhancement and expansion activities, and temporary effects on scattered kelp beds at Berths 68–69 and 47–49. Short-term impacts on EFH and MSA-managed species would ~~also~~ be ~~the same~~ similar, but the fill and dredging associated with Berths 49–50 would not occur, thereby reducing short-term effects (turbidity, soft-bottom conversion, and in-water work). As described under the proposed Project, there would be no reduction in eelgrass habitat or wetlands.

CEQA Impact Determination

As with the proposed Project, the loss of approximately 0.22 acre of mudflat and the 0.07-acre eelgrass area would be significant. Temporary disturbances during wharf, promenade, and dock construction may affect EFH or result in minor losses of individuals of MSA-managed species, but would not substantially reduce their numbers leading to a significant impact. Conversion of soft-bottom habitat to hard substrate would result in minor loss of benthic invertebrates and water column habitat, but this is not a significant impact. As with the proposed Project, construction activities associated with restoration and expansion of the mudflat and salt marsh for the long-term benefit of the marsh would result in significant short-term impacts on the salt marsh, and on eelgrass and mudflat habitat within the marsh. While implementation of Mitigation Measures MM BIO-4 and MM BIO-5 would reduce these effects, this short-term impact remains significant and unavoidable.

Section 3.3.4.3.4, Pages 3.3-107 and 3.3-108

Alternative 3 would have essentially the same impacts as the proposed Project with the exception of the Outer Harbor area, as only one wharf at cruise ship Berths 45–47~~Berth 47~~ would be developed. Overall, Alternative 3 would require driving 220 fewer piles (see Table 3.3-5) than under the proposed Project, so underwater noise and physical disturbance from pile driving and fill/dredging associated with wharf construction would be less under Alternative 3 than under the proposed Project. However, as with the proposed Project, noise impacts would be of limited intensity, extent, and duration, so effects on birds, marine mammals and fish, including EFH and MSA-managed fish species, would be short-term. A total of 0.85 acre of submerged rock fill and approximately 1,230 cubic yards of dredging would occur at Berths 45–47. The potential for construction activities to introduce or spread invasive species would be essentially the same as under the proposed Project, as

would the potential for contaminated sediments to affect water quality. However, implementation of Mitigation Measure MM BIO-6 would address this potential impact. Temporary loss of habitat functions from restoration and expansion activities in the salt marsh is expected, but an overall net gain in area of mudflat and habitat functions is expected, as are temporary effects on the inlet to the salt marsh resulting from promenade construction. Therefore, Alternative 3 would not substantially disrupt biological communities.

CEQA Impact Determination

As with the proposed Project, construction activities in the study area would cause short-term local impacts on individuals, including MSA-managed fish species; however, no substantial disruption of biological communities would result from Alternative 3. Although Alternative 3 would result in submerged rock fill of 0.85 acre and approximately 1,230 cubic yards of dredging at Berths 45–47, this fill would be offset by the removal of rock riprap at the North, Downtown, and 7th Street Harbors, and the harbor cuts would result in a net gain in marine open-water habitat. Temporary loss of habitat function from construction expansion and enhancement activities within the mudflat, eelgrass and salt marsh area is expected, but would result in an overall net gain in habitat functions for this area as described in Mitigation Measures MM BIO-4 and MM BIO-5. Impacts on the salt marsh and on the eelgrass and mudflat habitat are discussed under Impact BIO-2a. Impacts from dredging and wharf construction for Alternative 3 would be significant prior to mitigation. With implementation of mitigation, construction impacts resulting from Alternative 3 would be less than significant.

Section 3.3.4.3.4, Pages 3.3-108 and 3.3-109

Construction of Alternative 3 would result in identical creation of open-water marine habitat ~~and accounting of Inner Harbor mitigation credits~~ as the proposed Project (6.8 acres), but there would be less submerged rock fill (0.85 acre) in the Outer Harbor (no cruise ship terminal development at Berths 49–50). ~~Therefore,~~ Ultimately, impacts of Alternative 3 on marine habitat would be ~~essentially the same as~~ similar to those described for the proposed Project.

CEQA Impact Determination

Under Alternative 3, the quantity of Inner Harbor open-water habitat would increase due to harbor cuts, and mitigation credit for open-water habitat could be available pursuant to the Inner Harbor Memorandum of Understanding. The 0.85 acre of submerged rock fill at Berths 45–47 would be offset by the removal of rock riprap at the North, Downtown, and 7th Street Harbors. Overall, ~~that would be banked for future use by the Port. I~~impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

~~A residual net gain in Inner Harbor open water could result in credits being added to the Inner Harbor Mitigation Bank. Inner Harbor Mitigation Bank credits are used to offset aquatic losses associated with LAHD projects. Alternative 3 would enhance and create intertidal habitats and provide a net increase in marine habitat. Impacts would be less than significant.~~ The harbor cuts would result in additional open water in the Inner Harbor, which pursuant to the Inner Harbor Memorandum of Understanding, could generate an approximately corresponding amount of Inner Harbor mitigation credits. The 0.85 acre of rock fill to protect the slope at Berths 45–47 would be offset by removal of 1.0 acre of rock riprap at the North, Downtown, and 7th Street Harbors. Alternative 3 would also enhance and create intertidal habitats and provide a net increase in marine habitat at Salinas de San Pedro Salt Marsh. Overall, impacts would be less than significant.

Section 3.3.4.3.4, Page 3.3-112

Operation of Alternative 3 would have similar effects on local biological communities as those that would occur under the proposed Project. Because Alternative 3 would only develop one Outer Harbor cruise ship berth at Berths 45–47~~Berth 47~~, there would be less alteration of existing open-water marine habitat in that area because there would be no conversion of soft-bottom habitat to hard substrate or other rock fill resulting from developing a cruise ship terminal at Berths 49–50, and 220 fewer pilings would be driven than under the proposed Project. As with the proposed Project, open water created is similar to what currently exists in the Inner Harbor and overall, there would be no net loss of open-water marine habitat under Alternative 3.

Section 3.3.4.3.4, Page 3.3-112

Mitigation Measures

~~Although t~~There would be a short-term disruption to biological communities as a result of removal of existing over-water and in-water structures, and conversion of soft-bottom habitat to hard substrate. ~~and r~~ Recolonization of these areas would take 1 to 3 years; there would be no net loss of open-water marine habitat or long-term biological community disruption overall. Therefore, no mitigation is required.

Section 3.3.4.3.5, Page 3.3-113

The impacts of Alternative 4 on marine biological resources would be similar to those described for the proposed Project. However, under Alternative 4, the North Harbor project element would not be constructed and no cruise ship berths would be developed in the Outer Harbor. As a result, Alternative 4 would create less aquatic

habitat, ~~but~~ would not require fill and dredging associated with Outer Harbor wharf construction or transport of rock on barges from Catalina to the Port, and would ~~also~~ require fewer pilings, less aquatic habitat disturbance, and less bank protection than the other alternatives.

Section 3.3.4.3.5, Pages 3.3-113 and 3.3-114

Impacts on individuals, or existing habitat, of state- or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or a species of special concern would be similar as described under the proposed Project. However, because no Outer Harbor cruise ship berths would be developed and there would be no North Harbor cut, less area would be avoided by special-status species during construction than under the proposed Project. Additionally, no barge trips would be needed for rock transport under Alternative 4 and ~~would reduce~~ the number of piles driven in the harbor would be reduced by 640, thereby reducing the potential noise disturbance to marine mammals.

CEQA Impact Determination

As described for the proposed Project, construction of Alternative 4 could result in the loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or a species of special concern. In-water construction would cause localized activity, noise, and turbidity that would likely cause marine mammals and the special-status bird species present in the study area to avoid the construction area during those activities, but to lesser degree than the proposed Project because no Outer Harbor in-water work would occur, and ~~due to~~there would be a reduction in the number of piles. Proposed construction activities could affect nesting black-crowned night and great blue herons. Also, restoration of the salt marsh could cause turbidity that extends into the Outer Harbor, affecting foraging California least terns. Impacts would be significant; however, implementation of Mitigation Measure MM BIO-1 would prevent excessive turbidity, thereby minimizing the impact from dredging on marine habitat and species, and Mitigation Measure MM BIO-2 would be implemented to prevent disturbance of nesting birds from construction activity. Significant impacts on marine mammals resulting from noise associated with pile driving would be reduced with implementation of Mitigation Measure MM BIO-3.

Section 3.3.4.3.5, Page 3.3-115

Alternative 4 would have similar impacts on natural habitats as those described under the proposed Project, including impacts on the 0.175-acre mudflat at Berth 78–Ports O'Call, the 0.04-acre mudflat and 0.07-acre eelgrass area at the inlet to the salt marsh, the temporary impact on eelgrass, mudflat and marsh habitat in the~~-~~ Salinas de San Pedro Salt Marsh from enhancement and expansion activities, and temporary effects on scattered kelp beds at Berths 68–69. Short-term impacts on EFH and MSA-managed fish species would also be similar, but there would be less

disturbance of the aquatic environment as no Outer Harbor wharf work and associated in-water activities, including submerged rock fill placement and dredging, would be necessary. However, minor temporary impacts on scattered kelp beds at Berths 47–49 would not occur under Alternative 4. Temporary disturbances from in-water work to EFH or MSA-managed species would be reduced since there would be less in-water construction without the Outer Harbor berths and the North Harbor cut. As described under the proposed Project, there would be no reduction in eelgrass habitat or wetlands.

CEQA Impact Determination

As with the proposed Project, the loss of approximately 0.220 acre of mudflat and 0.07 acre of eelgrass area would be significant if not mitigated. Temporary disturbances during wharf, promenade, and dock construction may affect EFH or result in loss of MSA-managed species, but would not substantially reduce their numbers. Conversion of soft-bottom habitat to hard substrate would result in minor loss of benthic invertebrates and water column habitat, but this is not a significant impact. As with the proposed Project, construction activities associated with expansion and enhancement of the mudflat and salt marsh for the long-term benefit of the marsh would result in significant short-term impacts on the salt marsh and on the eelgrass and mudflat habitat within the marsh. While implementation of Mitigation Measures MM BIO-4 and MM BIO-5 would reduce these effects, this short-term impact remains significant and unavoidable.

Section 3.3.4.3.5, Page 3.3-117

Alternative 4 would have ~~essentially the same~~similar impacts as the proposed Project with the exception of the Outer Harbor berth construction area and the North Harbor cut, which are not included under Alternative 4. Overall, Alternative 4 would eliminate in-water construction activities associated with Outer Harbor wharf construction and would require driving 640 fewer piles than the proposed Project. Therefore, ~~so~~ underwater noise and physical disturbance from dredging, filling, and pile driving would be reduced. As with the proposed Project, noise impacts would be of limited intensity, extent, and duration, so effects on birds, marine mammals and fish, including EFH and MSA-managed fish species, would be short-term. The potential for construction activities to introduce or spread invasive species would be slightly reduced because there would be two less berths in the Outer Harbor and no North Harbor cut. The potential for contaminated sediments to affect water quality would also be reduced, however, implementation of Mitigation Measure MM BIO-6 would address this potential impact. Temporary loss of habitat functions from expansion ~~-~~and enhancement activities in the salt marsh is expected, but an overall net gain in area of mudflat and habitat functions is expected, as are temporary effects on the inlet to the salt marsh resulting from promenade construction. Therefore, Alternative 4 would not substantially disrupt biological communities.

Section 3.3.4.3.5, Page 3.3-118

Construction impacts of Alternative 4 on marine biological resources would be similar in type but dissimilar in quantity to the proposed Project. Under Alternative 4, the North Harbor cut would not occur, thus only 1.8 acres of new open-water Inner Harbor habitat would be created (a reduction of 5 acres from the proposed Project). Also, Alternative 4 does not include developing cruise ship terminals at Berths 45–47 or Berths 49–50 in ~~any berths at~~ the Outer Harbor; therefore, no dredging, filling, and other wharf-associated activities would not occur there under this alternative.~~;~~ ~~however,~~ Under Alternative 4, three berths are proposed for the Inner Harbor, which has only two under the proposed Project. As a result, Alternative 4 would require fewer pilings, would cover less created open-water habitat, and would remove less existing bulkheads and other in-water features than the proposed Project.

Section 3.3.4.3.8, Pages 3.3-140 through 3.3-144

Table 3.3-7. Summary Matrix of Potential Impacts and Mitigation Measures for Biological Resources Associated with the Proposed Project and Alternatives

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Proposed Project	**Impact BIO-1a:** Construction of the proposed Project would not result in the loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or a species of special concern, or the loss of federally listed critical habitat.	CEQA: Significant	**MM BIO-3. Avoid marine mammals.** The contractor will be required to use sound abatement techniques to reduce both noise and vibrations from pile driving activities. Sound abatement techniques will include, but are not limited to, vibration or hydraulic insertion techniques, drilled or augured holes for cast-in-place piles, bubble curtain technology, and sound aprons where feasible. At the initiation of each pile driving event, and after breaks of more than 15 minutes, the pile driving will also employ a "soft-start" in which the hammer is operated at less than full capacity (i.e., approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period. Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile driving activities, as a precautionary measure, pile driving activities occurring within the Outer Harbor will include establishment of a safety zone, and the area surrounding the operations will be monitored by a qualified marine biologist for pinnipeds. As the disturbance threshold level sound is expected to extend at least 1,000 feet from the steel pile driving operations, a safety	CEQA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			zone will be established around the steel pile driving site and monitored for pinnipeds within a 1,200-foot-radius safety zone around the pile. As the steel pile driving site will move with each new pile, the 1,200 foot safety zone will move accordingly. Observers on shore or by boat will survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a steel pile segment begins. If marine mammals are found within the safety zone, pile driving of the segment will be delayed until they move out of the area. If a marine mammal is seen above water and then dives below, the biologist will instruct the contractor to wait at least 15 minutes, and if no marine mammals are seen by the biologist in that time, it may be assumed that the animal has moved beyond the safety zone. This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of 0.50 minutes to 3.33 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the project vicinity. If pinnipeds enter the safety zone after pile driving of a segment has begun, pile driving will continue. The biologist will monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed and, if it is operationally safe to do so, pile driving will cease until the animal leaves the area. Pile driving cannot be terminated safely and without severe operational difficulties until reaching a designated depth. Therefore, if it	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			is deemed operationally unsafe by the project engineer to discontinue pile driving activities, and a pinniped is observed in the safety zone, pile driving activities will continue until the critical depth is reached (at which time pile driving will cease) or until the pinniped leaves the safety zone. Prior to the initiation of each new pile driving episode, the area will again be thoroughly surveyed by the biologist.	
		NEPA: Significant	Implement Mitigation Measures MM BIO-1 through MM BIO-3.	NEPA: Less than significant
	Impact BIO-2a: Construction of the proposed Project would result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Significant and unavoidable	Implement Mitigation Measures MM BIO-1 through MM BIO-3. **MM BIO-4. Enhance and expand Salinas de San Pedro Salt Marsh.** To mitigate impacts associated with shading of the 0.175-acre mudflat habitat at Berth 78–Ports O'Call and shading created by the installation of the promenade at the inlet to the Salinas de San Pedro Salt Marsh, 0.07-acre impact to eelgrass, and 0.04-acre impact to mudflat habitat from placement of the rock groin, LAHD will expand the mudflat and salt marsh habitat and reestablish eelgrass within Salinas de San Pedro Salt Marsh in accordance with the *Southern California Eelgrass Mitigation Policy*. It is anticipated that construction activities in this portion of the proposed project area will begin shortly after the California least tern nesting season concludes at the end of August. A pre-construction eelgrass survey will be conducted (likely in September or October)	CEQA: Significant and unavoidable

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			prior to commencement of construction activities in the vicinity of Inner Cabrillo Beach and the salt marsh habitat. Surveys for eelgrass will be conducted during eelgrass growing season (March–October), and results will be valid for 60 days, unless completed in September or October; if completed in September or October, results will be valid until resumption of next growing season. It is anticipated that the mudflat area within the salt marsh will be increased approximately 0.56 acre converting only upland areas to do so. These improvements will occur by recontouring the side slopes to increase mudflat area, removing the rocksill within the inlets, removing nonnative vegetation, removing the rock-sloped island within the marsh, and potentially constructing a rock groin at the marsh inlet to block littoral sediment from entering the marsh. Figure 3.3-5 illustrates the proposed improvements to the salt marsh. **MM BIO-5. Prepare a mitigation and monitoring plan.** A habitat mitigation and monitoring plan (HMMP) will be developed in coordination with National Marine Fisheries Service (NMFS) and other regulatory agencies to detail the Salinas de San Pedro Salt Marsh enhancements and will include the following performance measures: 1) pickleweed and cord grass present will be salvaged prior to construction and placed in a nursery for replanting post-restoration; 2) salvaged plants will be replanted at appropriate tidal elevations; 3) sediments removed from the salt marsh will be disposed	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			of at LAHD's upland disposal site at Anchorage Road (see Section 3.14, "Water Quality, Sediments, and Oceanography"); 4) turbidity will be monitored in accordance with Mitigation Measure MM BIO-1 so that eelgrass and mudflat habitat is protected during restoration activities; 5) an eelgrass survey will be conducted 30 days following construction; and ~~5~~6) at the completion of restoration activities, the salt marsh and associated mudflat will be monitored by a qualified restoration ecologist at Years 1, 2, 3, 5, 7, 8, and 10 to ensure performance standards are met and that restored areas and a minimum of 0.~~175~~ 22 acre of created mudflat are self-sustaining by Year 5.	

Alternative 2	**Impact BIO-2b:** Operation of Alternative 2 would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.	CEQA: Less than ~~S~~significant	~~Implement Mitigation Measures MM BIO-4 and MM BIO-5~~No mitigation is required	CEQA: Less than significant
		NEPA: ~~Significant~~Less than significant	~~Implement Mitigation Measures MM BIO-4 and MM BIO-5~~No mitigation is required	NEPA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
	Impact BIO-4a: Dredging, filling, and wharf construction activities for the proposed Project would not substantially disrupt local biological communities.	CEQA: Significant	Implement Mitigation Measures MM BIO-1 through MM BIO-5. **MM BIO-6. Dispose sediment**. Prior to dredging, sediments will be tested for contaminants and if found to ~~will only be disposed of at marine disposal sites if they~~ meet the sediment quality criteria for disposal, will be beneficially reused if an appropriate site is identified. If no feasible reuse site is available for uncontaminated sediment disposal, marine disposal will occur. Depending on the test results, sediments will be disposed of at a pre-approved ocean disposal site (LA-2, LA-3), a contained disposal facility in the harbor, or an approved upland location such as the Port's Anchorage Road Upland Soil Storage Site. Disposal in-harbor will only occur if an acceptable disposal site is identified and permitted by the USACE (under Section 404 of the federal CWA). At this time, no in-harbor disposal is foreseeable for the San Pedro Waterfront dredged sediments.	CEQA: Less than significant

Section 3.3.4.4, Pages 3.3-161 through 3.3-163

Table 3.3-8. Mitigation Monitoring for Biological Resources

Impact BIO-1a: Construction of the proposed Project would not result in the loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or a species of special concern, or the loss of federally listed critical habitat. *(Also applies to Impact BIO-1a for Alternatives 1–4)*	
Mitigation Measure	**MM BIO-3. Avoid marine mammals.** The contractor will be required to use sound abatement techniques to reduce both noise and vibrations from pile driving activities. Sound abatement techniques will include, but are not limited to, vibration or hydraulic insertion techniques, drilled or augured holes for cast-in-place piles, bubble curtain technology, and sound aprons where feasible. At the initiation of each pile driving event, and after breaks of more than 15 minutes, the pile driving will also employ a "soft-start" in which the hammer is operated at less than full capacity (i.e., approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period. Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile driving activities, as a precautionary measure, pile driving activities occurring within the Outer Harbor will include establishment of a safety zone, and the area surrounding the operations will be monitored by a qualified marine biologist for pinnipeds. As the disturbance threshold level sound is expected to extend at least 1,000 feet from the steel pile driving operations, a safety zone will be established around the steel pile driving site and monitored for pinnipeds within a 1,200-foot-radius safety zone around the pile. As the steel pile driving site will move with each new pile, the 1,200-foot safety zone will move accordingly. Observers on shore or by boat will survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a steel pile segment begins. If marine mammals are found within the safety zone, pile driving of the segment will be delayed until they move out of the area. If a marine mammal is seen above water and then dives below, the contractor will wait at least 15 minutes, and if no marine mammals are seen, it may be assumed that the animal has moved beyond the safety zone. This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of 0.50 minutes to 3.33 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the project vicinity. If pinnipeds enter the safety zone after pile driving of a segment has begun, pile driving will continue. The biologist will monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile driving will cease until the animal leaves the area. Pile driving cannot be terminated safely and without severe operational difficulties until reaching a designated depth. Therefore, if it is deemed operationally unsafe by the project engineer to discontinue pile driving activities, and a pinniped is observed in the safety zone, pile driving activities will continue until the critical depth is reached (at which time pile driving will cease) or until the pinniped leaves the safety zone. Prior to the initiation of each new pile driving episode, the area will again be thoroughly surveyed by the biologist.
Impact BIO-2a: Construction of the proposed Project would result in a substantial reduction or alteration of a	

state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands. *(Also applies to Impact BIO-2a for Alternatives 1–4)*	
Mitigation Measure	See Mitigation Measures MM BIO-1 through MM BIO-3 above and MM BIO-4 and MM BIO-5.
	MM BIO-4. Enhance and expand Salinas de San Pedro Salt Marsh. To mitigate impacts associated with shading of the 0.175-acre mudflat habitat at Berth 78–Ports O'Call, shading created by the installation of the promenade at the inlet to the Salinas de San Pedro Salt Marsh, 0.07-acre impact to eelgrass, and 0.04-acre impact to mudflat habitat from placement of the rock groin, LAHD will expand the mudflat and salt marsh habitat and reestablish eelgrass within Salinas de San Pedro Salt Marsh in accordance with the *Southern California Eelgrass Mitigation Policy*. It is anticipated that construction activities in this portion of the proposed project area will begin shortly after the California least tern nesting season concludes at the end of August. A pre-construction eelgrass survey will be conducted (likely in September or October) prior to commencement of construction activities in the vicinity of Inner Cabrillo Beach and the salt marsh habitat. Surveys for eelgrass will be conducted during eelgrass growing season (March–October), and results will be valid for 60 days, unless completed in September or October; if completed in September or October, results will be valid until resumption of next growing season. It is anticipated that the mudflat area within the salt marsh will be increased approximately 0.56 acre converting only upland areas to do so and that eelgrass habitat will be reestablished within the salt marsh with no net loss. These improvements will occur by recontouring the side slopes to increase mudflat area, removing the rocksill within the inlets, removing nonnative vegetation, removing the rock-sloped island within the marsh, lowering the elevation of the salt marsh, and constructing a rock groin at the marsh inlet to block littoral sediment from entering the marsh. Figure 3.3-5 illustrates the proposed improvements to the salt marsh.

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Mitigation Measure	**MM BIO-5. Prepare a mitigation and monitoring plan.** A habitat mitigation and monitoring plan (HMMP) will be developed in coordination with National Marine Fisheries Service (NMFS) and other regulatory agencies to detail the Salinas de San Pedro Salt Marsh enhancements and will include the following performance measures: 1) pickleweed and cord grass present will be salvaged prior to construction and placed in a nursery for replanting post-restoration; 2) salvaged plants will be replanted at appropriate tidal elevations; 3) sediments removed from the salt marsh will be disposed of at LAHD's upland disposal site at Anchorage Road (see Section 3.14, "Water Quality, Sediments, and Oceanography"); 4) turbidity will be monitored in accordance with Mitigation Measure MM BIO-1 so that eelgrass and mudflat habitat is protected during restoration activities; 5) an eelgrass survey shall be conducted 30 days following construction; and ~~5~~6) at the completion of restoration activities, the salt marsh and associated mudflat will be monitored by a qualified restoration ecologist at Years 1, 2, 3, 5, 7, 8, and 10 to ensure performance standards are met and that restored areas and a minimum of 0.~~175~~ 22 acre of created mudflat are self-sustaining by Year 5.
Methodology	Prepare Mitigation Monitoring Plan which includes the following performance measures: 1) pickleweed and cord grass present will be salvaged prior to construction and placed in a nursery for replanting post-restoration; 2) salvaged plants will be replanted at appropriate tidal elevations; 3) sediments removed from the salt marsh will be disposed of at LAHD's upland disposal site at Anchorage Road (see Section 3.14, "Water Quality, Sediments, and Oceanography"); 4) turbidity will be monitored in accordance with Mitigation Measure MM BIO-1 so that eelgrass and mudflat habitat is protected during restoration activities; 5) an eelgrass survey shall be conducted 30 days following construction; and ~~5~~6) at the completion of restoration activities, the salt marsh and associated mudflat will be monitored by a qualified restoration ecologist at Years 1, 2, 3, 5, 7, 8, and 10 to ensure performance standards are met and that restored areas and a minimum of 0.~~175~~ 22 acre of created mudflat are self-sustaining by Year 5.

Impact BIO-4a: Dredging, filling, and wharf construction activities for the proposed Project would not substantially disrupt local biological communities. *(Also applies to Impact BIO-4a for Alternatives 1–4)*	
Mitigation Measure	See Mitigation Measures MM BIO-1 through MM BIO-5 above and MM BIO-6.
	MM BIO-6. Dispose sediment. Prior to dredging, sediments will be tested for contaminants and if found to ~~will only be disposed of at marine disposal sites if they~~ meet the sediment quality criteria for disposal, will be beneficially reused if an appropriate site is identified. If no feasible reuse site is available for uncontaminated sediment disposal, marine disposal will occur. Depending on the test results, sediments will be disposed of at a pre-approved ocean disposal site (LA-2, LA-3), a contained disposal facility in the harbor, or an approved upland location such as the Port's Anchorage Road Upland Soil Storage Site. Disposal in-harbor will only occur if an acceptable disposal site is identified and permitted by the USACE (under Section 404 of the federal CWA). At this time, no in-harbor disposal is foreseeable for the San Pedro Waterfront dredged sediments.

Impact BIO-2b: Operation of the proposed Project would not result in a substantial reduction or alteration of a state-, federally, or locally designated natural habitat, special aquatic site, or plant community, including wetlands.

(Also applies to Impact BIO-~~4a~~ 2b for Alternatives ~~1~~ 1, 3, and 4)

E.8 Changes Made to Section 3.4, "Cultural Resources"

Section 3.4.2.4.5, Pages 3.4-12 and 3.4-13

~~The transitions at the Port during this time also had an effect on the development of the City of San Pedro. Between 1908 and 1921, Orizaba Boulevard was expanded from its original 60-foot width to 130 feet and was renamed Harbor Boulevard (Sanborn 1908, 1921). The business district shifted from Front Street to Beacon Street, Pacific Avenue, and 6th Street. By 1930, the census recorded 35,918 residents living in the city boundaries. The economic depression resulted in the loss of thousands of jobs as shipping activities slowed and shipyards became idle. Only a few workers were able to find employment on the limited harbor improvements that were undertaken at this time. Economic recovery was slow and federal projects continued to provide employment for many. Despite the economic hard times, the rise in industrial and defense-related commerce during World War II began to provide financial stability, and the population in San Pedro increased to 43,000 by 1940 (Silka 1993:89).~~

In 1921, the Los Angeles City Council agreed to lend the Los Angeles Board of Harbor Commissioners $67,000 to construct an immigration station in San Pedro on the north end of Pier No. 1, at the end of 22nd Street (*Los Angeles Times* 1921a). At the time, San Francisco had the only immigration station in California, and there was a need to account for the growing immigrant population coming into southern California. The lack of an immigration station at the Port of Los Angeles impeded the growth of the Port because, under federal law, passenger liners from foreign ports could not dock at a port without an immigration station. In addition, the Mexican Revolution of 1910 followed by the Cristero Revolution of 1926–1929 resulted in an increased pace of Mexican immigration into California, where the promise of higher paid work in industry, mining, railroads, and agriculture continued to attract labor (Pitti et al. 1988; Monroy 1999). The Los Angeles Board of Harbor Commissioners approved the plans for the station in October of 1921 and construction began later that month (*Los Angeles Times* 1921b). The station was completed by the spring of 1922, and the U.S. Immigration Department soon made arrangements to lease portions of the building from the harbor commissioners. The station went into full service for immigration purposes by November 1922 (Stolarik 1988).

While the Port of Los Angeles expanded its ability to process passengers from international origins, the residential streets around the Port housed a growing

neighborhood of first- and second-generation Mexican Americans in a cohesive community that came to be known as "El Barrio" or "Mexican Hollywood." Like other immigrant communities in California, the Mexican population was forced into marginal status. Thousands settled into older barrios, causing overcrowding and generating construction of cheap housing to meet the sudden demand. Immigrants sometimes formed new barrios or new *colonias*, typically in agriculture or railroad camps. The word *colonia* refers to a group of Mexicans living in a "cluster of boxcars or any other assemblage of tents, shanties, 'house courts', old adobes, apartments or even houses….and differs in essence from a barrio or neighborhood in which the affinities of kin ties, godparentage, church attendance, and schools connect people…." (Monroy 1999:13-14).

Mexican Hollywood grew on North Harbor Boulevard and Ancon Street around East O'Farrell on a 5-acre parcel at Berths 90–91, which are now occupied by the Cruise Center on the Main Channel of the Los Angeles Harbor. Local historians report that the LAHD first leased the land to the Pacific Coal Company, who either constructed the homes for its predominantly Irish workforce, or had the employees construct their own homes in that area (Coulter 1985). Many of the houses had grounded boats for foundations, while others were built on stilts to avoid the surges of tides caused by ships moving down the channel (Coulter 1985). Later, local residents would recall that these buildings were on stilts to suspend the privately owned houses above a rented or leased lot (Ruiz 2005).

El Barrio is believed to have developed as a Mexican-American neighborhood around 1922, when first-generation Mexican families began to move into this area (Coulter 1985). Between 1921 and 1950, the initial cluster of residences along North Harbor Boulevard and an unnamed alley between North Harbor Boulevard and Ancon Street grew more densely occupied with multiple buildings on many lots (Sanborn Map Company 1921, 1950). Dwelling schedules from the Works Progress Administration (WPA) household census in Los Angeles report that, by 1939, many of the buildings in the neighborhood were about 20 years old. Some were occupied by families who had been there since the buildings' construction. Other families were more transient, and while the area was predominantly Mexican-American, it was not exclusively so (Works Progress Administration 1939).

Many of the Mexican-American men of the neighborhood initially worked cleaning out boilers for the Coast Welding Company, a shipbuilding firm (Coulter 1985). Over the decades, adults worked either at the fish canneries, at the lumberyards on Terminal Island, for the Harbor Belt Railroad line, or as dock workers on the waterfront (Coulter 1985). Income from formal employment was supplemented by local household industries, such as cooking and selling prepared foods to neighbors (Ruiz 2005). The neighborhood was the poorest section of San Pedro, apparently lacking paved roads and a sewage system until the WPA made these improvements in the 1930s (Ruiz 2005). At its peak, the neighborhood sustained 80 homes and approximately 400 residents. Through the late 1940s and early 1950s, the residents of Mexican Hollywood were removed from the area. As each family left, their home was destroyed to make way for development of a passenger cargo terminal at Berths 90–93 (Coulter 1985, Ruiz 2005).

Section 3.4.2.5.2, Pages 3.4-16 and 17

According to the records search, no known archaeological sites are located in the proposed project area. However, 16 archaeological sites have been previously identified within 1 mile of the proposed project area (Table 3.4-2). Of these previously identified archaeological sites, one (CA-LAN-1129H) is located adjacent to the proposed project area, and two (CA-LAN-145 and CA-LAN-146) are located within close proximity of the proposed project area (see Table 3.4-2). ~~three are located adjacent to the proposed project boundary including prehistoric archaeological sites CA-LAN-145 and CA-LAN-146, and historic archaeological site CA-LAN-1129H.~~

In addition, archaeological monitoring conducted by Jones & Stokes ~~in 2004 and 2005~~ from 2003 to 2008 for the LAHD's Waterfront Gateway Development Project within a portion of the cruise terminal (Berths 90–91) resulted in the identification of intact, subsurface historic archaeological deposits associated with previously unidentified early twentieth century Mexican colonia colloquially named "Mexican Hollywood" (~~Storey and Schmidt 2003;~~ Jones & Stokes 2003b; Jones & Stokes 2004).

Section 3.4.2.5.2, Page 3.4-17

Table 3.4-2. Previously Identified Prehistoric Sites within a 1-Mile Radius of the Proposed Project Area

Prehistoric Site	*Description*	*Location*
CA-LAN-145	Traces of a campsite	0.3 mile from proposed project area
CA-LAN-146	Refuse heap	0.2 mile from proposed project area

Section 3.4.2.5.2, Page 3.4-18

CA-LAN-145

Recorded by N.C. "Nels" Nelson in 1912 and described as traces of a campsite. Because of the lack of artifacts, Nelson questioned the authenticity of this deposit as an actual archaeological site. At the time of recordation, the site's location was described in relation to land formations and portions of the built environment that have been significantly altered by construction projects over the past century. Nelson records CA-LAN-145 as ~~In addition, the site is described in Nelson's notes as being~~ located on top of a 50-foot bluff approximately 0.3 mile from the proposed project area. ~~All of the bluffs in and around the location of the site are plotted by the South Central Coastal Information Center.~~ However, ~~D~~development and redevelopment in

the twentieth century resulted in the grading of 40 to 50 feet of the original Palos Verdes Sand and San Pedro Sand (Deméré 2007; Jones & Stokes 2004) in this area. Therefore, there appears to be low potential to encounter CA-LAN-145 as a result of ground-disturbing activities.

Section 3.4.2.5.2, Pages 3.4-19 and 3.4-20

Archaeological and Native American mitigation monitoring efforts conducted by Jones & Stokes archaeologists and Mr. Anthony Morales, a representative of the Gabrieliño/Tongva Tribe, from ~~January 2005–September 2005 and April 2007–present~~ 2005 to 2008 in the vicinity of CA-LAN-146 (for the LAHD's Waterfront Gateway Development Project) have not resulted in the identification of subsurface evidence of the site. Therefore, there appears to be a low potential to encounter CA-LAN-146 during ground-disturbing activities.

CA-LAN-1129H

CA-LAN-1129H is described as the basal remains of a dump, railroad fill and bulkheads, and railroad trestle built and/or used by the U.S. Army between 1918 and 1938 (Knudson 1983a). According to the site record, the site appears to be all that remains of Lower Fort MacArthur, built on a fill area at the foot of 22nd Street along the shoreline of San Pedro, in several major episodes between 1918 and 1938. An archaeological testing program was undertaken by Woodward-Clyde for the Port of Los Angeles under stipulations of a permit from USACE in preparation of an EIR for the West Channel Cabrillo Beach Recreational Complex (Knudson 1983b). Test excavations determined site measurements as 725 meters by 230 meters (166,750 square meters, or 0.40 acre). Multiple features were exposed, including a railroad bed made of sand and marine dredging, a retaining wall, dike trestle remains, and portions of footings for a 1920s pier. Artifacts uncovered included bricks, military china, bottles, and water heaters all dating from the 1920s and 1930s (Knudson 1983a). The testing program indicated that none of the archaeological resources appeared to be eligible for listing on the NRHP due to lack of data potential and lack of integrity (Knudson 1983b). CA-LAN-1129H was subsequently destroyed during construction of the West Channel Cabrillo Beach Recreational Complex. Therefore, there appears to be low potential to encounter CA-LAN-1129H during ground-disturbing activities.

Mexican Hollywood

Archaeological mitigation monitoring efforts conducted by Jones & Stokes from January 2005–September 2005 and April 2007–present for the LAHD's Waterfront Gateway Development Project conducted within a portion of the parking lot of the Los Angeles World Cruise Center (Berths 90 and 91) identified intact, subsurface historic archaeological sites associated with Mexican Hollywood (~~Storey and Schmidt 2001;~~ Jones & Stokes 2004). ~~The~~Although results of the mitigation monitoring and data recovery efforts were not finalized at the time of this study~~. The results of the study are anticipated upon completion of the analysis of recovered data,~~

~~however~~, based on evidence assessed thus far, Mexican Hollywood is eligible for listing on both the California Register of Historical Resources (CRHR) ~~data~~ and the National Register of Historic Places under Criteria A and D.

During the early part of the twentieth century, the residential streets around the Port housed a growing neighborhood of first- and second-generation Mexican Americans in a cohesive community that came to be known as "El Barrio," or "Mexican Hollywood." ~~as it came to be known, existed~~ Mexican Hollywood grew on North Harbor Boulevard and Ancon Street around East O'Farrell, on a 5-acre parcel at Berths 90 and 91, now occupied by the Cruise Center on the Main Channel of the harbor~~, just north of O'Farrell Street~~. ~~It is believed~~ Local historians report that LAHD first leased the land to the Pacific Coal Company ~~(Coulter 1985). The Pacific Coal Company, which employed predominantly Irish laborers~~, who either constructed the homes for their ~~employees~~ predominantly Irish workforce, or had the employees construct their homes in that area (Coulter 1985). Many of the homes had grounded boats for foundations, while others were built on stilts to avoid the surges of tides caused by ships moving down the channel (Coulter 1985). Later, local residents would recall that these buildings were on stilts to suspend the privately owned houses above a rented or leased lot (Ruiz 2005).

El Barrio is believed to have developed as a Mexican-American neighborhood around 1922, when first-generation Mexican families began to move into this area (Coulter 1985). Between 1921 and 1950, the initial cluster of residences along North Harbor Boulevard and an unnamed alley between North Harbor Boulevard and Ancon Street grew more densely occupied with multiple buildings on many lots (Sanborn Map Company 1921, 1950). Dwelling schedules from the WPA household census in Los Angeles report that, by 1939, many of the buildings in the neighborhood were about 20 years old. Some were occupied by families who had been there since the buildings' construction. Other families were more transient, and while the area was predominantly Mexican-American, it was not exclusively so (Works Progress Administration 1939).

~~Most~~ Many of the Mexican-American men of the neighborhood initially worked cleaning out boilers for the Coast Welding Company, a shipbuilding firm (Coulter 1985). Over the decades, adults worked either at the fish canneries, at the lumberyards on Terminal Island, for the Harbor Belt Railroad line, or as dock workers on the waterfront (Coulter 1985). Income from formal employment was supplemented by local household industries, such as cooking and selling prepared foods to neighbors (Ruiz 2005).

The neighborhood was the poorest section of San Pedro, apparently lacking paved roads and a sewage system until the WPA made these improvements in the 1930s (Ruiz 2005). At its peak, the neighborhood sustained 80 homes and approximately 400 residents. ~~In 1952, the residents were removed from the area, and their homes were destroyed (Coulter 1985).~~ Through the late 1940s and early 1950s, the residents of Mexican Hollywood were removed from the area. As each family left, their home was destroyed to make way for development of a passenger cargo terminal at Berths 90–93 (Coulter 1985; Ruiz 2005).

Duffy's Landing

Although not recorded as a site at the Information Center, it is known through historical records that a ferry landing, known as Duffy's Landing, was once present within the proposed project area. Duffy's Landing, at the foot of 5th Street, now the site of Berths 84–85, served as a landing site for the first ferry service connecting Terminal Island to the central San Pedro waterfront in 1892. Presently, there are no structures and no known archaeological remains associated with this ferry landing. However, a historic archaeological component may be present subsurface in this location. In the event of accidental discoveries of historical archaeological resources associated with this site during construction activities provisions for the identification, recovery, recordation, and evaluation of such resources are provided as standard mitigation pursuant to Section 15064.5(f) of the CEQA Guidelines.

Section 3.4.2.6.2, Page 3.4-24

3.4.2.6.2 Historical Archaeological Resources Identified

According to the records search, one historical archaeological site (CA-LAN-1129H) is located adjacent to the proposed project area and two prehistoric archaeological sites (CA-LAN-145 and CA-LAN-146) are located within 0.3 mile from the proposed project area ~~and one historic archaeological site (CA-LAN-1129H) are located adjacent to the proposed project area~~. Although the records search indicated that no known archaeological sites are located within the proposed project area, recent monitoring efforts by Jones & Stokes for LAHD's Waterfront Gateway Development Project (Berths 90 and 91) have resulted in the identification of intact, subsurface CRHR/NRHP-eligible archaeological deposits associated with Mexican Hollywood. ~~Mexican Hollywood is believed to have developed around 1922, when first-generation Mexicans began to move into this area. At its peak, the neighborhood sustained 80 homes and approximately 400 residents. In 1952, the residents were removed from the area, and their homes were destroyed (Coulter 1985).~~ In addition, subsurface remains of Duffy's Landing may be present in the proposed project area; however, there is insufficient physical evidence and lack of research data to identify this property as a historic resource at this time. Any encounter with this site during construction activities should be treated pursuant to the mitigation measures for unanticipated discoveries.

Section 3.4.2.6.3, Page 3.4-33

~~**Table 3.4-7.** Historical Resources Determined to Be Significant by the Lead Agency~~

~~*Name*~~	~~*Location*~~	~~*Criteria for Eligibility*~~
~~Duffy's Ferry Landing~~	~~At the foot of 5th Street and Berths 84 and 85~~	~~May be eligible for the California Register under Criterion 1 as the site of the first ferry service in 1892, connecting Terminal Island to the central San Pedro waterfront. Historic archaeological site may possibly be present.~~

Section 3.4.4.3.1, Pages 3.4-46 through 3.4-50

Impact CR-1: Construction of the proposed Project would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.

Grading, trenching, and other ground-disturbing actions have the potential to damage or destroy known, previously ~~recorded~~ identified prehistoric and/or historical archaeological sites~~, including human remains,~~ within the proposed project area.

CEQA Impact Determination

According to the records search, no known prehistoric or historical archaeological sites are located in the proposed project area. However, construction of the proposed Project would potentially result in impacts ~~adjacent sites and~~ to Mexican Hollywood, a ~~non-listed~~ historical archaeological site determined eligible for listing in the CRHR and NRHP.

~~CA-LAN-145 and CA-LAN-146~~

~~In addition, two prehistoric archaeological sites, CA-LAN-145 and CA- LAN-146, are located adjacent to the proposed project area. At the time of recordation, the location of CA-LAN-146 was described in relation to land formations and portions of the built environment, both of which have been significantly altered by construction projects over the past century. In addition, there is the possibility that both CA-LAN-145 and CA-LAN-146 may have been fossil shell localities instead of archaeological sites. This is especially true in the case of CA-LAN-146, which may correspond to Arnold's (1903) lumberyard paleontological site (Knudson 1982). Archaeological and Native American mitigation monitoring efforts were conducted by Jones & Stokes and Mr. Anthony Morales, a representative of the Gabrieliño/Tongva tribe from January 2005–September 2005 and April 2007–present for the Waterfront Gateway Development Project within the vicinity of CA-LAN-146. This monitoring effort has not resulted in the identification of subsurface evidence of the site.~~

~~Construction of the proposed Project would potentially result in significant impacts on this site.~~

~~CA-LAN-1129H~~

~~CA-LAN-1129H is described as the basal remains of a dump, railroad fill, and bulkheads, and railroad trestle built and/or used by the U.S. Army between 1918 and 1938 (Knudson 1983a). This site was located adjacent to the proposed project area and within Lower Fort MacArthur. An archaeological testing program was undertaken for CA-LAN-1129H by Woodward-Clyde for the Port of Los Angeles under stipulations of a permit from the USACE in preparation of an EIR for the West Channel Cabrillo Beach Recreational Complex (Knudson 1983b). The testing program indicated that none of the archaeological resources appeared to be eligible for listing to the NRHP or California Register due to lack of data potential and a lack of integrity (Knudson 1983b), and CA-LAN-1129H was subsequently destroyed during construction of the West Channel Cabrillo Beach Recreational Complex. Therefore, no additional work is recommended regarding CA-LAN-1129H.~~

Mexican Hollywood

Previous archaeological studies and recent monitoring conducted for the LAHD's Waterfront Gateway Development Project has resulted in the identification of intact subsurface archaeological deposits associated with Mexican Hollywood, a resource that is eligible for listing in the CRHR and NRHP. ~~While not a listed site, recent work by ICF Jones & Stokes on the Waterfront Gateway Development Project has resulted in the identification of intact deposits associated with Mexican Hollywood (Jones & Stokes) in the vicinity of the Inner Harbor (Berths 91–93). "El Barrio," or "Mexican Hollywood" as it came to be known, existed on a 5-acre parcel at Berths 90 and 91, now occupied by the Cruise Center on the Main Channel of the harbor, just north of O'Farrell Street. El Barrio, which was developed around 1922, sustained up to 80 homes and approximately 400 residents at its peak. In 1952, the residents were removed from the area, and their homes were destroyed (Coulter 1985). This site appears to be eligible for listing in the California Register and t~~Therefore, impacts would be significant. Construction of the proposed Project would ~~potentially~~ result in significant impacts on this site. Implementation of Mitigation Measures MM CR-1, and MM CR-2a or MM CR-2b, would reduce impacts to less-than-significant levels.

CA-LAN-1129H

CA-LAN-1129H consists of the basal remains of a dump, railroad fill and bulkheads, and railroad trestle built and/or used by the U.S. Army between 1918 and 1938 (Knudson 1983a). An archaeological testing program was undertaken by Woodward-Clyde for LAHD under stipulations of a permit from USACE in preparation of an EIR for the West Channel Cabrillo Beach Recreational Complex (Knudson 1983b). The testing program indicated that none of the archaeological resources appeared to be eligible for listing on the NRHP due to lack of data potential and lack of integrity (Knudson 1983b). CA-LAN-1129H was subsequently destroyed during construction

of the West Channel Cabrillo Beach Recreational Complex. Therefore, there appears to be low potential to encounter CA-LAN-1129H during ground-disturbing activities. However, because there is always a potential to encounter unanticipated archaeological deposits, and because impacts to archaeological resources would be considered significant, implementation of Mitigation Measure MM CR-3 would reduce impacts to less-than-significant levels.

CA-LAN-145 and CA-LAN-146

The records search identified two prehistoric archaeological sites, CA-LAN 145 and CA-LAN 146, less than 0.5 mile from the proposed project area. The results of the current study indicate a low potential to encounter subsurface evidence of either archaeological site. However, because there is always a potential to encounter archaeological deposits and because impacts to archaeological resources would be considered significant, implementation of Mitigation Measure MM CR-3 would reduce impacts to less-than-significant levels.

Summary

Construction of the proposed Project would result in significant impacts that would potentially damage or destroy archaeological deposits associated with Mexican Hollywood. Implementation of Mitigation Measures MM CR-1 and MM CR-2 would reduce impacts to less-than-significant levels. In addition, should unanticipated archeological resources be identified, implementation of Mitigation Measure MM CR-3 would reduce impacts to less-than-significant levels.

Mitigation Measure MM CR-1 utilizes the compressed approach. The "compressed approach" has been successfully used by historical archaeologists in California to comply with both CEQA and Section 106, and has been sanctioned by the State Office of Historic Preservation (personal communication Susan Stratton 2009). The following excerpt explains the compressed approach:

"In these high-sensitive areas, archaeologists will direct removal of structure floors and asphalt paving [modern encumbrances to the historic ground surface], and of fill soils down to the original ground surface, where important archaeological features are expected to occur. Archaeologists will expose the original ground surface and identify any features associated with it. Immediately, the significance of those strata or features will be evaluated and then data recover undertaken on deposits considered to be legally important using criteria set forth in the CEQA Guidelines [California Register of Historical Resources criteria for CEQA; conversely we use the National Register of Historic Places criteria for Section 106 reviews]. After the archaeologists have evaluated and treated the resources in the area, it would be cleared for further construction activities.

The legal acceptance and success of this consolidated approach requires that a detailed research design and treatment plan be developed prior to any construction activity that might disturb important archaeological resources. The research design sets forth a context for evaluating the significance of any discoveries, assuring quick

and justifiable decisions regarding research potential and the need for data recovery. Employing specific criteria in this research design, evaluations will be made during the combined identification/evaluation stage. In short, the legal importance of archaeological features will be evaluated as they are uncovered. Where a feature does not meet criteria presented in this document, it will be considered ineligible for further treatment under CEQA [or the NHPA, if applicable]. Deposits that exhibit the specified characteristics will be regarded as 'important' and data recovery will be carried out according to the treatment plan."[1,2]

~~Additionally, construction of the proposed Project would potentially result in damage or destruction to two prehistoric archaeological sites CA-LAN-145 and CA-LAN-146 located adjacent to the proposed project area. The potential to encounter either prehistoric site would be significant impact; therefore, implementation of Mitigation Measure MM CR-3 would reduce impacts to less-than-significant levels.~~

Mitigation Measures

MM CR-1: Generate treatment plan and conduct archaeological testing for Mexican Hollywood prior to construction. ~~Potential additional intact, subsurface historic archaeological deposits associated with Mexican Hollywood should be characterized and evaluated for eligibility for inclusion in the California Register by a qualified archaeologist. A testing plan will be developed that will describe evaluation methods for determining the eligibility of new finds in Mexican Hollywood for listing in the California Register. Should the identification and evaluation efforts reveal that newly identified deposits do not meet the criteria for inclusion in the California Register, no further mitigation would be required. However, if newly discovered portions of Mexican Hollywood are determined eligible for listing in the California Register, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels.~~ Because the proposed project area is paved and developed, archaeological testing and evaluation were not conducted prior to publication of the final EIS/EIR. However, for the purposes of this document, potential archaeological resources associated with Mexican Hollywood are assumed eligible for listing in the CRHR and NRHP. A treatment plan will be generated prior to construction that utilizes the compressed approach for evaluation and treatment of urban historical archaeological sites. Should the identification and evaluation efforts reveal that archeological resources are not eligible for listing in the CRHR and/or NRHP, no further mitigation would be required. However, if archaeological resources are determined to be significant, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels.

[1] Costello et al. 1996:III.

[2] Costello, Julia, Ph.D., Judith Marvin, B.A., Susan K. Goldberg, M.A., Melinda C. Horne, M.A., Adrian Praetzellis, Ph.D., Mary Praetzellis, M.A., Grace H. Ziesing, M.A. REVISED DRAFT: Archaeological Research Design and Treatment Plan, The Metropolitan Water District of Southern California, Headquarters Facility Project. Submitted to Union Station Partners, Altadena, California on behalf of the Metropolitan Water District of Southern California, Los Angeles, California. Prepared by Foothill Resources, Ltd., Mokelumne Hill, California; Applied Earthworks, Fresno, California; and Anthropological Studies Center, Rohnert Park, California.

MM CR-2a: If ~~additional California Register~~ CRHR/NRHP –eligible deposits associated with Mexican Hollywood are identified, redesign project to ensure preservation in place. ~~If identification and evaluation efforts result in the determination that Mexican Hollywood meets the criteria for inclusion in the California Register~~If testing results in the identification of CRHR/NRHP-eligible archaeological resources, efforts will be made to avoid these deposits during project development and preserve them in place, which is the preferred mitigation measure under CEQA. Options for preservation in place include, but are not limited to, incorporating the site into park or open space land, avoiding the site during construction, burying the site with sterile sediment, or placing the site within a permanent conservation easement. If preservation in place is not feasible, conduct data recovery as defined in Mitigation Measure MM CR-2b below.

MM CR-2b: Conduct Data Recovery. If avoidance or redesign of the proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted. In addition to the treatment plan, ~~T~~this work may involve additional archival and historical research; excavation; analysis of the artifacts, features, and other data discovered; presentation of the results in a technical report; and curation of the recovered artifacts and accompanying data. Consultation with ACHP, SHPO, and other interested or knowledgeable parties may also be required or appropriate.

The objective of this mitigation measure is to assist in the identification and evaluation of historical and/or unique archaeological resources that are unexpectedly encountered during construction activities associated with the proposed Project. As a result of adverse effects to historic and/or archaeological resources, this mitigation measure provides for the identification and recovery of a property's valuable information, if it exists. The purpose of data recovery is to retrieve and analyze information from a site necessary to address important research questions that have been developed as part of the research design for the property. Recovery is accomplished through detailed excavation efforts, recordation, background research, analysis, and reporting, performed in accordance with a well-defined and justified data recovery plan.

A standard data recovery report will be prepared when all the fieldwork is concluded. The consultant will prepare a comprehensive technical report that will describe the archaeological project's goals and methods, as well as present the project's findings and interpretations. The report will synthesize both the archival research and important archaeological data in an attempt to address the research questions presented in the research design/testing plan. The report will be submitted to the client and any reviewing agencies, and it ultimately will be filed with the Eastern Information Center, located at California State University, Fullerton. The final data recovery report will include, but is not limited to, the following elements:

- executive summary;
- statement of scope, including proposed project location and setting;
- background contexts or summaries;

- summary of previous research, historical and archaeological;
- research goals and themes;
- field and laboratory methodologies;
- description of recovered materials;
- findings and interpretations, referencing research goals;
- conclusions;
- references cited; and
- appendices such as artifact catalogs, special studies, and other information relevant to the proposed project and findings.

MM CR-3: ~~**Monitor ground disturbance in the vicinity of known archaeological sites CA-LAN-145 and CA-LAN-146.** Archaeological and Native American monitoring will be conducted during ground-disturbing activities within the vicinity of CA-LAN-145 and CA-LAN-146. In addition:~~

- ~~An archaeological monitoring plan will be generated in accordance with professional standards. The plan will be generated by an archaeologist who meets the Secretary of Interior's Standards for education, training, and experience.~~
- ~~The archaeological monitor will ensure that any portions of previously identified significant resources exposed during construction are avoided and protected. In addition, the monitor will determine whether any previously unknown historical resources are uncovered as a result of construction activities. If potentially important historical resources are discovered, the archaeological monitor will immediately ask the Construction Manager to divert construction activity within 100 feet of the find and report the discovery so that appropriate notifications can be issued and treatment measures planned and implemented.~~
- ~~Upon completion of the monitoring, a final archaeological monitoring report will be prepared for LAHD in accordance with professional standards.~~

Stop Work If Unanticipated Cultural Resources Are Identified during Ground-Disturbing Activities. In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines as appropriate. All construction equipment operators will attend a pre-construction meeting presented by a professional

archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction.

If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

No prehistoric or historical archaeological resources have been previously recorded within the federal APE. Because a majority of the shoreline was constructed of imported fill dating from the late nineteenth through the twentieth century, there is limited potential to encounter previously unidentified, subsurface deposits in the APE. However, one CRHR/NRHP-eligible historical archaeological resource, Mexican Hollywood, has been ~~recently found~~ identified within the federal APE. This resource has been analyzed adequately under the CEQA discussion above. This historic neighborhood located in the vicinity of the Inner Harbor would potentially be disturbed by construction associated with the Inner Harbor parking structure, which is an indirect impact under federal jurisdiction. Therefore, the proposed Project would result in ~~significant impacts on known archaeological resources~~ an adverse effect on a historical resource for the purposes of NEPA.

Mitigation Measures

Implement Mitigation Measures MM-CR-1, MM-CR-2a~~, and~~ or MM-CR-2b, and MM CR-3 as described above.

Residual Impacts

Impacts would be less than significant.

Impact CR-2: Construction of the proposed Project would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.

Buried cultural resources that were not identified during ~~field surveys~~ the current study, ~~potentially~~ including human remains, could be inadvertently unearthed during ground-disturbing activities, which would potentially result in the demolition or substantial damage to significant cultural resources. In addition, submerged sites could also be located during dredging activities. However, the potential for underwater resources is considered to be low due to the disturbed nature of the harbor from previous dredging.

Section 3.4.4.3.1, Pages 3.4-52 and 3.4-53

Buried cultural resources that were not identified ~~during field surveys~~ during the current study could be inadvertently unearthed during ground-disturbing activities associated with construction. ~~Because of the high potential to encounter unknown significant historic cultural resources in the Inner Harbor parking area, this impact would be significant.~~ Impacts to previously unidentified cultural resources would be considered significant. To avoid or reduce impacts on buried or otherwise unidentified cultural resources, implement Mitigation Measure MM CR-43.

Mitigation Measures

~~**MM CR-4: Stop work if cultural resources are discovered during ground-disturbing activities.** In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.~~

~~If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age~~

~~and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.~~

Implement Mitigation Measure MM CR-3.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

No prehistoric or historical archaeological resources have been previously ~~recorded~~ identified within the federal APE. Because a majority of the shoreline was constructed of imported fill dating from the late nineteenth through the twentieth centuries, there is little potential to encounter previously unidentified subsurface ~~deposits in~~deposits within a majority of the APE. Therefore, there would be less-than-significant impacts on archaeological resources for the purposes of NEPA. However, because there is always the potential to encounter previously unidentified archaeological resources, implementation of Mitigation Measure MM CR-~~4~~ 3 would ensure that impacts remain less than significant.

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

Section 3.4.4.3.1, Pages 3.4-62 and 3.4-63

Construction of the proposed Project would result in significant impacts because of the potential to damage or destroy significant nonrenewable fossil resources. Implementation of Mitigation Measure MM CR-~~5~~4 by a qualified vertebrate paleontologist would reduce impacts to less-than-significant levels.

Mitigation Measures

MM CR-~~5~~4: Develop a program to mitigate impacts on nonrenewable paleontologic resources prior to excavation or construction of any proposed

project components. This mitigation program should be conducted by a qualified vertebrate paleontologist and should be consistent with the provisions of CEQA, as well as the proposed guidelines of the Society of Vertebrate Paleontology. This program should include, but not be limited to:

1. Assessment of site-specific excavation plans to determine areas that will be designated for paleontological monitoring during initial ground disturbance.
2. Development of monitoring protocols for these designated areas. Areas consisting of artificial fill materials will not require monitoring. Paleontologic monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.
3. Preparation of all recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts on the resources.
4. Identification and curation of all specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance (Scott and Springer 2003). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts on significant paleontologic resources is not considered complete until such curation into an established museum repository has been fully completed and documented.
5. Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts on paleontologic resources.

Section 3.4.4.3.2, Page 3.4-64

Impact CR-1: Construction of Alternative 1 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.

CEQA Impact Determination

Similar to the proposed Project, construction of Alternative 1 would result in significant impacts that would potentially damage or destroy Mexican Hollywood, a site that is eligible for listing in the CRHR and NRHP. ~~California Register~~. ~~Additionally, construction of the proposed Project would potentially result in damage or destruction to two prehistoric archaeological sites, CA-LAN-145 and CA- LAN 146, which are located adjacent to the proposed project area.~~

Section 3.4.4.3.2, Pages 3.4-64 and 3.4-65

NEPA Impact Determination

Similar to the proposed Project, no prehistoric or historical archaeological resources have been previously ~~recorded~~ identified in the federal APE. Because a majority of the shoreline was constructed of imported fill dating from the late nineteenth through the twentieth century, there is limited potential to encounter previously unidentified, subsurface deposits in the APE. However, the current study has indicated a high potential to encounter CRHR and NRHP-eligible archaeological resources associated with Mexican Hollywood ~~one historical archaeological resource, Mexican Hollywood, has been recently found~~ within the federal APE. This resource has been analyzed adequately under the CEQA discussion above. This historic neighborhood located in the vicinity of the Inner Harbor could be disturbed by construction associated with the Inner Harbor parking structure, which is an indirect impact under federal jurisdiction. Therefore, Alternative 1 would result in significant impacts on known archaeological resources for the purposes of NEPA.

Mitigation Measures

Implement Mitigation Measures MM-CR-1, MM-CR-2a~~, and~~ or MM-CR-2b, and MM CR-3 as described above.

Section 3.4.4.3.2, Page 3.4-65

Impact CR 2: Construction of Alternative 1 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.

CEQA Impact Determination

Similar to the proposed Project, Alternative 1 would result in significant impacts on previously unidentified subsurface archaeological resources ~~deposits that were not identified during field surveys, which could be~~ inadvertently unearthed during ground-disturbing activities. These activities would potentially result in the demolition or substantial damage to significant cultural resources.

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

NEPA Impact Determination

Similar to the proposed Project, no prehistoric or historical archaeological resources have been previously recorded in the federal APE. Because a majority of the shoreline is constructed of imported fill from the late nineteenth through the twentieth centuries, there is limited potential to encounter previously unidentified, subsurface deposits in the APE. Therefore, there would be less-than-significant impacts on archaeological resources for the purposes of NEPA. However, because there is always the potential to encounter previously unidentified archaeological resources, implementation of Mitigation Measure MM CR-~~4~~3 would ensure that impacts remain less than significant.

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

Section 3.4.4.3.2, Page 3.4-67

CEQA Impact Determination

Similar to the proposed Project, excavation into undisturbed geologic deposits underlying the proposed project area would constitute a significant impact and would require Mitigation Measure MM CR-~~5~~4. This mitigation incorporates a qualified vertebrate paleontologist and a program to mitigate impacts on nonrenewable paleontologic resources.

Mitigation Measures

Implement Mitigation Measure MM CR-~~5~~4.

Section 3.4.4.3.3, Pages 3.4-67 and 3.4-68

Impact CR-1: Construction of Alternative 2 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.

CEQA Impact Determination

Impacts for Alternative 2 would be the same as described for the proposed Project. ~~Two prehistoric archaeological sites (CA-LAN-145 and CA-LAN-146) have been previously identified adjacent to the proposed project area. In addition~~, ~~o~~One historical archaeological site (Mexican Hollywood) has been identified in the proposed Alternative 2 project area. Therefore, ~~C~~construction of Alternative 2 would result in significant impacts.

Section 3.4.4.3.3, Page 3.4-68

NEPA Impact Determination

Similar to the proposed Project, no prehistoric or historical archaeological resources have been previously recorded in the federal APE. Because a majority of the shoreline was constructed of imported fill dating from the late nineteenth through the twentieth century, there is limited potential to encounter previously unidentified, subsurface deposits in the APE. However, one CRHR/NRHP-eligible historical archaeological resource, Mexican Hollywood, has been recently found within the federal APE. This resource has been analyzed adequately under the CEQA discussion above. This historic neighborhood located in the vicinity of the Inner Harbor could be disturbed by construction associated with the Inner Harbor parking structure, which is an indirect impact under federal jurisdiction. Therefore, Alternative 2 would result in significant impacts on known archaeological resources for the purposes of NEPA.

Mitigation Measures

Implement Mitigation Measures MM- CR-1, MM- CR-2a~~, and~~ or MM- CR-2b, ~~as described above~~and MM CR-3.

Section 3.4.4.3.3, Pages 3.4-68 and 3.4-69

Impact CR-2: Construction of Alternative 2 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.

CEQA Impact Determination

Similar to the proposed Project, Alternative 2 would result in significant impacts on previously unidentified subsurface archaeological deposits~~, which could be~~ inadvertently unearthed during ground-disturbing activities. These activities would potentially result in the demolition or substantial damage to significant cultural resources.

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Similar to the proposed Project, no prehistoric or historical archaeological resources have been previously recorded in the federal APE. Because a majority of the shoreline is constructed of imported fill from the late nineteenth through the twentieth centuries, there is limited potential to encounter previously unidentified subsurface deposits in the APE. Therefore, there would be less-than-significant impacts on archaeological resources for the purposes of NEPA. However, because there is always the potential to encounter previously unidentified archaeological resources, implementation of Mitigation Measure MM CR-43 would ensure that impacts remain less than significant.

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

Section 3.4.4.3.3, Page 3.4-70

Mitigation Measures

Implement Mitigation Measure MM CR-~~5~~4.

Section 3.4.4.3.4, Page 3.4-71

Impact CR-1: Construction of Alternative 3 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.

Section 3.4.4.3.4, Pages 3.4-71 and 3.4-72

NEPA Impact Determination

Similar to the proposed Project, no prehistoric or historical archaeological resources have been previously recorded in the federal APE. Because a majority of the shoreline was constructed of imported fill dating from the late nineteenth through the twentieth century, there is limited potential to encounter previously unidentified, subsurface deposits in the APE. However, one CRHR/NRHP-eligible historical archaeological resource, Mexican Hollywood, has been recently found within the federal APE. This resource has been analyzed adequately under the CEQA discussion above. This historic neighborhood located in the vicinity of the Inner Harbor could be disturbed by construction associated with the Inner Harbor parking structure, which is an indirect impact under federal jurisdiction. Therefore, Alternative 3 would result in significant impacts on known archaeological resources for the purposes of NEPA.

Mitigation Measures

Implement Mitigation Measures MM -CR-1, MM -CR-2a~~, and~~ or MM -CR-2b, ~~as described above~~and MM CR-3.

Section 3.4.4.3.4, Page 3.4-72

Impact CR-2: Construction of Alternative 3 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.

CEQA Impact Determination

Impacts would be the same for Alternative 3 as identified for the proposed Project. Construction of Alternative 3 would potentially result in significant impacts to previously unidentified subsurface archaeological deposits that were not identified during field surveys, which could be inadvertently unearthed during ground-disturbing activities. These activities would potentially result in the demolition or substantial damage to significant cultural resources.

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Similar to the proposed Project, no prehistoric or historical archaeological resources have been previously recorded in the federal APE. Because a majority of the shoreline is constructed of imported fill from the late nineteenth through the twentieth centuries, there is limited potential to encounter previously unidentified subsurface deposits in the APE. Therefore, there would be less-than-significant impacts on archaeological resources for the purposes of NEPA. However, because there is always the potential to encounter previously unidentified archaeological resources, implementation of Mitigation Measure MM CR-~~4~~3 would ensure that impacts remain less than significant.

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

Section 3.4.4.3.4, Page 3.4-74

Mitigation Measures

Implement Mitigation Measure MM CR-~~5~~4.

Section 3.4.4.3.5, Page 3.4-74

Impact CR-1: Construction of Alternative 4 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.

Section 3.4.4.3.5, Pages 3.4-75 and 3.4-76

NEPA Impact Determination

Similar to the proposed Project, no prehistoric or historic archaeological resources have been previously recorded in the federal APE. Because a majority of the shoreline is constructed of imported fill from the late nineteenth through the

twentieth centuries, there is limited potential to encounter previously unidentified subsurface deposits in the APE. The Inner Harbor parking structure proposed under this alternative is the same as the NEPA baseline and thus impacts to Mexican Hollywood would not fall under federal jurisdiction. ~~would not result in potential impacts on Mexican Hollywood under NEPA.~~ Therefore, there would be less-than-significant impacts on archaeological resources for the purposes of NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact CR-2: Construction of Alternative 4 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.

CEQA Impact Determination

Impacts would be the same for Alternative 4 as identified for the proposed Project. Construction of Alternative 4 would ~~potentially~~ result in significant impacts to previously unidentified subsurface archaeological ~~deposits~~ resources ~~that were not identified during field surveys, which could be~~ inadvertently unearthed during ground-disturbing activities. These activities would potentially result in the demolition or substantial damage to significant cultural resources.

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Similar to the proposed Project, no prehistoric or historical archaeological resources have been previously recorded in the federal APE. Because a majority of the shoreline is constructed of imported fill from the late nineteenth through the twentieth centuries, there is limited potential to encounter previously unidentified subsurface deposits in the APE. Therefore, there would be less-than-significant impacts on archaeological resources for the purposes of NEPA. However, because there is always the potential to encounter previously unidentified archaeological

resources, implementation of Mitigation Measure MM CR-~~4~~ 3would ensure that impacts remain less than significant.

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

Section 3.4.4.3.5, Page 3.4-77

Mitigation Measures

Implement Mitigation Measure MM CR-~~5~~4.

Section 3.4.4.3.6, Page 3.4-78

Impact CR-1: Construction of Alternative 5 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.

Section 3.4.4.3.6, Page 3.4-78

NEPA Impact Determination

Because the No-Federal-Action Alternative is identical to the NEPA baseline, impacts to Mexican Hollywood would not fall under federal jurisdiction. Therefore, this alternative would have no impact under NEPA.

Section 3.4.4.3.6, Page 3.4-78

Impact CR-2: Construction of Alternative 5 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.

Section 3.4.4.3.6, Page 3.4-79

Mitigation Measures

Implement Mitigation Measure MM CR-~~4~~3.

Section 3.4.4.3.6, Page 3.4-80

Mitigation Measures

Implement Mitigation Measure MM CR-~~5~~4, as described for the proposed Project.

Section 3.4.4.3.7, Page 3.4-81

Impact CR-1: Alternative 6 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.

Section 3.4.4.3.7, Page 3.4-82

Impact CR 2: Alternative 6 would not disturb, damage, or degrade unknown prehistoric and/or historical ~~archaeological and ethnographic cultural~~ resources.

Section 3.4.4.3.8, Pages 3.4-85 through 3.4-97

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.4 Cultural Resources				
Proposed Project	**CR-1:** Construction of the proposed Project would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	**MM CR-1: Generate treatment plan and conduct archaeological testing for Mexican Hollywood prior to construction.** ~~Potential additional intact, subsurface historic archaeological deposits associated with Mexican Hollywood should be characterized and evaluated for eligibility for inclusion in the California Register by a qualified archaeologist. A testing plan will be developed that will describe evaluation methods for determining the eligibility of new finds in Mexican Hollywood for listing in the California Register. Should the identification and evaluation efforts reveal that newly identified deposits do not meet the criteria for inclusion in the California Register, no further mitigation would be required. However, if newly discovered portions of Mexican Hollywood are determined eligible for listing in the California Register, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels.~~ Because the proposed project area is paved and developed, archaeological testing and evaluation were not conducted prior to publication of the final EIS/EIR. However, for the purposes of this document, potential archaeological resources associated with Mexican Hollywood are assumed eligible	CEQA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			for listing in the CRHR and NRHP. A treatment plan will be generated prior to construction that utilizes the compressed approach for evaluation and treatment of urban historical archaeological sites. Should the identification and evaluation efforts reveal that archeological resources are not eligible for listing in the CRHR and/or NRHP, no further mitigation would be required. However, if archaeological resources are determined to be significant, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels. **MM CR-2a: If ~~additional California Register~~CRHR/NRHP–eligible deposits associated with Mexican Hollywood are identified, redesign project to ensure preservation in place.** ~~If identification and evaluation efforts result in the determination that Mexican Hollywood meets the criteria for inclusion in the California Register~~ If testing results in the identification of CRHR/NRHP-eligible archaeological resources, efforts will be made to avoid these deposits during project development and preserve them in place, which is the preferred mitigation measure under CEQA. Options for preservation in place include, but are not limited to, incorporating the site into park or open space land, avoiding the site during construction, burying the site with sterile sediment, or placing the site within a permanent conservation easement. If preservation in place is not feasible, conduct data recovery as defined in MM	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			CR-2b below. **MM CR-2b: Conduct Data Recovery.** If avoidance or redesign of the proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted. In addition to the treatment plan, t~~T~~his work may involve additional archival and historical research; excavation; analysis of the artifacts, features, and other data discovered; presentation of the results in a technical report; and curation of the recovered artifacts and accompanying data. Consultation with ACHP, SHPO, and other interested or knowledgeable parties may also be required or appropriate. A standard data recovery report will be prepared when all the fieldwork is concluded. The consultant will prepare a comprehensive technical report that will describe the archaeological project's goals and methods, as well as present the project's findings and interpretations. The report will synthesize both the archival research and important archaeological data in an attempt to address the research questions presented in the research design/testing plan. The report will be submitted to the client and any reviewing agencies, and it ultimately will be filed with the Eastern Information Center, located at California State University, Fullerton. The final data recovery report will include, but is not limited to, the following elements:	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			■ executive summary; ■ statement of scope, including proposed project location and setting; ■ background contexts or summaries; ■ summary of previous research, historical and archaeological; ■ research goals and themes; ■ field and laboratory methodologies; ■ description of recovered materials; ■ findings and interpretations, referencing research goals; ■ conclusions; ■ references cited; and ■ appendices such as artifact catalogs, special studies, and other information relevant to the proposed project and findings. **MM CR-3:** ~~**Monitor ground disturbance in the vicinity of known archaeological sites CA-LAN-145 and CA-LAN-146.** Archaeological and Native American monitoring will be conducted during ground-disturbing activities within the vicinity of CA-LAN-145 and CA-LAN-146. In addition:~~ ■ ~~An archaeological monitoring plan will be generated in accordance with professional standards. The plan will be generated by an archaeologist who meets the Secretary of Interior's~~	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			~~Standards for education, training, and experience.~~ ■ ~~The archaeological monitor will ensure that any portions of previously identified significant resources exposed during construction are avoided and protected. In addition, the monitor will determine whether any previously unknown historical resources are uncovered as a result of construction activities. If potentially important historical resources are discovered, the archaeological monitor will immediately ask the Construction Manager to divert construction activity within 100 feet of the find and report the discovery so that appropriate notifications can be issued and treatment measures planned and implemented.~~ ■ ~~Upon completion of the monitoring, a final archaeological monitoring report will be prepared for LAHD in accordance with professional standards.~~ **Stop Work If Unanticipated Cultural Resources Are Identified during Ground-Disturbing Activities.** In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1	

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines as appropriate. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction. If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.	
		NEPA: Significant	Implement Mitigation Measures MM -CR-1, MM -CR-2a~~, and~~ or MM- CR-2b, and MM CR-3.	NEPA: Less than significant
	CR-2: Construction of the proposed Project would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	~~**MM CR-4: Stop work if cultural resources are discovered during ground-disturbing activities.** In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped~~	CEQA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			~~stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.~~ ~~If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the~~	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			~~descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.~~ Implement Mitigation Measure MM CR-3.	
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant
	CR-4: The proposed Project would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	**MM CR-~~5~~4: Develop a program to mitigate impacts on nonrenewable paleontologic resources prior to excavation or construction of any proposed project components**. This mitigation program should be conducted by a qualified vertebrate paleontologist and should be consistent with the provisions of CEQA, as well as the proposed guidelines of the Society of Vertebrate Paleontology. This program should include, but not be limited to: 1. Assessment of site-specific excavation plans to determine areas that will be designated for paleontological monitoring during initial ground disturbance. 2. Development of monitoring protocols for these designated areas. Areas consisting of artificial fill materials will not require monitoring. Paleontologic monitors should	CEQA: Less than significant

			be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. 3. Preparation of all recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts on the resources. 4. Identification and curation of all specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance (Scott and Springer 2003). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts on significant paleontologic resources is not considered complete until such curation into an established museum repository has been fully completed and documented.	

			5. Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts on paleontologic resources.	
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 1	**CR-1:** Construction of Alternative 1 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measures MM -CR-1, MM- CR-2a~~, and~~ or MM- CR-2b, and MM CR-3.	NEPA: Less than significant
	CR-2: Construction of Alternative 1 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant
	CR-4: Alternative 1 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 2	**CR-1:** Construction of Alternative 2 would not	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant

	disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	NEPA: Significant	Implement Mitigation Measures MM -CR-1, MM- CR-2a~~, and~~ or MM- CR-2b, and MM CR-3.	NEPA: Less than significant
	CR-2: Construction of Alternative 2 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant
	CR-4: Alternative 2 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 3	**CR-1:** Construction of Alternative 3 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measures MM -CR-1, MM- CR-2a~~, and~~ or MM- CR-2b, and MM CR-3.	NEPA: Less than significant
	CR-2: Construction of Alternative 3 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant

	CR-4: Alternative 3 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 4	**CR-1:** Construction of Alternative 4 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	CR-2: Construction of Alternative 4 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: Less than significant	Implement Mitigation Measure MM CR-~~4~~3.	NEPA: Less than significant

	CR-4: Alternative 4 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 5	**CR-1:** Construction of Alternative 5 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: Significant	Implement Mitigation Measures MM CR-1, MM CR-2a or MM CR-2b, and MM CR-3.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.

	CR-2: Construction of Alternative 5 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: Significant	Implement Mitigation Measure MM CR-~~4~~3.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.

	CR-4: Alternative 5 would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance.	CEQA: Significant	Implement Mitigation Measure MM CR-~~5~~4.	CEQA: Less than significant
		NEPA: No impacts would occur.	No mitigation is required.	NEPA: No impacts would occur.
Alternative 6	**CR-1:** Construction of Alternative 6 would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources.	CEQA: No impacts would occur.	No mitigation is required.	CEQA: No impacts would occur.
		NEPA: Not applicable†	Not applicable†	NEPA: Not applicable†
	CR-2: Construction of Alternative 6 would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources.	CEQA: No impacts would occur.	No mitigation is required.	CEQA No impacts would occur.
		NEPA: Not applicable†	Not applicable†	NEPA: Not applicable†

Section 3.4.4.4, Pages 3.4-99 through 3.4-102

Table 3.4-9. Mitigation Monitoring for Cultural Resources

Impact CR-1: Construction of the proposed Project would not disturb, damage, or degrade known prehistoric and/or historical archaeological resources. *(Also applies to Impact CR-1 for Alternatives 1–5.)*	
Mitigation Measure	**MM CR-1. Generate treatment plan and conduct archaeological testing for Mexican Hollywood prior to construction.** ~~Potential additional intact, subsurface historic archaeological deposits associated with Mexican Hollywood should be characterized and evaluated for eligibility for inclusion in the California Register by a qualified archaeologist. A testing plan will be developed that will describe evaluation methods for determining the eligibility of new finds in Mexican Hollywood for listing in the California Register. Should the identification and evaluation efforts reveal that newly identified deposits do not meet the criteria for inclusion in the California Register, no further mitigation would be required. However, if newly discovered portions of Mexican Hollywood are determined eligible for listing in the California Register, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels.~~ Because the proposed project area is paved and developed, archaeological testing and evaluation were not conducted prior to publication of the final EIS/EIR. However, for the purposes of this document, potential archaeological resources associated with Mexican Hollywood are assumed eligible for listing in the CRHR and NRHP. A treatment plan will be generated prior to construction that utilizes the compressed approach for evaluation and treatment of urban historical archaeological sites. Should the identification and evaluation efforts reveal that archeological resources are not eligible for listing in the CRHR and/or NRHP, no further mitigation would be required. However, if archaeological resources are determined to be significant, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels.

Mitigation Measure	**MM CR-2a. If additional ~~California Register~~CRHR/NRHP–eligible deposits associated with Mexican Hollywood are identified, redesign project to ensure preservation in place**. ~~If identification and evaluation efforts result in the determination that Mexican Hollywood meets the criteria for inclusion in the California Register~~ If testing results in the identification of CRHR/NRHP-eligible archaeological resources, efforts will be made to avoid these deposits during project development and preserve them in place, which is the preferred mitigation measure under CEQA. Options for preservation in place include, but are not limited to, incorporating the site into park or open space land, avoiding the site during construction, burying the site with sterile sediment, or placing the site within a permanent conservation easement. If preservation in place is not feasible, conduct data recovery as defined in MM CR-2b below.

Mitigation Measure	**MM CR-2b. Conduct Data Recovery.** If avoidance or redesign of the proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted. In addition to the treatment plan, t~~T~~his work may involve additional archival and historical research; excavation; analysis of the artifacts, features, and other data discovered; presentation of the results in a technical report; and curation of the recovered artifacts and accompanying data. Consultation with ACHP, SHPO, and other interested or knowledgeable parties may also be required or appropriate. A standard data recovery report will be prepared when all the fieldwork is concluded. The consultant will prepare a comprehensive technical report that will describe the archaeological project's goals and methods, as well as present the project's findings and interpretations. The report will synthesize both the archival research and important archaeological data in an attempt to address the research questions presented in the research design/testing plan. The report will be submitted to the client and any reviewing agencies, and it ultimately will be filed with the Eastern Information Center, located at California State University, Fullerton. The final data recovery report will include, but is not limited to, the following elements: ■ executive summary; ■ statement of scope, including proposed project location and setting; ■ background contexts or summaries; ■ summary of previous research, historical and archaeological; ■ research goals and themes; ■ field and laboratory methodologies; ■ description of recovered materials; ■ findings and interpretations, referencing research goals; ■ conclusions; ■ references cited; and ■ appendices such as artifact catalogs, special studies, and other information relevant to the proposed project and findings. The objective of this mitigation measure is to assist in the identification and evaluation of historical and/or unique archaeological resources that are unexpectedly encountered during construction activities associated with the proposed Project. As a result of adverse effects to historic and/or archaeological resources, this mitigation measure provides for the identification and recovery of a property's valuable information, if it exists. The purpose of data recovery is to retrieve and analyze information from a site necessary to address important research questions that have been developed as part of the research design for the property. Recovery is accomplished through detailed excavation efforts, recordation, background research, analysis, and reporting, performed in accordance with a well-defined and justified data recovery plan.

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Mitigation Measure	**MM CR-3.** ~~**Monitor ground disturbance in the vicinity of known archaeological sites CA-LAN-145 and CA-LAN-146.** Archaeological and Native American monitoring will be conducted during ground-disturbing activities within the vicinity of CA-LAN-145 and CA-LAN-146. In addition:~~ ~~■ An archaeological monitoring plan will be generated in accordance with professional standards. The plan will be generated by an archaeologist who meets the Secretary of Interior's Standards for education, training, and experience.~~ ~~■ The archaeological monitor will ensure that any portions of previously identified significant resources exposed during construction are avoided and protected. In addition, the monitor will determine whether any previously unknown historical resources are uncovered as a result of construction activities. If potentially important historical resources are discovered, the archaeological monitor will immediately ask the Construction Manager to divert construction activity within 100 feet of the find and report the discovery so that appropriate notifications can be issued and treatment measures planned and implemented.~~ ■ ~~Upon completion of the monitoring, a final archaeological monitoring report will be prepared for LAHD in accordance with professional standards.~~ **Stop Work If Unanticipated Cultural Resources Are Identified during Ground-Disturbing Activities.** In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines as appropriate. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction. If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.
Timing	~~Following Mitigation Measure MM CR-1~~During initial ground disturbance during

	construction

Impact CR-2: Construction of the proposed Project would not disturb, damage, or degrade unknown prehistoric and/or historical archaeological ~~and ethnographic cultural~~ resources. *(Also applies to Impact CR-2 for Alternatives 1–5.)*	
Mitigation Measure	~~**MM CR-4. Stop work if cultural resources are discovered during ground-disturbing activities.** In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.~~ ~~If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.~~Implement Mitigation Measure MM CR-3.

Impact CR-4: The proposed Project would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide significance. *(Also applies to Impact CR-4 for Alternatives 1–5.)*	
Mitigation Measure	**MM CR-~~5~~4. Develop a program to mitigate impacts on nonrenewable paleontologic resources prior to excavation or construction of any proposed project components.** This mitigation program should be conducted by a qualified vertebrate paleontologist and should be consistent with the provisions of CEQA, as well as the proposed guidelines of the Society of Vertebrate Paleontology. This program should include, but not be limited to: 1. Assessment of site-specific excavation plans to determine areas that will be designated for paleontological monitoring during initial ground disturbance.

	2. Development of monitoring protocols for these designated areas. Areas consisting of artificial fill materials will not require monitoring. Paleontologic monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources. 3. Preparation of all recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils are essential in order to fully mitigate adverse impacts on the resources. 4. Identification and curation of all specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance (Scott and Springer 2003). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts on significant paleontologic resources is not considered complete until such curation into an established museum repository has been fully completed and documented. 5. Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate lead agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts on paleontologic resources.

E.9 Changes Made to Section 3.5, "Geology"

Section 3.5.4.3.1, Page 3.5-22

The proposed water cuts for the three new harbors would involve excavation and dredging operations. Some of these operations would be located near to existing structures, including the Maritime Museum Ferry Building. Standard engineering practices would be implemented to substantially reduce the potential for damage to these existing structures during the excavation operations. Such engineering practices may include installation of sheet piling at the perimeter of the excavation, underpinning the foundations of the structures so that the foundation support extends below the level of the excavation, and implementation of ground instrumentation such as inclinometers to monitor lateral deformation of the ground adjacent to the excavation.

The proposed Outer Harbor berths would involve dredging of existing soft-bottom area and the placement of rock slope protection. These activities would not occur near existing structures that could potentially be damaged during excavation operations.

Section 3.5.4.3.1, Page 3.5-23

NEPA Impact Determination

The federal portion of the proposed Project would include wharf and in-water construction activities, including construction of new water-cuts for three new harbors, new pier and wharf construction, and upgrading existing piers and wharves, dredging of existing soft-bottom area and the placement of rock slope protection at the Outer Harbor, as well as construction of two new cruise terminals and berths in the Outer Harbor. Due to implementation of standard engineering practices mentioned above, people and structures would not be exposed to substantial adverse effects from the proposed Project, and impacts associated with unstable soils would be less than significant under NEPA.

Section 3.5.4.3.2, Pages 3.5-39 and 3.5-40

CEQA Impact Determination

Construction impacts would be similar to those described for the proposed Project because the infrastructure susceptible to unstable soils would not be substantially different from that of the proposed Project. However, this alternative may slightly reduce impacts related to increased damage to structures or exposure of people to risk since this alternative would only include one Outer Harbor cruise terminal and berth and thus represents a reduction in the amount of dredging and placement of rock slope protection that would be required when compared to the proposed Project. This slight change from the proposed Project would not change the impact conclusions, and, therefore, Impact GEO-6a would be the same as for the proposed Project. Impacts associated with unstable soils would be less than significant.

Section 3.5.4.3.2, Page 3.5-40

NEPA Impact Determination

With respect to the federal portions of Alternative 1, the construction impacts would be similar to those described for the proposed Project because the resulting infrastructure susceptible to unstable soils would not be substantially different from that of the proposed Project. However, this alternative may slightly reduce impacts related to increased damage to structures or exposure of people to risk since this alternative would only include one Outer Harbor cruise terminal and berth and thus represents a reduction in the amount of dredging and placement of rock slope protection that would be required when compared to the proposed Project. This slight change from the proposed Project would not change the impact conclusions, and therefore, Impact GEO-6a would be the same as for the proposed Project. The impacts associated with unstable soils would be less than significant under NEPA.

Section 3.5.4.3.4, Pages 3.5-67 and 3.5-68

CEQA Impact Determination

Construction impacts would be similar but less than those described for the proposed Project because the resulting infrastructure would be reduced when compared to the proposed Project. Under this alternative, only one Outer Harbor terminal would be developed and thus represents a reduction in the amount of dredging and placement of rock slope protection that would be required when compared to the proposed Project. In addition, redevelopment of the Ports O'Call would be reduced, and the parking structure adjacent to the bluff site would not be constructed. The reduced infrastructure for this alternative would result in fewer people in the project area and fewer people exposed to these hazards. This change from the proposed Project would not change the impact conclusions, and Impact GEO-6a would be the same as for the proposed Project. Expansive soil impacts in upland areas would be less than significant under CEQA.

Section 3.5.4.3.4, Page 3.5-68

NEPA Impact Determination

With respect to the federal portions of Alternative 3, the construction impacts would be similar but less than those described for the proposed Project because only one Outer Harbor terminal would be developed and thus represents a reduction in the amount of dredging and placement of rock slope protection that would be required when compared to the proposed Project. This change from the proposed Project would not change the impact conclusions, and Impact GEO-6a would be the same as for the proposed Project. The impacts associated with unstable soils would be less than significant under CEQA.

Section 3.5.4.3.6, Pages 3.5-94 and 3.5-95

CEQA Impact Determination

Under this alternative, harbor cuts, dredging activities, and construction of Outer Harbor cruise terminals and berths, new wharves, piers, pilings, or promenades would not occur~~, thus resulting in less infrastructure that is susceptible to inundation from tsunamis/seiches~~. The reduced infrastructure for this alternative would result in fewer people in the project area and fewer people exposed to these hazards. This change from the proposed Project would not change the impact conclusions, and Impact GEO-6a would be the same as for the proposed Project. Therefore, impacts associated with unstable soil would be less than significant under CEQA.

E.10 Changes Made to Section 3.6, "Groundwater and Soils"

Section 3.6.4.3.1, Page 3.6-35

MM GW-1a. Remediate the former GATX site in Area E. The GATX Annex Terminal Facility is subject to land-use restrictions imposed by the DTSC. Because of this, prior to implementing the previously listed mitigation measures, it will be necessary to negotiate with the DTSC conditions for remediation and construction at this property. The current proposed use of the GATX Annex Terminal Facility is a park. Currently, DTSC land-use restrictions exclude this use. If LAHD intends to redevelop the area as a park, it will be necessary to modify the land use restriction. If the land use restriction is to be modified, it will likely be necessary to follow DTSCs remedial investigation/feasibility study (RI/FS) or remedial action workplan (RAW) process under an environmental consultative oversight agreement. The work will likely involve additional site characterizations including preparation of a health-based risk assessment, removal of contaminated hot spo~~t~~ts, and, possibly, an extensive public comment process. If LAHD is planning the construction of buildings and structures on the site, the requirement will be more extensive.

Section 3.6.4.3.1, Page 3.6-37

NEPA Impact Determination

The proposed Project would include new wharf construction, excavation and dredging of new harbors, dredging of soft-bottom area and the placement of rock slope protection in the Outer Harbor, and other in-water construction activities that would not be part of the NEPA baseline. Excavations completed for new harbor and wharf construction, as well as upland staging areas used to support in-water work, could encounter previously unknown soil and/or groundwater contamination. Such discoveries could result in adverse impacts to construction and operations personnel. Impacts would be significant.

Section 3.6.4.3.1, Page 3.6-38

NEPA Impact Determination

The proposed Project would include harbor cuts, new wharf construction, and other in-water construction activities that would not be part of the NEPA baseline. Excavations completed for new wharf and harbor construction as well as dredging of soft-bottom area at the Outer Harbor could encounter previously unknown soil and/or groundwater contamination, which could be inadvertently spread to noncontaminated

areas. Such discoveries could result in adverse impacts to construction and operations personnel. Impacts would be significant.

Section 3.6.4.3.2, Page 3.6-46

NEPA Impact Determination

Excavations for new harbors and wharf construction, dredging of soft-bottom area at the Outer Harbor, as well as upland staging areas used to support in-water work, could encounter previously unknown soil and/or groundwater contamination. Such discoveries could result in adverse impacts to construction and operations personnel. Impacts would be significant.

Section 3.6.4.3.2, Page 3.6-47

NEPA Impact Determination

Impacts would be similar to those for the proposed Project. Excavations for new harbors and wharf construction, dredging of soft-bottom area at the Outer Harbor, as well as upland staging areas used to support in-water work, could encounter previously unknown soil and/or groundwater contamination. Such discoveries could result in adverse impacts to construction and operations personnel. Impacts would be significant.

Section 3.6.4.3.3, Page 3.6-53

NEPA Impact Determination

Excavations for new harbors and wharf construction, dredging of soft-bottom area at the Outer Harbor, as well as upland staging areas used to support in-water work, could encounter previously unknown soil and/or groundwater contamination. Such discoveries could result in adverse impacts to construction and operations personnel. Impacts would be significant.

Section 3.6.4.3.3, Page 3.6-54

NEPA Impact Determination

Excavations for new harbors and wharf construction, dredging of soft-bottom area at the Outer Harbor, as well as upland staging areas used to support in-water work, could encounter previously unknown soil and/or groundwater contamination. Such discoveries could result in adverse impacts to construction and operations personnel. Impacts would be significant.

Section 3.6.4.3.4, Page 3.6-61

NEPA Impact Determination

Excavations for new harbors and wharf construction, dredging of soft-bottom area at the Outer Harbor, as well as upland sites used to support in-water construction, could encounter previously unknown soil and/or groundwater contamination. Such discoveries could result in adverse impacts to construction and operations personnel. Impacts would be significant.

Section 3.6.4.3.4, Page 3.6-61

NEPA Impact Determination

Excavations for new harbors and wharf construction, dredging of soft-bottom area at the Outer Harbor, as well as upland staging areas used to support in-water work, could encounter previously unknown soil and/or groundwater contamination. Such discoveries could result in adverse impacts to construction and operations personnel. Impacts would be significant.

1 ## Section 3.6.4.3.8, Page 3.6-92

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.6 Groundwater and Soils				
Proposed Project	**GW-1a:** Construction activities for the proposed Project would not encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction/operations personnel and/or long-term exposure to future site occupants.	CEQA: Significant	**MM GW-1a. Remediate the former GATX site in Area E**. The GATX Annex Terminal Facility is subject to land-use restrictions imposed by the DTSC. Because of this, prior to implementing the previously listed mitigation measures, it will be necessary to negotiate with the DTSC conditions for remediation and construction at this property. The current proposed use of the GATX Annex Terminal Facility is a park. Currently, DTSC land-use restrictions exclude this use. If LAHD intends to redevelop the area as a park, it will be necessary to modify the land use restriction. If the land use restriction is to be modified, it will likely be necessary to follow DTSCs remedial investigation/feasibility study (RI/FS) or remedial action workplan (RAW) process under an environmental consultative oversight agreement. The work will likely involve additional site characterizations including preparation of a health-based risk assessment, removal of contaminated hot spo~~r~~ts, and, possibly, an extensive public comment process. If LAHD is planning the construction of buildings and structures on the site, the requirement will be more extensive.	CEQA: Less than significant

Section 3.6.4.4, Pages 3.6-110 and 3.6-111

Mitigation Measure	**Mitigation MM GW-1a. Remediate the former GATX site in Area E**. The GATX Annex Terminal Facility is subject to land-use restrictions imposed by the DTSC. Because of this, prior to implementing the previously listed mitigation measures, it will be necessary to negotiate with the DTSC conditions for remediation and construction at this property. The current proposed use of the GATX Annex Terminal Facility is a park. Currently, DTSC land-use restrictions exclude this use. If LAHD intends to redevelop the area as a park, it will be necessary to modify the land use restriction. If the land use restriction is to be modified, it will likely be necessary to follow DTSCs remedial investigation/feasibility study (RI/FS) or remedial action workplan (RAW) process under an environmental consultative oversight agreement. The work will likely involve additional site characterizations including preparation of a health-based risk assessment, removal of contaminated hot spo~~t~~s, and, possibly, an extensive public comment process. If LAHD is planning the construction of buildings and structures on the site, the requirement will be more extensive.

E.11 Changes Made to Section 3.7, "Hazards and Hazardous Materials"

Section 3.7.4.3.1, Page 3.7-27

NEPA Impact Determination

The proposed Project would include in-water and waterside construction activities, such as the cutting and dredging of three new harbors, dredging of soft-bottom areas and placement of rock slope protection in the Outer Harbor, construction of a waterfront promenade over water, and additional wharf work at the Outer Harbor, as well as the construction of the Outer Harbor Cruise Terminals to support the additional wharf work at the Outer Harbor. This work would not be done under the NEPA baseline conditions. Therefore, to determine the NEPA impacts, only the proposed project in-water, over-water, and waterside impacts are evaluated and compared to no water work (under the NEPA baseline conditions). Using this comparison, construction and demolition impacts under NEPA would be less than significant, as defined in the CEQA determination above.

Section 3.7.4.3.1, Pages 3.7-54 and 3.7-55

The operation of the proposed Project includes the removal of a number of industrial uses currently present in the proposed project area, including: ~~the decommissioning and,~~ the decommissioning and removal of Westway Terminal at Berths 70–71 and

the removal of the SP Railyard. The removal of these uses as part of the proposed Project would reduce the potential for any of them to accidentally release, spill, or otherwise explode hazardous materials. Additionally, the removal of these industrial uses would allow for the development of uses that would benefit the public. Any hazards associated from soil and groundwater contamination at Westway Terminal and the SP Railyard is discussed in Section 3.6, "Groundwater and Soils."

Section 3.7.4.3.5, Pages 3.7-91 and 3.7-92

However, under Alternative 4, the development and operation of the Outer Harbor Cruise Terminal and berths would not occur. Since Alternative 4 is a reduction of the proposed operation of cruise facilities at the Outer Harbor when compared to the proposed Project, it would eliminate the need ~~for~~ to comply with security regulations associated with the operation of an Outer Harbor Cruise Terminal and berth. The redevelopment and operation of the Inner Harbor Cruise Terminal under Alternative 4 would be the same as under Alternative 1 and therefore would be subject to the same safety and security regulations. The redevelopment of the existing cruise terminal in the Inner Harbor for both Alternative 4 and Alternative 1 would have a beneficial effect by providing higher levels of safety and compliance. ~~Therefore~~As a result of this beneficial effect, the impacts associated with ~~the Inner Harbor Cruise Terminal component under~~ Alternative 4 would be reduced when compared to those for the proposed Project.

Section 3.7.4.3.5, Page 3.7-94

CEQA Impact Determination

Since Alternative 4 ~~removes~~ does not include the Outer Harbor cruise facilities and the new 200,000-square-foot Inner Harbor Cruise Terminal would be relatively protected against the modeled tsunami scenarios, there would not be a substantial public health and safety concern as a result of hazardous materials being spilled or released during a tsunami. Therefore, under CEQA, Alternative 4 would not result in a substantial increased public health and safety concern as a result of the accidental release, spill, or explosion of hazardous materials due to a tsunami. Impacts would be less than significant.

Section 3.7.4.3.5, Page 3.7-94

NEPA Impact Determination

Impacts of Alternative 4 under NEPA for the cruise terminals and the cruise ships would be less than significant as described in the CEQA determination for the components above. Alternative 4 would not result in a substantial increased public health and safety concern as a result of the accidental release, spill, or explosion of

hazardous materials due to a tsunami under NEPA. Therefore, impacts would be less than significant.

Section 3.7.4.3.5, Page 3.7-95

Alternative 4 eliminates the potential terrorist targets associated with the proposed Outer Harbor cruise facilities. However, the Inner Harbor Cruise Terminal for Berth 91 would be rebuilt and operated as a 200,000-square-foot terminal to serve the Inner Harbor berths along with the existing terminal and berths. Although there is a reduction in the scale of the cruise facilities under Alternative 4 when compared to the proposed Project, the impacts associated with the likelihood of a hazardous material(s) release, spill, or explosion due to terrorism would remain relatively the same when compared to the existing baseline conditions.

Section 3.7.4.3.5, Page 3.7-95

~~Alternative 4 cruise facilities (t~~The ~~operation of the~~ newly rebuilt 200,000-square-foot Inner Harbor Cruise Terminal~~)~~ would not operate within the water or ~~would~~ occur within the in-water or over-water project area (i.e., no dredging or filling or in-water or over-water structure). Impacts would be less than significant under NEPA.

Section 3.7.4.3.5, Page 3.7-96

The operation of Alternative 4 would result in reduced impacts compared to the proposed Project as a result of fewer cruise terminals, ~~and~~fewer berths, and fewer cruise ship calls, and would not substantially increase the likelihood of a hazardous material spill, release, or explosion. Impacts would be significant under NEPA for Mike's fueling station.

E.12 Changes Made to Section 3.8, "Land Use and Planning"

Section 3.8.2, Pages 3.8-1 and 3.8-2

The proposed project site is at the southern end of the City of Los Angeles within the boundaries of the Port of Los Angeles, and for the most part it is adjacent to and shares a common border with the San Pedro Community Planning Area (San Pedro CPA), and a common border with the San Pedro Specific Plan Area along Harbor Boulevard up to 9th Street. The ~~entire~~ majority of the proposed project area is contained within the Port of Los Angeles Plan area, a portion of the City of Los

Angeles General Plan~~, except for improvements along Harbor Boulevard north of 5th Street, which is shared with the City of Los Angeles and is outside of the Port of Los Angeles Plan area~~. However, the proposed Project includes the following components that are located within the San Pedro Community Plan area: the west side of Harbor Boulevard from Swinford to 22nd Streets; along both sides of Harbor Boulevard between 3rd and 7th Streets; and the Red Car Line along the west side of Via Cabrillo Marina and Shoshonean Road. In addition, the proposed Project also includes the Waterfront Red Car Line southwest of 34th Street and Shoshonean Road, which is located within both the San Pedro CPA and within the San Pedro Specific Plan area. The San Pedro Coastal Specific Plan was established to be the implementing ordinance of the Local Coastal Program for that portion of the San Pedro community within the Coastal Zone and to promote a sense of community consistent with San Pedro's maritime heritage while remaining consistent with the Port of Los Angeles Plan and the Coastal Act policies. Specific characteristics of the San Pedro Community Plan and Specific Plan are discussed below because they are adjacent to and relevant to the proposed Project. However, the two primary governing regulatory documents for the proposed Project are the Port of Los Angeles Plan, part of the General Plan of the City of Los Angeles, and the Port Master Plan (PMP), each described in more detail below in Section 3.8.3.3.

Section 3.8.3.3.3, Page 3.8-18

The San Pedro Community Plan area defines a location immediately adjacent to the proposed ~~p~~Project ~~area and shares Harbor Boulevard as a boundary.~~ and includes several components that are actually within the San Pedro Community Plan boundaries. These components include the west side of Harbor Boulevard (Major Class II Highway) from Swinford to 22nd Street, both sides of Harbor Boulevard between 3rd and 7th Streets, and the Red Car Line southwest of 34th Street and Shoshonean Road. This area, in particular, is designated as Open Space and Light Manufacturing and zoned OS-1 and [QM-2]. San Pedro Community Plan land uses are depicted in Figure 3.8-2.

The San Pedro Community Plan area is generally bounded on the north by Taper Avenue; on the east by John Gibson Boulevard, Harbor Boulevard, the West Channel of the Port, and Cabrillo Beach; on the south by the Pacific Ocean; and on the west by Los Angeles (the City of Rancho Palos Verdes).

Section 3.8.3.3.3, Following Page 3.8-18

Figure 3.8-2, "San Pedro Community Land Use Designations," has been added to the final EIS/EIR.

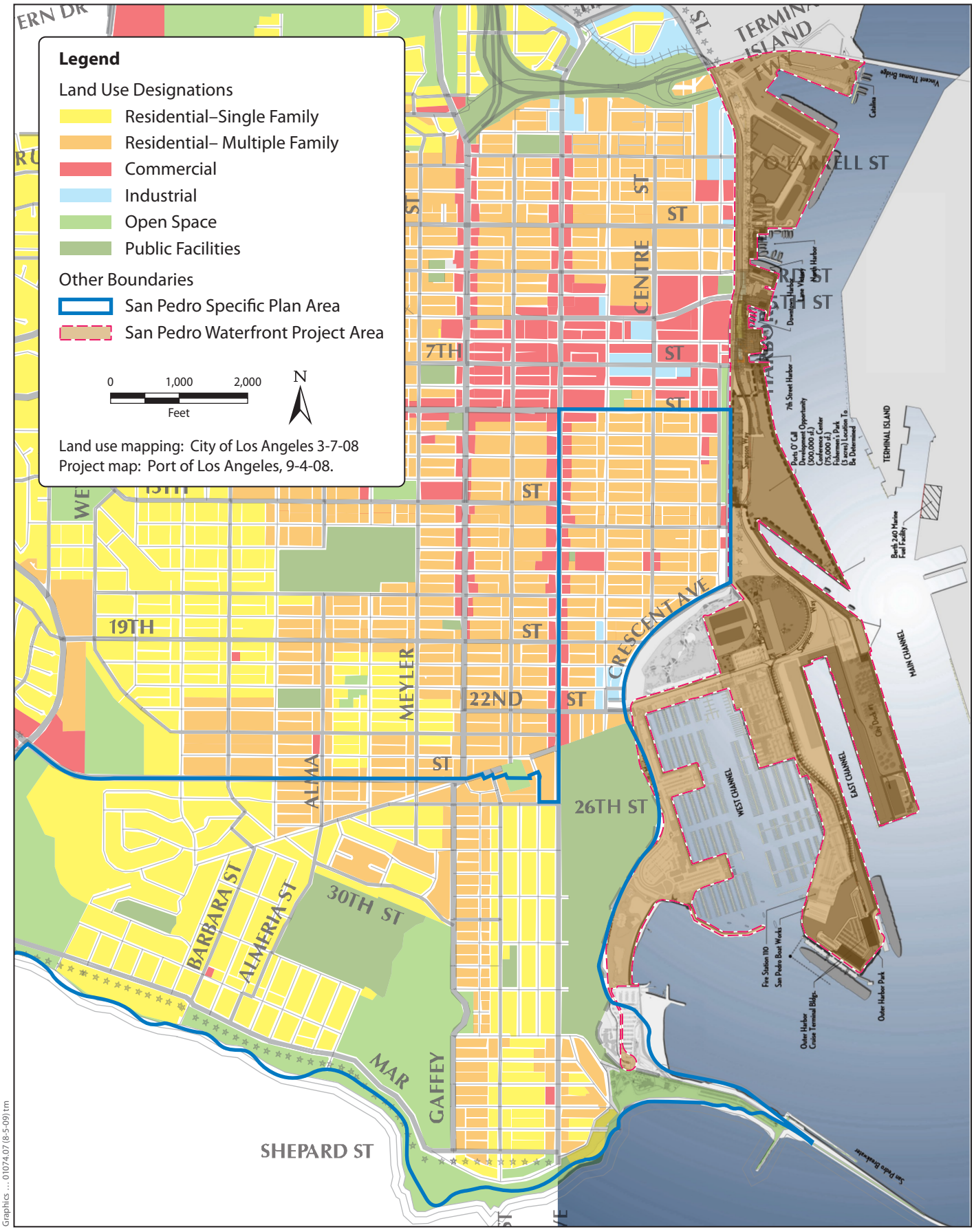

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Figure 3.8-2
San Pedro Community Plan Land Use Designations

Section 3.8.3.3.3, Page 3.8-19

The proposed project site ~~only~~ shares a common boundary with the San Pedro Community Plan~~, but it is~~ and portions of several components within the San Pedro Community Plan as identified above. Since the proposed Project is ~~entirely~~ primarily within the Port of Los Angeles Plan, ~~. Therefore,~~ only the relevant goals and objectives associated with adjacency issues, issues relating to Harbor Boulevard, and the relationship between the two plans will be discussed.

Section 3.8.3.3.4, Page 3.8-20

- **Purpose 4.** The Specific Plan shall be the implementing ordinance of the Local Coastal Program for that portion of the San Pedro community within the Coastal Zone.

  The proposed Project ~~is adjacent to, but does not~~ falls within the San Pedro Coastal Specific Plan where the terminus of the Waterfront Red Car line is planned near Cabrillo Beach, but mostly shares Harbor Boulevard as its border.

Section 3.8.4.3.1, Pages 3.8-21 and 3.8-22

The proposed Project is ~~completely~~ located within the Port of Los Angeles Plan (which is the Port's equivalent to a Community Plan of the Los Angeles General Plan), the San Pedro Community Plan, and the San Pedro Coastal Specific Plan. The proposed Project is also located within and under the jurisdiction of the PMP.

Section 3.8.4.3.1, Page 3.8-22

Planning Area 1 (West Channel/Cabrillo Beach). As described in Table 3.8-1, the proposed project uses in Planning Area 1 would remain consistent with land use designations contained within the Port of Los Angeles Plan, the PMP, and zoning for the Port contained within the City of Los Angeles Zoning Ordinance. Specifically, in the Port of Los Angeles Plan, the proposed project site calls for public recreation and recreational boating facilities and port-related commercial uses. The PMP designates this planning area for primarily marine-oriented recreational uses that may include a public beach, a recreational park, a youth camping facility, and marina development. A new roadway was recommended to be constructed along the base of the bluff to service the recreational areas in the vicinity of Cabrillo Beach, and pedestrian walkways are to be provided throughout the area. Most of these have been accomplished through the Inner Cabrillo Beach, the Cabrillo Beach Youth Sports Complex, and the Cabrillo Marinas (Phases I and II). The proposed Project is consistent with these short-term and long-term objectives; specifically, extensive and highly accessible multi-purpose public walkways including promenades and wharves that connect public open space/recreation/parkways are a primary objective of the proposed Project. The extension of the Waterfront Red Car into the San Pedro

Community Plan and San Pedro Coastal Specific Plan area is also consistent with the land use designations in these plans, which call for public facilities and recreational uses. City Zoning calls for supporting uses, commercial uses, and recreational uses. The proposed Waterfront Promenade, Outer Harbor cruise berths and terminals, and the extension of the Waterfront Red Car to Cabrillo Beach are consistent with the planned uses pursuant to the San Pedro Community Plan, the San Pedro Coastal Specific Plan, Port of Los Angeles Plan, the PMP, and zoning.

Section 3.8.4.3.1, Page 3.8-24

The proposed Project would generally be consistent with the Port of Los Angeles Plan, San Pedro Community Plan, San Pedro Coastal Specific Plan, the PMP, and City zoning [Q]M2 or [Q]M3 for the Port. The proposed Project would require amendments to the PMP for the proposed water cuts to bring the proposed Project into consistency with the PMP. Because the proposed Project would be consistent with all applicable land use/zoning designations (after the approval of the General Plan Amendment) and includes a physical separation of terminal facilities from residential areas, impacts on land use would be less than significant under CEQA.

Section 3.8.4.3.1, Page 3.8-27

The proposed Project is adjacent to two communities—San Pedro and Wilmington—and it would not divide or isolate the communities. Construction activities and rerouting and enhancements to Harbor Boulevard and Sampson Way would temporarily cause disruption to the San Pedro community during construction periods. ~~However, the improvements to Harbor Boulevard and Sampson Way would serve to streamline vehicular traffic in to and out of the Port and away from adjacent communities. Harbor Boulevard was originally allocated to be expanded to 3 or 4 lanes in each direction. LAHD ultimately minimized this impact by maintaining~~ Under the proposed Project, Harbor Boulevard would remain ~~as~~ 2 lanes in each direction, and Sampson Way would expand~~ing Sampson Way~~ from 1 to 2 lanes in each direction. Because Sampson Way is further removed from the community~~;~~, its expansion would result in less impact to the community. ~~and would not result in the same physical separation as would Harbor Boulevard as was originally planned.~~ Proposed traffic and circulation mitigation (Mitigation Measure MM TC-6) would prohibit parking on Harbor Boulevard and would configure the roadway to provide 3 lanes. This prohibition is identified in the current San Pedro Community Plan as a potential measure to improve traffic flow on Harbor Boulevard north of 7th Street; therefore, it would be consistent with the San Pedro Community Plan and would not physically disrupt, divide, or isolate existing neighborhoods or introduce any land use inconsistencies. For further information regarding traffic impacts, see Section 3.11, "Transportation and Circulation (Ground)." Additionally, the proposed Project would enhance vehicular and pedestrian linkages to connect the communities to the Port and allow residents and visitors to better access the coastal resources including the promenade, recreational opportunities, open space, commercial, retail, restaurants, and marinas/harbors.

E.13 Changes Made to Section 3.9, "Noise"

Section 3.9.4.3.1, Page 3.9-30

- **Construction Hours.** Limit construction to the hours of 7:00 a.m. to 9:00 p.m. on weekdays, between 8:00 a.m. and 6:00 p.m. on Saturdays, and prohibit construction equipment noise anytime on Sundays and federal holidays as prescribed in the City of Los Angeles Noise Ordinance. Mitigation is incorporated that further restricts these hours of construction as discussed in detail below.

Section 3.9.4.3.1, Pages 3.9-45 and 3.9-46

Mitigation Measures

MM NOI-1. Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents. The following will reduce the impact of noise from construction activities:

a) **Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers.

b) **Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained.

c) **Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited.

d) **Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses.

~~b~~e) **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.

~~e~~f) **Notification.** Notify residents within 500 feet to the proposed project site of the construction schedule in writing.

MM NOI-2. Construction Hours. Construction activities for the proposed Project would not exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5

miles of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.

Residual Impacts

Even after implementation of Mitigation Measures MM NOI-1 and NOI-2, considering the distances between the construction noise sources and receivers, the standard controls and temporary noise barriers would not be sufficient to reduce the projected increase in the ambient noise level to the point where it would no longer cause a substantial increase. Construction equipment noise levels generated would remain significant. Thus, impacts to residents resulting from buffer construction, as well as impacts to live-aboards from construction, would be significant and unavoidable.

Section 3.9.4.3.1, Page 3.9-47

Mitigation Measures

Implement Mitigation Measures MM NOI-1 and MM NOI-2.

Section 3.9.4.3.2, Pages 3.9-66 and 3.9-67

CEQA Impact Determination

Impacts resulting from construction activities would be significant.

Mitigation Measures

Implement Mitigation Measures MM NOI-1 and MM NOI-2.

Residual Impacts

As discussed under the proposed Project, Mitigation Measures MM NOI-1 and MM NOI-2 would reduce impacts; however, impacts would remain significant. Impacts would be significant and unavoidable.

Section 3.9.4.3.2, Page 3.9-67

Mitigation Measures

Implement Mitigation Measures MM NOI-1 and MM NOI-2.

Section 3.9.4.3.3, Page 3.9-84

CEQA Impact Determination

Impacts resulting from construction activities would be significant.

Mitigation Measures

Implement Mitigation Measures MM NOI-1 and MM NOI-2.

Residual Impacts

As discussed under the proposed Project, Mitigation Measures MM NOI-1 and MM NOI-2 would reduce impacts; however, impacts would remain significant. Impacts would be significant and unavoidable.

Section 3.9.4.3.3, Page 3.9-85

Mitigation Measures

Implement Mitigation Measures MM NOI-1 and MM NOI-2.

Section 3.9.4.3.4, Page 3.9-102

CEQA Impact Determination

Impacts resulting from construction activities would be significant.

Mitigation Measures

Implement Mitigation Measures MM NOI-1 and MM NOI-2.

Residual Impacts

As discussed under the proposed Project, Mitigation Measures MM NOI-1 and MM NOI-2 would reduce impacts; however, impacts would remain significant. Impacts would be significant and unavoidable.

Section 3.9.4.3.4, Page 3.9-103

Mitigation Measures

Implement Mitigation Measures MM NOI-1 and MM NOI-2.

Section 3.9.4.3.5, Page 3.9-120

CEQA Impact Determination

Impacts resulting from construction activities at the Inner Harbor and the Waterfront Red Car Museum and Maintenance Facility would be significant.

Mitigation Measures

Implement Mitigation Measures NOI-1 and NOI-2.

Residual Impacts

As discussed under the proposed Project, Mitigation Measures MM NOI-1 and MM NOI-2 would reduce impacts; however, impacts would remain significant. Impacts would be significant and unavoidable.

Section 3.9.4.3.5, Page 3.9-121

Mitigation Measures

Implement Mitigation Measures MM NOI-1 and MM NOI-2.

Section 3.9.4.3.5, Page 3.9-135

Impact NOI-3c: Alternative 4 would not cause noise from cruise ship operations measured at the property line of affected uses to increase by 3 dBA in CNEL, to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase.

No new cruise berths would be ~~located~~ constructed in the Outer Harbor. The cruise ship terminal at Berth 91 would be demolished, and a new terminal would be built. The noise levels in the Inner and Outer Harbors would not change substantially from the existing levels, and impacts would be less than significant.

Section 3.9.4.3.5, Pages 3.9-135 and 3.9-136

NEPA Impact Determination

The cruise ship operations for Alternative 4 ~~are the same for Alternative 5~~would be less than under the proposed Project in terms of annual passengers and ships calls;

therefore, there would be no significant impacts under NEPA for Alternative 4 because there would be no significant impact under NEPA for ~~Alternative 5~~the proposed Project.

Section 3.9.4.3.6, Page 3.9-138

CEQA Impact Determination

Impacts resulting from construction activities at the Cabrillo Beach Youth Waterfront Sports Center Promenade, the Salt Marsh Promenade, the Inner Harbor parking, the Town Square, the demolition of the Westway Terminal, and the Waterfront Red Car Museum and Maintenance Facility would be expected to be of the same duration and severity as for the proposed Project and would be significant.

Mitigation Measures

Implement Mitigation Measures MM NOI-1 and MM NOI-2.

Residual Impacts

As discussed under the proposed Project, Mitigation Measures MM NOI-1 and MM NOI-2 would reduce impacts; however, impacts would remain significant. Impacts would be significant and unavoidable.

Section 3.9.4.8, Pages 3.9-153 through 3.9-161

Table 3.9-18. Summary Matrix of Potential Impacts and Mitigation Measures for Noise Associated with the Proposed Project and Alternatives

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			3.9 Noise	
Proposed Project	**Impact NOI-1:** The proposed Project would exceed construction noise standards.	CEQA: Significant	**MM NOI-1.** Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents. The following will reduce impact of noise from construction activities: a) **Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers. b) **Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained. c) **Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited. ~~b)~~d) **Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses. ~~b~~e) **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance. ~~c~~f) **Notification.** Notify residents within 500 feet to the	CEQA: Significant and unavoidable

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			proposed project site of the construction schedule in writing. **MM NOI-2.** Construction activities for the proposed Project would not exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5 miles of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.	
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	NEPA: Significant and unavoidable

1

Alternative 1	**Impact NOI-1:** Alternative 1 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	CEQA: Significant and unavoidable
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	NEPA: Significant and unavoidable

2

Alternative 2	**Impact NOI-1:** Alternative 2 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	CEQA: Significant and unavoidable
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	NEPA: Significant and unavoidable

3

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Alternative 3	**Impact NOI-1:** Alternative 3 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	CEQA: Significant and unavoidable
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	NEPA: Significant and unavoidable
Alternative 4	**Impact NOI-1:** Alternative 4 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	CEQA: Significant and unavoidable
		NEPA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	NEPA: Significant and unavoidable
Alternative 5	**Impact NOI-1:** Alternative 5 would exceed construction noise standards.	CEQA: Significant	Implement Mitigation Measures MM NOI-1 and MM NOI-2.	CEQA: Significant and unavoidable
		NEPA: No impact	No mitigation is required.	NEPA: No impact

Section 3.9.4.4, Page 3.9-165

Table 3.9-19. Mitigation Monitoring for Noise

Impact NOI-1: The proposed Project would exceed construction noise standards. *(Also applies to Impact NOI-1 for Alternatives 1–5.)*	
Mitigation Measure	**MM NOI-1. Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents.** The following will reduce impact of noise from construction activities: **a) Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers. **b) Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained. **c) Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited. ~~b)~~**d) Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses. ~~b~~**e) Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance. ~~c~~**f) Notification.** Notify residents within 500 feet to the proposed project site of the construction schedule in writing.

Impact NOI-2: The proposed Project would exceed construction noise standards. *(Also applies to Impact NOI-1 for Alternatives 1–5.)*	
Mitigation Measure	**MM NOI-2.** Construction activities for the proposed Project would not exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5 miles of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.
Timing	During construction.
Methodology	Prohibit construction between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. Notify sensitive receptors within 0.5 miles of the construction at least 72 hours in advance if extended construction is needed during weekdays under special circumstances.
Responsible Parties	Port Engineering and Construction Divisions, and construction contractor
Residual Impacts for	Significant

Impact NOI-1	

Section 3.9.5, Page 3.9-166

The proposed Project and Alternatives 1 through 5 would result in significant unavoidable noise impacts during construction. During construction, sensitive receivers would experience an increase of over 5 dBA in ambient noise levels at multiple locations. The inclusion of mitigation to reduce noise levels associated with aspects of construction (Mitigation Measures MM NOI-1 and MM NOI-2) would reduce impacts, but not below the threshold. Therefore, noise impacts from construction would be considered significant and unavoidable.

E.14 Changes Made to Section 3.10, "Recreation"

Section 3.10.3.4, Page 3.10-13

Although the majority of the proposed Project would be outside the San Pedro Community Plan planning area, the proposed Project would ~~share a common boundary~~ include the following components located within the Community Plan area ~~(Harbor Boulevard)~~: the west side of Harbor Boulevard from Swinford to 22nd Street; both sides of Harbor Boulevard between 3rd and 7th Streets; the Waterfront Red Car Line along the west side of Via Cabrillo Marina and Shoshonean Road; and the Waterfront Red Car Line southwest of 34th Street and Shoshonean Road. In the San Pedro Community Plan, public parks and recreational areas are managed by the City of Los Angeles Recreation and Parks Department. As defined in the San Pedro Community Plan, there are three types of parks: regional parks, community parks, and neighborhood parks. The community parks serve a much wider interest range than those of a neighborhood site and satisfy the needs of the existing population.

Recreation and park facilities and open space goals and policies are outlined in the San Pedro Community Plan~~; however, no~~. The portions of the Red Car Line that fall within the San Pedro Community Plan area are zoned Public Facilities, and the open space goals and policies ~~are~~ set forth in the Community Plan would not be pertinent or relate directly to those portions of the proposed Project that would be located within the San Pedro Community Plan area.

Section 3.10.4.3.1, Page 3.10-37

See Mitigation Measures MM NOI-1 and MM NOI-2 (Section 3.9, "Noise") for measures to mitigate noise impacts.

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of the proposed Project. However, due to the length of time during which construction would occur and the proximity to recreational resources in the vicinity of the proposed Project, unavoidable adverse and significant impacts would occur as a result of construction activities in spite of the implementation of all mitigation measures.

Section 3.10.4.3.1, Page 3.10-38

Mitigation Measures

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would mitigate construction impacts that would occur as a result of the proposed Project.

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of the proposed Project. However, due to the length of construction time and the proximity of construction activities to recreational resources in the vicinity of the proposed Project, unavoidable adverse and significant impacts would occur as a result of construction activities in spite of the implementation of all mitigation measures.

Section 3.10.4.3.1, Page 3.10-41

Cabrillo Beach

~~Operation of the proposed Project would not adversely impact Cabrillo Beach.~~ Both the Inner and Outer Cabrillo Beach areas have favorable wind conditions for windsurfing and kitesurfing activities. As described in Section 3.2, "Air Quality and Meteorology," the predominant morning wind in this area is an onshore sea breeze from the south with afternoon sea breezes often originating from the southwest and blowing in a northeast direction. During the warmer months, sea breezes often persist well into the evening; however, during colder months the wind direction often shifts to an offshore sea breeze, originating from the north and blowing towards the

south during the afternoon and evening hours. In addition, the Palos Verdes Hills affect wind patterns in the area, often blocking southwesterly onshore sea breezes, creating a zone of lighter winds in the Inner Harbor. Strong sea breezes from the southwest may end up as a northwest sea breeze in the Inner Harbor area because of the Palos Verdes Hills. The hills may also deflect colder season afternoon and evening offshore breezes from the northeast to flow more directly north to south.

Cruise ships proposed for berthing at the Outer Harbor could be approximately 1,150 feet in length, 185 feet in width, and 210 feet in height. The height and length of this size of cruise ship is similar to the cargo ships traversing the Main Channel and would create similar wind shadow effects. Placement of cruise ships of this size at the Outer Harbor would result in micrometeorological effects that would create a downstream wind shadow in the immediate vicinity of the berths in this area. However, because the predominant morning and afternoon sea breeze originates from the south and southwest, the wind shadow would generally be created to the north and northeast of the Outer Harbor Cruise Terminals and therefore would not significantly impact the availability and velocity of wind in the vicinity of Inner Cabrillo Beach. Sea breezes deflected by the Palos Verdes Hills and arriving at the Cabrillo Beach area from the northwest would be generally parallel to cruise ships at the Outer Harbor cruise berths, creating very little wind shadow towards the southeast in the direction of the Main Channel. Afternoon and evening offshore sea breezes occurring primarily in the colder season would originate from the north and northeast blowing in a south and southwest direction. In this case, cruise ships berthed at the Outer Harbor Cruise Terminals would create a wind shadow to the south and southwest of the berth, depending upon wind direction. Effects from this wind shadow could partially extend into the Inner Cabrillo Beach area; however, any wind shadow created by the placement of a cruise ship at the Outer Harbor berths would only occur when offshore winds originate from the north and northeast, and only for the amount of time a ship would be berthed at this facility. The height, width, and length of even the largest of the cruise ships that would potentially call at the Outer Harbor would be insufficient to cause a measurable effect on wind speed and direction in the harbor, except when measured within the immediate vicinity of the ship itself, and because there will be a security zone restriction prohibiting recreational vessels from coming within 75–100 feet of a cruise ship, this would not cause an impact. Furthermore, due to the distance from the proposed Outer Harbor cruise berths to Outer Cabrillo Beach, wind availability and velocity would not be impacted in the vicinity of Outer Cabrillo Beach at any time. Impacts to the availability and velocity of wind in the Inner and Outer Cabrillo Beach areas resulting from the berthing of cruise ships at the Outer Harbor Cruise Terminals would be less than significant.

With respect to public access to the waterfront, ~~A~~after construction of the Waterfront Red Car Line extension to Cabrillo Beach, public access from the North Harbor would be greatly increased, thereby enhancing the accessibility of the beach. Therefore, the operation of the proposed Project would result in a beneficial impact to recreational visitors of Cabrillo Beach.

Section 3.10.4.3.2, Pages 3.10-48 and 3.10-49

CEQA Impact Determination

Identical to the proposed Project, the construction of Alternative 1 would result in a temporary substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Although temporary, construction of the proposed Project would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement ~~mitigation measures~~ Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") as described above for the proposed Project in Section 3.10.4.3.1, "Mitigation Measures."

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of Alternative 1. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

NEPA Impact Determination

Identical to the proposed Project, Alternative 1 would include in-water construction activities such as the cut and dredging of three new harbors and construction of a waterfront promenade over waters. This work would not be done under the NEPA baseline conditions. Although temporary, construction of Alternative 1 would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement mitigation measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") as described above for the proposed Project in Section 3.10.4.3.1, "Mitigation Measures."

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of Alternative 1. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

Section 3.10.4.3.3, Page 3.10-53

CEQA Impact Determination

Identical to the proposed Project, the construction of Alternative 2 would result in a temporary substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Although temporary, construction of Alternative 2 would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement ~~mitigation measures~~ Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") as described above for the proposed Project in Section 3.10.4.3.1, "Mitigation Measures."

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of Alternative 2. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

NEPA Impact Determination

Identical to the proposed Project, Alternative 2 would include in-water construction activities such as the cut and dredging of three new harbors, construction of a waterfront promenade over waters, and additional wharf work at the Outer Harbor. This work would not be done under the NEPA baseline conditions. Although temporary, construction of Alternative 2 would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement ~~mitigation measures~~ Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") as described above for the proposed Project in Section 3.10.4.3.1, "Mitigation Measures."

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of Alternative 2. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

Section 3.10.4.3.4, Pages 3.10-57 and 3.10-58

CEQA Impact Determination

Identical to the proposed Project, the construction of Alternative 3 would result in a temporary substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Although temporary, construction of the proposed Project would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement ~~mitigation measures~~ Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") as described above for the proposed Project in Section 3.10.4.3.1, "Mitigation Measures."

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of Alternative 3. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

NEPA Impact Determination

Identical to the proposed Project, Alternative 3 would include in-water construction activities such as the cut and dredging of three new harbors, construction of a waterfront promenade over waters, and additional wharf work at the Outer Harbor. This work would not be done under the NEPA baseline conditions. Although temporary, construction of Alternative 3 would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement ~~mitigation measures~~ Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") as described above for the proposed Project in Section 3.10.4.3.1, "Mitigation Measures."

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of Alternative 3. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

Section 3.10.4.3.5, Pages 3.10-61 and 3.10-62

CEQA Impact Determination

Similar to the proposed Project, the construction of Alternative 4 would result in a temporary substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Although temporary, construction of Alternative 4 would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement ~~mitigation measures~~ Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") as described above for the proposed Project in Section 3.10.4.3.1, "Mitigation Measures."

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of Alternative 4. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

NEPA Impact Determination

Similar to the proposed Project, Alternative 4 would include in-water construction activities such as the cut and dredging of three new harbors, construction of a waterfront promenade over waters, and additional wharf work at the Outer Harbor. This work would not be done under the NEPA baseline conditions. Although temporary, construction of the Alternative 4 would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement ~~mitigation measures~~ Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") as described above for the proposed Project in Section 3.10.4.3.1, "Mitigation Measures."

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of Alternative 4. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

Section 3.10.4.3.6, Page 3.10-69

CEQA Impact Determination

Similar to the proposed Project, the construction of Alternative 5 would result in a temporary substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. Although temporary, construction of Alternative 5 would cause adverse significant impacts to many recreational resources in the proposed project vicinity.

Mitigation Measures

Implement ~~mitigation measures~~ Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") as described above for the proposed Project in Section 3.10.4.3.1, "Mitigation Measures."

Residual Impacts

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of Alternative 5. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

Section 3.10.4.3.8, Pages 3.10-77 through 3.10-83

Table 3.10-16. Summary Matrix of Potential Impacts and Mitigation Measures for Recreation Associated with the Proposed Project and Alternatives

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.10 Recreation				
Proposed Project	**REC-1a:** Construction of the proposed Project would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	**MM REC-1. Maintain pedestrian access during construction.** The LAHD and construction contractors will follow standard safety procedures to protect pedestrian traffic from construction hazards, including providing brightly colored fencing and signage indicating closures and safely directing pedestrian traffic around construction areas. This will also require coordinated construction activities such that pedestrian access can be routed around construction with a minimum increase in distance. **MM REC-2. Maintain bicycle access during construction.** The LAHD and construction contractors will provide signage notifying users of bike lanes of closure as well as signage directing users to alternative bike routes. Alternative bike lanes in the proposed project vicinity include a north-south Class II bike path along the entire length of South Gaffey Street, and an east-west Class III bike path on 9th from North Harbor Boulevard west to State Route 213. LAHD will be required to inform the public prior to commencement of construction resulting in closures or possible disruptions to bike paths. Public sources to notify will, at	CEQA: Significant and unavoidable

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			minimum, include the City of Los Angeles Department of Transportation Bicycle Program, and Los Angeles area bicycling groups. **MM REC-3. Maintain parking during construction.** The LAHD and construction contractors will minimize parking obstructions during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to parking areas, detour signs and lane striping will direct traffic to additional off-site parking areas. LAHD will provide shuttle service to remote parking areas in the event that offsite parking areas are farther than 1 mile from existing waterfront areas and the Waterfront Red Car Line does not adequately service the offsite parking areas. **MM REC-4. Maintain vehicle access during construction.** The LAHD and construction contractors will minimize obstructions to vehicle access during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to roadways, detour signs and lane striping will safely direct traffic around construction areas. See Section 3.11, "Transportation and Circulation (Ground)," for further details on mitigation measures related to vehicle access to the proposed project site.	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			MM REC-5. Maintain boat ramp access during construction. The LAHD and construction contractors will minimize obstructions to the boat ramp during construction periods by placing construction areas out of roadways and parking lots leading to boat ramps, where possible. In cases where the boat ramp must be closed, or access will be severely impeded due to construction activities, LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to boat ramp access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. **MM REC-6. Maintain access to open waters of the harbor during construction.** The LAHD and construction contractors will minimize obstructions to open waters of the harbor during construction periods by placing construction staging areas out of high-traffic waterways, parking lots leading to boat ramps, and boat docks, where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to open waters of the harbor. Public notifications will, at minimum, include notifying local boating groups and posting	

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities. **MM REC-7. Maintain docking space and dock access during construction.** The LAHD and construction contractors will minimize obstructions to docking space and dock access during construction periods by placing construction staging areas away from boat docks where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas and docking locations. In cases where docking space will be closed or removed and existing tenants need alternative docking space, LAHD will provide temporary docking space in the near vicinity of the proposed Project. LAHD will provide notification and signage to direct users to these temporary alternative docking areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to dock access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities. Mitigation Measures MM NOI-1 and MM NOI-2 (see Section 3.9, "Noise")	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
		NEPA: Significant	Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	NEPA: Significant and unavoidable
Alternative 1	**REC-1a:** Construction of Alternative 1 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	CEQA: Significant and unavoidable
		NEPA: Significant	MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	NEPA: Significant and unavoidable
Alternative 2	**REC-1a:** Construction of Alternative 2 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	CEQA: Significant and unavoidable
		NEPA: Significant	MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	NEPA: Significant and unavoidable
Alternative 3	**REC-1a:** Construction of Alternative 3 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	CEQA: Significant and unavoidable
		NEPA: Significant	MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	NEPA: Significant and unavoidable

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Alternative 4	**REC-1a:** Construction of Alternative 4 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	CEQA: Significant and unavoidable
		NEPA: Significant	MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	NEPA: Significant and unavoidable
Alternative 5	**REC-1a:** Construction of Alternative 5 would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.	CEQA: Significant	MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise")	CEQA: Significant and unavoidable
		NEPA: No impact	No mitigation is required.	NEPA: No impact

Section 3.10.4.4, Page 3.10-87

Table 3.10-17. Mitigation Monitoring for Recreational Resources

Mitigation Measure	**MM NOI-1 and MM NOI-2.** See Section 3.9, "Noise."

E.15 Changes Made to Section 3.11, "Transportation and Circulation (Ground)"

Section 3.11.4.3.1, Page 3.11-31

Impact TC-1: Construction of the proposed Project would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

Section 3.11.4.3.2, Page 3.11-55

Impact TC-1: Construction of Alternative 1 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

Section 3.11.4.3.3, Page 3.11-71

Impact TC-1: Construction of Alternative 2 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

Section 3.11.4.3.4, Page 3.11-88

Impact TC-1: Construction of Alternative 3 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

Section 3.11.4.3.5, Page 3.11-102

Impact TC-1: Construction of Alternative 4 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

Section 3.11.4.3.5, Page 3.11-112

CEQA Impact Determination

Vehicular and pedestrian safety hazards associated with the Waterfront Red Car expansion at cross street locations under Alternative 4 are the same as those identified for the proposed Project and would be significant under CEQA.

Section 3.11.4.3.6, Page 3.11-114

Impact TC-1: Construction of Alternative 5 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

Section 3.11.4.3.7, Page 3.11-126

Impact TC-1: Construction of Alternative 6 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

Section 3.11.4.3.8, Pages 3.11-133 through 3.11-154

Table 3.11-46. Summary Matrix of Potential Impacts and Mitigation Measures for Transportation and Circulation (Ground) Associated with the Proposed Project and Alternatives

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Proposed Project	**Impact TC-1:** Construction of the proposed Project would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			

Alternative 1	**Impact TC-1:** Construction of Alternative 1 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
Alternative 2	**Impact TC-1:** Construction of Alternative 2 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			
Alternative 3	**Impact TC-1:** Construction of Alternative 3 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			
Alternative 4	**Impact TC-1:** Construction of Alternative 4 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular			

	and nonmotorized travel.			

Alternative 5	**Impact TC-1:** Construction of Alternative 5 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			

Alternative 6	**Impact TC-1:** Construction of Alternative 6 would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.			

Section 3.11.4.3, Page 3.11-155

Table 3.11-47. Mitigation Monitoring for Transportation and Circulation

PROPOSED PROJECT
Impact TC-1: Construction of the proposed Project would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

E.16 Changes Made to Section 3.12, "Transportation and Navigation (Marine)"

Section 3.12.4.3.1, Page 3.12-16

Dredging, waterside demolition, and waterside construction associated with various elements under the proposed Project would generate barges and other boats used to transport and stage pile-driving and other construction equipment; to transport construction materials to the construction sites; and to haul dredged and demolished materials away from the sites. This would result in temporary increases in marine traffic. Construction activities that would generate marine traffic consisting of approximately ~~180~~ 201 vessels are summarized in Table 3.12-5 (see Chapter 2, "Project Description," for more detailed descriptions).

Section 3.12.4.3.1, Page 3.12-18

Table 3.12-5. Marine-Side Construction Associated with the Proposed Project

Proposed Project Element	*Construction Activities*	*Duration of Activities*
Outer Harbor Cruise Berths	Includes upgrade of the existing Berths 45–47 for use as a cruise ship berth in the Outer Harbor to accommodate the Freedom Class or equivalent vessel (these vessels measure 1,150 feet-long requiring a 1,250 foot-long berth), and construction of a new cruise ship berth at Berths 49–50 in the Outer Harbor that would accommodate a second 1,150-foot-long vessel. Marine-side construction would utilize ~~35~~ 55 vessels and include: • addition of mooring and breasting dolphins; • demolition of approximately 1,900 square feet of existing floating docks at Berths 45–47; • installation of approximately 288 piles and construction of an approximately 40,100-square-foot marine structure with approximately 2,200 square feet of new floating docks at Berths 45–47 deployment of permanent floating security barriers at Berths 45–47, consisting of buoys anchored to the bottom of the Outer Harbor, to maintain an approximately 75-foot secure perimeter around the proposed cruise vessel berth; • ~~The proposed new berth at Berths 49–50 would include~~ installation of approximately 220 piles and construction of an approximately 51,900-square-foot marine structure at Berths 49–50; and • at Berths 45–47 and Berths 49–50, generation of approximately 3,330 cubic yards of dredge material requiring three barge trips and transportation of 23,950 cubic yards of rock fill requiring approximately 17 barge trips.	2010–2012

Section 3.12.4.3.1, Page 3.12-21

The operation of the proposed Project would comply with all federal security regulations discussed in Section 3.12.3.1 and would comply with all harbor specific guidelines and regulations as discussed in Section 3.12.3.2. The operation of the proposed project would accommodate the simultaneous berthing of two 1,150-foot-long cruise vessels at Berths 45–47 and Berths 49–50, while satisfying the security requirements essential to operate a cruise terminal (refer to Section 3.7, "Hazards and Hazardous Materials," for discussion of applicable security regulations). When a cruise ship is in transit, a 100 yard (300 foot) security zone would be required around the cruise ship. The 100 yard security zone would prevent recreational vessels from coming within 100 yards of the cruise ships while in transit in the Main Channel or

while it is docking at Berths 45–47. If a recreational vessel was within the security zone while a cruise ship was in transit, it would have to wait, until the cruise ship passes. This security zone would be enforced by the USCG (Gooding pers. comm. 2008).

Section 3.12.4.3.2, Page 3.12-26

CEQA Impact Determination

Impacts for Alternative 1 would be the same as the proposed Project. Therefore, operation impacts on vessel traffic would be less than significant under CEQA.

E.17 Changes Made to Section 3.13, "Utilities and Public Services"

Section 3.13.2.2.1, Pages 3.13-6 and 3.13-7

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's general plan has been taken into account for the planned growth of water demand. In an effort to provide a reliable water supply, LADWP has invested in various sources, including groundwater, recycled water, and water conservation. Specific supply and demand side management strategies are designed to provide a "hedge" against droughts and variability of surface water. The 2005 Urban Water Management Plan (UWMP) estimates water demand and supply through and 25-year outlook period, and is updated every 5 years. Calculations in the 2005 UWMP are based on assumptions regarding the various supplies of water available and existing and projected levels of water conservation. Based on these calculations, LADWP has predicted service reliability for average and single-dry-year conditions; LADWP expects to be able meet future demand with a combination of existing supplies, planned supplies, and MWD purchases (LADWP 2005). The proposed Project was not included in estimates for the 2005 UWMP. Water supply and availability are additionally assumed in the ~~pending~~ Water Supply Assessment created for the proposed ~~project~~ Project in April 2009 (included within the final EIS/EIR as Appendix O).~~: this document is expected by the end of 2008.~~

Section 3.13.2.~~1~~2.2, Page 3.13-8

Numbering modified due to a typographical error in the draft EIS/EIR.

Section 3.13.2.~~1~~2.3, Page 3.13-8

Numbering modified due to a typographical error in the draft EIS/EIR.

Section 3.13.2.~~1~~2.3, Page 3.13-9

Numbering modified due to a typographical error in the draft EIS/EIR.

Additionally, The City of Industry recently filed and NOD on an EIR for the Puente Hills Intermodal Facility.[3] On June 26, 2008, the City of Industry Planning Commission approved a Conditional Use Permit for the project (LACSD 2008). This is a waste-by-rail project whose goal is to plan for and accommodate the solid waste removal needs of Los Angeles County. The proposed facility would eventually have the capacity of two trains on a daily basis, handling a total of 8,000 tons of municipal solid waste per day. It is expected to be operational by 2011 (LACSD 2008). With the Sunshine Canyon City/County Landfill and the intermodal system and anticipated recycle diversion rates for the area (discussed below), solid waste removal and disposal would be adequately provided for the proposed project area.

The City of Los Angeles Bureau of Sanitation, in general, and BFI (a private waste management service) provide solid waste collection and disposal services for the proposed project area. The proposed Project comprises commercial and industrial uses, so private waste haulers would vary depending on the individual tenant's choice. Los Angeles County Ordinance 7A prohibits solid waste generated in the City from being handled by or disposed of in facilities and landfills operated by the Los Angeles County Sanitation District. Two transfer stations service the proposed project area: the Falcon Refuse Center in the Wilmington Community of Los Angeles, and the Southeast Resource Recovery Facility in the city of Long Beach.

Section 3.13.2.~~1~~2.4, Page 3.13-10

Numbering modified due to a typographical error in the draft EIS/EIR.

Section 3.13.2.~~1~~2.5, Page 3.13-12

Numbering modified due to a typographical error in the draft EIS/EIR.

Section 3.13.4.3.1, Page 3.13-25

Impact PS-4: The proposed Project has sufficient water supplies available to serve the project from existing entitlements and resources; it would not exceed wastewater requirements, require new wastewater treatment facilities, require new landfills, or exceed existing landfill capacities.

~~The proposed Project would result in a water demand of approximately 229.90 mgd per day, or 705.54 acre-feet per year, in 2037~~According to the April 2009 Water Supply Assessment, which includes the proposed project measures for water

[3] CEQAnet Database. 2008. SCH# 2006021097.

reduction and water-saving fixtures, the proposed project water demand would result in a 165-acre-feet-per-year increase over the baseline water demand of 377 acre-feet per year (Appendix O of the final EIS/EIR).

Section 3.13.4.3.1, Pages 3.13-25 and 26

Construction and demolition activities would generate debris that would require disposal in a landfill. The majority of ~~C~~construction and demolition materials that would be generated by these activities consist of ~~include~~ asphalt~~,~~ and concrete~~, ~~; however, building materials~~,~~ and other solids would also be generated in smaller quantities. Dredged material generated during construction would be reused in the proposed Project as fill on Anchorage Road or transported to the LAHD nonhazardous material upland disposal site. In the event that unidentified hazardous materials are encountered during proposed roadway improvements and/or project construction, recycling options would be explored. However, if recycling is not an option, disposal of hazardous materials at a Class I landfill would be based on facility and hazardous material requirements.

Operation of t~~T~~he proposed Project would generate approximately 25.4 tons of solid waste per year. However, not all solid waste created by the proposed Project would be sent to Sunshine Canyon City/County Landfill. The Bureau of Sanitation has a current recycle diversion rate of 62%, with a goal of 70% by 2015 and 100% by 2030. With the current recycle diversion rate of 62%, the amount of solid waste that would go the landfill represents 0.08% of the permitted daily throughput of 12,100 tons[4]. If the goal of 70% diversion is achieved by 2015, that amount would be reduced to 0.07%. Finally, if the goal of 100% diversion is achieved by 2030, the amount of solid waste sent to Sunshine Canyon City/County Landfill would be 0% for 2037. It is important to note that these goals are optimistic but obtainable, and should be analyzed.

CEQA Impact Determination

The proposed Project would result in an increased water demand from the baseline level of ~~486.80~~165 acre-feet per year. ~~, of approximately 217.76 acre-feet per year in 2037.~~ However, this increase in demand would not negatively impact future supply. The April 2009 Water Supply Assessment created for the proposed Project found that the anticipated project water demand can be met during normal, single-dry, and multiple-dry water years through the year 2030 and within the UWMP's 25-year water demand growth projections (Appendix O of the final EIS/EIR). ~~Preliminary discussions with LADWP indicate that a pending Water Supply Assessment would confirm that adequate supplies exist to serve the proposed project. In addition,~~

[4] In June 2008, Sunshine Canyon SLF became Sunshine Canyon City/County Landfill and was extended from a 6,600 tons per day throughput to 12,100 tons per day. However, because the proposed Project's baseline year is 2006, the permitted throughput to the landfill remains at 6,600 tons per day for the baseline. Although the proposed Project would create more waste than baseline estimates, due to the increase in permitted throughput at the new Sunshine Canyon City/County Landfill, the percentage of the permitted tonnage being sent to the landfill would be lower for the proposed Project and all the alternatives compared to the baseline estimate.

~~coordination with LADWP would ensure that the increased demands would be accommodated by existing infrastructure.~~

Section 3.13.4.3.1, Pages 3.13-26 and 3.13-27

If all debris generated by construction and demolition activities were disposed of at solid waste disposal facilities, t~~T~~he amount of solid waste generated by construction activities would result in a substantial contribution to the solid waste stream~~,~~ and would possibly ~~contributing~~ contribute to the exceedance of solid waste facility capacities. Although hazardous materials could be encountered and require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. The proposed project operations would generate 9,256 tons of solid waste per year, or 1,356 tons above the 2006 baseline level of 7,900 tons per year. At the current recycle diversion rate of 62%, this would represent an increase to the permitted throughput at the Sunshine Canyon City/County Landfill from 0.07% to 0.08%. However, if the recycling goals of 70% diversion by 2015 and 100% diversion by 2030 are achieved, this percentage would lower to 0.06% for 2015 and then 0% for 2037. The negligible increases in solid waste that would be diverted to the Sunshine Canyon City/County Landfill are considered less than significant. Additionally, proposed project operation would be required to comply with all existing hazardous waste laws and regulations, including the federal Resource Conservation and Recovery Act (RCRA) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), and CCR Title 22 and Title 26. The Sunshine Canyon City/County Landfill would be able to accommodate the negligible increase in solid waste generated by proposed project operations. Additionally, with the Puente Hills Intermodal Facility project and anticipated recycle diversion rates for the area, solid waste removal and disposal would be adequately provided for in the proposed project area through 2037, and there would no longer be an impact.

Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant. However, assuming that solid waste generated by construction and demolition activities would be disposed of at solid waste facilities and because solid waste generated during construction activities is not quantifiable ~~and construction debris is one of the greatest individual contributors to solid waste capacity~~, impacts associated with solid waste generation during construction activities would be significant.

Mitigation Measures

Implementation of Mitigation Measures MM PS-2 through MM PS-~~5~~ 4 would substantially reduce the amount of solid waste from project construction that would require transportation to a landfill by reusing or recycling the majority of materials that would be generated during construction and demolition activities related to the proposed Project. To further reduce impacts on water demand and wastewater

capacities, LADWP has supplied water conservation measures in Mitigation Measure MM PS-5 that would be implemented for the proposed Project.

MM PS-3: Use materials with recycled content. Materials with recycled content, such as recycled steel from framing and recycled concrete and asphalt from roadway construction, will be used in project construction. Wood chippers registered through the California Air Resources Board's Portable Equipment Registration Program will be operated on site during construction. Wood from tree removal, not from demolished structures, will be reused as landscape cover, further reducing the quantity of wood that would otherwise be disposed of at solid waste facilities.

Section 3.13.4.3.1, Page 3.13-28

MM PS-5: Water Conservation and Wastewater Reduction. LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce impacts on water demand and wastewater flows.

a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing length and frequency of waterings in the cooler months (i.e., fall, winter, spring). Adjust sprinkler timer run time to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established.

b. Drought-tolerant, low-water consuming plant varieties will be used to reduce irrigation water consumption.

c. ~~The availability of recycled water will be investigated as a source to irrigate large landscaped areas.~~Recycled water will be used for irrigation and toilet flushing (dual-flushing).

d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low-flow faucet aerators will be installed on all sink faucets.

e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information of appropriate measures.

f. Recirculating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for considerable period before heated water reaches the outlet.

Section 3.13.4.3.1, Page 3.13-28

The total water demand for the cruise ships and terminals at the Port would ~~be 322.28 acre-feet per year in 2037. This is a 271.73~~ increased by 165 acre-feet per year ~~increase~~ above the baseline demands of ~~50.55~~201 acre-feet per year. ~~This estimated water demand increase is not considered significant and preliminary discussions with LADWP indicate that the pending Water Supply Assessment would confirm that adequate supplies exist to serve the project and that this increase in demand would not negatively impact future supply. In addition, coordination with LADWP would ensure that any increased demands would be accommodated by existing infrastructure.~~ However, with the proposed Project's included water conservation measures and recycled water use for irrigation and flushing, this increase would be significantly reduced. Throughout the entire proposed project, total water demand would be reduced by 233 acre-feet per year. It is unknown how much of this reduction would take place within the cruise ships; however, on an overall proposed project estimation, this is considered a significant reduction. Furthermore, the April 2009 Water Supply Assessment created for the proposed Project found that the anticipated proposed project water demand can be met during normal, single-dry, and multiple-dry water years through the year 2030 and within the UWMP's 25-year water demand growth projections (Appendix O of the final EIS/EIR).

Section 3.13.4.3.1, Page 3.13-29

Cruise ship and terminal wastewater would constitute 0.4% of the TITP daily capacity under the proposed Project, a 0.2% increase from baseline levels. As the TITP currently operates at 55% capacity, this amount would be considered negligible. The proposed Project would not exceed the capacity of the TITP or conveyance system to accommodate anticipated increases in wastewater demands associated with the project operations.

The amount of solid waste generated by construction activities is not quantifiable but would result in a substantial one-time contribution to the solid waste stream, possibly contributing to the exceedance of solid waste facility capacities. Dredged material generated during construction would be reused within the proposed project area as fill during subsequent construction phases (i.e., on Anchorage Road) or transported to the LAHD nonhazardous material upland disposal site. Hazardous waste landfill capacity would not be substantially affected by the proposed Project. There are multiple landfill sites in the vicinity that accept hazardous waste, such as contaminated soil, sludge, industrial waste, asbestos, and treated wood waste. The landfill sites accepting these types of hazardous waste include: Azusa Landfill, Puente Hills Landfill, Lancaster Landfill and Recycling, and Chiquita Canyon Sanitary Landfill. These landfills would be available for offsite disposal, providing adequate capacity (CIWMB 2008).

Section 3.13.4.3.2, Page 3.13-37

The amount of water required, wastewater produced, and construction waste generated under Alternative 1 would be less than that for the proposed Project. As shown in Table 3.13-1, water demand under Alternative 1 would be ~~approximately 690.04 acre-feet per year in 2037, 15.50 acre-feet per year~~ less than under the proposed Project. Alternative 1 would generate 12,486 gpd less wastewater than the proposed Project. Wastewater generated by operations under Alternative 1 would constitute 1.1% of the daily capacity; this exceeds the baseline contribution of 0.9% and is the same as under the proposed Project (Table 3.13-2). Although the TITP currently operates at 55% capacity, this increase would be considered negligible. Solid waste percentages for Alternative 1 going to Sunshine Canyon City/County Landfill in 2015 and for the build out year of 2037 would be the same as the proposed Project.

Section 3.13.4.3.4, Page 3.13-47

The reduction in cruise berths and surface parking, under Alternative 3, would result in an approximate 0.9% increase of wastewater flow on TITP capacity, 0.2% less than the proposed Project and equal to the baseline percentage. Compared to the proposed Project, Alternative 3 would decrease flow to the TITP and, therefore, would not exceed its capacity or conveyance system. Total water demand under Alternative 3 would be ~~600.95 acre-feet per year in 2037, 104.59 acre-feet per year~~ less than under the proposed Project. As such, Alternative 3 impacts would be lower than under the proposed Project. Under Alternative 3, in 2015, solid waste would contribute 0.07% with the current recycle diversion rate of 62% or 0.05% with the estimated goal diversion rate of 70%. In 2037, solid waste would contribute 0.07% with the current recycle diversion rate of 62% or 0% with the estimated goal diversion rate of 100%. This solid waste throughput to Sunshine Canyon City/County Landfill is less than estimated for the proposed Project.

Section 3.13.4.3.5, Page 3.13-52

Wastewater flows under Alternative 4 would equate to 1.2% of TITP capacity or 0.1% more than under the proposed Project. This negligible increase would not exceed TITP capacity or conveyance system as TITP currently functions at 55% capacity. Total water demand for Alternative 4 would be ~~684.88 acre-feet per year in 2037, 20.66 acre-feet per year~~ less than under the proposed Project. Solid waste percentages for Alternative 4 going to Sunshine Canyon City/County Landfill in 2015 and 2037 would be the same as estimated for the proposed Project.

Section 3.13.4.3.6, Page 3.13-57

Wastewater under Alternative 5 is 1.2% of the TITP capacity, 0.1% more than under the proposed Project. This is a minimal increase and would not have adverse impacts

on TITP as the facility currently functions at only 55% capacity. Total water demand under Alternative 5 would be ~~679.48 acre-feet per year in 2037, 23.85 acre-feet per year~~ less than under the proposed Project. Solid waste under Alternative 5 is the same as the proposed Project. Impacts would be significant.

Section 3.13.4.3.7, Pages 3.13-64 through 3.13-66

Table 3.13-6. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.13 UTILITIES AND PUBLIC SERVICES				
Proposed Project	**PS-4:** The proposed Project has sufficient water supplies available to serve the project from existing entitlements and resources; it would not exceed wastewater requirements, require new wastewater treatment facilities, require new landfills, or exceed existing landfill capacities.	CEQA: Significant	**MM PS-3: Use materials with recycled content.** Materials with recycled content, such as recycled steel from framing and recycled concrete and asphalt from roadway construction, will be used in project construction. Wood chippers registered through the California Air Resources Board's Portable Equipment Registration Program will be operated on site during construction. Wood from tree removal, not from demolished structures, will be reused as landscape cover, further reducing the quantity of wood that would otherwise be disposed of at solid waste facilities. **MM PS-5: Water Conservation and Wastewater Reduction.** LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce impacts on water demand and wastewater flows. a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (sprinkler valve) will water plants	CEQA: Less than significant

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing length and frequency of waterings in the cooler months (i.e., fall, winter, spring). Adjust sprinkler timer run time to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established. b. Drought-tolerant, low-water consuming plant varieties will be used to reduce irrigation water consumption. c. Recycled water will be used for irrigation and toilet flushing (dual-flushing)~~The availability of recycled water will be investigated as a source to irrigate large landscaped areas.~~ d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low-flow faucet aerators will be installed on all sink faucets. e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will	

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
			be contacted for specific information of appropriate measures. f. Recirculating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for considerable period before heated water reaches the outlet.	

Section 3.13.4.4, Pages 3.13-81 through 3.13-83

Table 3.13-7. Mitigation Monitoring for Utilities and Public Services

Mitigation Measure	**MM PS-3: Use materials with recycled content.** Materials with recycled content, such as recycled steel from framing and recycled concrete and asphalt from roadway construction, will be used in project construction. Wood chippers registered through the California Air Resources Board's Portable Equipment Registration Program will be operated on site during construction. Wood from tree removal, not from demolished structures, will be reused as landscape cover, further reducing the quantity of wood that would otherwise be disposed of at solid waste facilities.

Mitigation Measure	**MM PS-5: Water Conservation and Wastewater Reduction.** LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce impacts on water demand and wastewater flows. a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing length and frequency of waterings in the cooler months (i.e., fall, winter, spring). Adjust sprinkler timer run time to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established. b. Drought-tolerant, low-water consuming plant varieties will be used to reduce irrigation water consumption. c. Recycled water will be used for irrigation and toilet flushing (dual-flushing)~~The availability of recycled water will be investigated as a source to irrigate large landscaped areas.~~ d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low-flow faucet aerators will be installed on all sink faucets. e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information of appropriate measures. f. Recirculating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for considerable period before heated water reaches the outlet.

E.18 Changes Made to Section 3.14, "Water Quality, Sediments, and Oceanography"

Section 3.14.3.1.1, Page 3.14-18

- Section 304 provides for water quality standards, criteria, and guidelines. The guidelines are enforced under the California Toxics Rule, described below in Section 3.14.3.2.3.
- Section 312 requires that vessels with installed toilet facilities be equipped with an operable marine sanitation device (MDS): a device designed to receive, retain, treat, or discharge sewage. MSDs must be certified by the Coast Guard to meet EPA performance standards in order for a vessel to operate on the navigable waters of the United States (3 nautical miles seaward from shore). It also establishes procedures for the designation of no-discharge zones for vessel sewage. Under Coast Guard policy, foreign-flagged vessels may use MSDs that have received a compliance test certificate under Annex IV of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).
- Section 401 requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the CWA. Certification is provided by the RWQCB.
- Section 402 establishes the NPDES, a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the United States. As of December 2008, discharges from normal operation of a vessel are no longer excluded from NPDES permitting requirement. This permit program is administered by the RWQCB, and is discussed further below.

Section 3.14.3.1, Page 3.14-18

3.14.3.1.3 Navigation and Navigable Waters

Title 33 of the Code of Federal Regulations governs navigation and navigable water in the United States. Chapter 1 contains provisions governing U.S. Coast Guard operations, and Subchapter O pertains to marine pollution. Included in Subchapter O are sections regarding implementation of MARPOL 73/78, preventing pollution from ships, including those carrying oil, noxious liquid substances, garbage, municipal or commercial waste, and ballast water (Part 151) and designing and constructing marine sanitation devices and procedures for certifying that marine sanitation devices meet the regulations and standards established by the EPA (Part 159). During routine inspections, Coast Guard inspectors examine the marine sanitation devices to ensure they are in good and serviceable condition and properly approved, installed, and performing as intended. Coast Guard regulations (33 CFR 151.10) provide that,

when within 12 nautical miles (nm) of the nearest land (e.g., within the Los Angeles Harbor), any discharge of oil or oily mixtures into the sea from a ship is prohibited except when specific water quality and operational conditions are satisfied.

Section 3.14.3.2.2, Pages 3.14-21 and 3.14-22

The City of Los Angeles, and therefore the LAHD, is covered under the Permit for Municipal Storm Water and Urban Runoff Discharges within Los Angeles County (LARWQCB Order No. 01-182) and is obligated to incorporate provisions of this document in City permitting actions. The municipal permit incorporates SUSMP requirements and these include a treatment control BMP for projects falling within certain development and redevelopment categories. The treatment control BMP requirement applies throughout the proposed project area and requires infiltration, filtration, or treatment of the runoff from the first 0.75 inches of rainfall (or equivalent numerical design criteria) prior to its discharge to a stormwater conveyance system.

Discharges from normal operation of a vessel are subject to NPDES permitting requirement as of December 17, 2008. The Vessel General Permit includes general effluent limits applicable to all discharges, monitoring and reporting requirements, and general effluent limits applicable to 26 specific discharge streams, which include deck washing and runoff, bilge water, ballast water, leachate from anti-fouling paints, and graywater. The NPDES permit does not apply to sewage from vessels, and discharges incidental to the normal operation of recreational vessels are not subject to NPDES permitting. The California State Water board is petitioning the USEPA to impose sewage discharge prohibitions on ocean going vessels and cruise ships while in state waters. The deadline for submittal of notice of intent (NOI) to be covered by the permit was September 19, 2009.

Section 3.14.3.2, Page 3.14-22

3.14.3.2.4 California Clean Coast Act

California Clean Coast Act of 2005 establishes requirements for oceangoing ship and large passenger vessel (e.g., cruise ships 300 gross registered tons or greater) while within state waters (within 3 nautical miles of the coast). The legislation prohibits discharge of hazardous waste, graywater, oily bilge water, and other waste and requires reporting of prohibited discharges. The act also directs the State Water Board to obtain permission from USEPA to impose sewage discharge prohibitions on cruise ships and other ocean-going vessels.

In addition to the California Clean Coast Act, California Assembly Bill (AB) 2093 bans the dumping of graywater by commercial passenger ships of 300 gross registered tons and larger (Cal. Pub. Res. Code Section 72525). AB 2672 prohibits

large passenger vessels from dumping sewage into state marine waters (Cal. Pub. Res. Code Section 72425).

Section 3.14.4.3.1, Page 3.14-29

Although most of the proposed project site is located within a 100-year flood zone, construction activities would not increase the potential for flooding on site because existing drainage would be maintained and the buildings constructed as part of the proposed Project within the 100-year flood zone would comply with the minimum National Flood Insurance Program floodplain management building requirements as specified in 44 CFR Sections 59 through 65 (e.g., all buildings within a riverine floodplain would be elevated so that the lowest floors are at or above base flood elevation; all buildings within a coastal high hazard area would be elevated on pilings and columns, etc.). Site elevations would remain generally the same as a result of proposed Project, but construction of the North, Downtown, and 7th Street Harbors would decrease the land surface area upon which precipitation would fall. There would be a slight decrease in impervious surface in the proposed project area due to creation of parks, primarily at the Outer Harbor Cruise Ship Terminals, San Pedro Park, and Fisherman's Park. Project site grading would direct runoff from the site to storm drains designed for a 10-year event, which is the standard design capacity for the storm drain systems in the vicinity of the harbor. Runoff associated with larger storm events (e.g., 50-year or 100-year events) could exceed the capacity of the storm drain system, resulting in temporary ponding of water on site. However, because the project site terrain is flat, and the runoff velocity would not be increased by construction activities, the proposed Project would not increase the risk of flooding or severity of flooding impacts relative to the baseline conditions.

Section 3.14.4.3.1, Pages 3.14-30

Dredging and filling activities for the proposed Project would alter the existing bathymetry and slightly increase the volume of Los Angeles Harbor in the proposed project area. Excavation within three new harbors—the North Harbor (5.0 acres), Downtown Harbor (1.5 acres), and the 7th Street Harbor (0.32 acres)—would result in a net increase of 6.82 acres in the water surface area of the Los Angeles Harbor. Blind slip areas, such as these harbors, tend to be areas of lower circulation due to their morphology. Thus water flow velocities would be lower than in the Main Channel. However, because these harbors are all directly adjacent to the Main Channel, the principal tidal channel for the Inner Harbor, tidal current velocities and tidal range in the Main Channel would be adequate to ensure that circulation through the proposed harbors would not result in stagnation or adversely affected water quality. The principal fill activity proposed would be submerged rock fill in the Outer Harbor berths (45–47 and 49–50) and placement of pilings for new dock and wharf facilities (summarized in Table 2-3). Placement of submerged rock would not alter water movement because it will be placed at elevations of -10 to -57 feet MLLW. Pile placement ~~This~~ would reduce water movement beneath the wharfs, but due to the distance between pilings and the continual tidal action in the Main

Channel, this would not result in stagnation or cause adverse impacts to marine water quality.

Section 3.14.4.3.1, Pages 3.14-31 through 3.14-33

Table 3.14-5. In-Water Construction Activities Potentially Affecting Water Quality

Activity	*Location*	*Extent of Activity*				
		Proposed	*Alt 1*	*Alt 2*	*Alt 3*	*Alt 4*
Excavation/ Dredging (cubic yards)	North Harbor	442,000	463,000	442,000	442,000	0
	Downtown Harbor	137,000	137,000	137,000	137,000	137,000
	7th Street Harbor	26,000	26,000	26,000	26,000	26,000
	Total	**605,000**	**626,000**	**605,000**	**605,000**	**163,000**
Excavation/ Dredging Outer Harbor (cubic yards)	Berths 49–50	2,100	N/A	2,100	N/A	N/A
	Berths 45–47	1,230	1,230	1,230	1,230	N/A
	Total	**3,330**	**1,230**	**3,330**	**1,230**	**0**
Rock slope protection installation (below high tide line; square feet)	North Harbor	45,000	45,000	45,000	45,000	0
	Downtown Harbor	17,000	17,000	17,000	17,000	17,000
	7th Street Harbor	8,000	8,000	8,000	8,000	8,000
	Total	**70,000**	**70,000**	**70,000**	**70,000**	**70,000**
Rock slope protection installation Outer Harbor (below high tide line; square feet))	Berths 49–50	93,750	N/A	93,750	N/A	N/A
	Berths 45–47	36,800	36,800	36,800	36,800	N/A
	Total	**130,550**	**36,800**	**130,550**	**36,800**	**0**

Section 3.14.4.3.1, Pages 3.14-34 and 3.14-35

Although the term "dredging" normally implies underwater excavation, ~~most~~ much of the dredging for the proposed Project would occur in upland areas or areas of ponded water isolated from surface water bodies by existing bulkheads for the proposed harbor cuts. The proposed new harbors are in areas where the Main Channel is currently adjoined by bulkheads. Proposed harbor areas would be excavated while the bulkheads are still in place, in isolation from the Main Channel. Excavated materials would be "dry" above the water table and loaded into trucks or barges to upland fill or disposal sites. Below the water table, material would be excavated with a dragline to the design depth with excavated materials loaded into barges moored to the bulkheads in the Main Channel. After design depth is achieved,

the bulkhead would be removed. Some further work in the water would be needed at the harbor entrance to finish new bulkhead installation, rock slope protection, and piling placements at the harbor entrance. These measures would minimize requirements for in-water dredging and subsequent increases in turbidity.

In all, the proposed Project would generate approximately ~~605,000~~ 608,330 cubic yards of excavated material for harbor cuts.

Implementation of the various reuse options for material excavated for harbor cuts would depend on timing and need (e.g., at the time of the dredging, is there a Port fill site available to accept the material). LAHD would coordinate with the Contaminated Sediments Task Force (CSTF) advisory committee to identify potential reuse sites. As part of the Final Report San Pedro Waterfront Program—Downtown and 7th Street Water Cuts Soil and Sediment Assessment at the Port of Los Angeles (Weston Solutions, Inc. 2009), material proposed for excavation in the Downtown and 7th Street Harbor cut areas was evaluated for environmental suitability for: beneficial reuse opportunities, upland placement, and ocean disposal. Material above +5.43 feet MLLW was evaluated as soil. Based on this report, all material above +5.43 feet MLLW in both areas would be suitable for beneficial reuse. Although not suitable for ocean disposal, the material was determined to be relatively clean and coarse, thus making it potentially suitable for use at an approved Port construction site, or even for beach replenishment. Approximately 68,200 cubic yards of excavated material would be available for beneficial reuse from the Downtown Harbor cut, and approximately 29,100 cubic yards of excavated material would be available for reuse from the 7th Street Harbor cut. Opportunities for reuse would be identified based on those sites available at time of construction of the proposed Project. Sediment characterization of dredge volumes for the North Harbor (approximately 442,000 cubic yards) and dredged material from Berths 49–50 and 45–47 (approximately 3,330 cubic yards) has not occurred yet; however, the material would be tested prior to excavation/dredge activities, and reuse options for suitable material would follow the same recommended decision tree so that beneficial reuse would occur to the greatest extent feasible. Ocean disposal of suitable material would remain an option, but only after all potential reuse sites have been exhausted. Material not suitable for reuse or ocean disposal would be taken to a confined disposal facility (e.g., Anchorage Road Upland Soil Storage Site).

A toxicity characteristic leaching procedure (TCLP) was performed as part of the Final Report San Pedro Waterfront Program—Downtown and 7th Street Water Cuts Soil and Sediment Assessment at the Port of Los Angeles (Weston Solutions, Inc. 2009), to provide an estimate of the soil contaminant leachate and to determine if this material was classified as hazardous waste or if it is considered suitable for upland placement. Results of TCLP indicated material was suitable for upland placement, thus making it potentially suitable for reuse at an approved Port construction site.

Chemical and physical analyses of these soils determined that, although not suitable for ocean disposal, the material was relatively clean (nearly all concentrations below Effects Range-Low [ER-L] values and all below Effects Range-Median [ER-M] values) and coarse-grained (approximately 77–85% coarse-grained materials [sand

and gravel]). Based on the coarse grain size and low concentrations of contaminants, this material may be suitable for beach replenishment according to guidelines outlined in the Sand Compatibility and Opportunistic Use Program (SCOUP). To be suitable for beach replenishment, the material must be compatible with the receiver site (grain size within 10%). Depending on the receiver site, excavated soil from the proposed project is most likely suitable for nearshore beach replenishment.

At the Downtown and 7th Street Harbors, material occurring below +5.43 feet MLLW, which is tidally wetted sediment, would be dredged to -27 feet MLLW or -23 feet MLLW (includes 2 feet of overdredge), respectively, as part of creating these harbor cuts. Based on an initial set of chemistry, the Downtown Harbor and 7th Street Harbor cut areas were divided into two separate areas for analysis. Two areas (one from the Downtown Harbor cut [DT D-H] and one from the 7th Street Harbor cut [SS C-E]) were evaluated for ocean disposal and beneficial uses.

- Area DT D-H demonstrated significant toxicity to the amphipod Eohaustorius estuaries and therefore did not meet the limiting permissible concentration (LPC) for ocean disposal. TCLP analysis indicated material at Area DT D-H was suitable for upland placement, thus making it potentially suitable for reuse at an approved Port construction site.
- Area SS C-E did not demonstrate toxicity during suspended particulate phase (SPP) or solid phase (SP) toxicity testing. Bioaccumulation potential (BP) testing at Area SS C-E indicated that all contaminant concentrations in tissues were below published relevant effect levels. Sediment from SS C-E was determined to be suitable for ocean disposal and therefore suitable for other beneficial reuse alternatives. In addition, this sediment was predominantly coarse-grained (90–94%), indicating the material may be suitable for beach replenishment.

Based on elevated chemistry (concentrations of mercury and PAHs above the ER-M), two areas (one from Downtown Harbor cut [DT A-C] and one from 7th Street Harbor cut [SS A-B]) were evaluated for upland placement and beneficial uses. TCLP analysis indicated the material was suitable for upland placement, thus making it potentially suitable for reuse at an approved Port construction site.

LAHD has been coordinating with the CSTF advisory committee to identify potential reuse sites for material excavated and/or dredged from the proposed project site; a CSTF meeting was held on March 3, 2009 to review the Downtown Harbor and 7th Street Harbor sampling results and recommendations for material placement. Opportunities for reuse of these sediments would be evaluated based on sites available at the time of construction of the proposed Project or one of its alternatives, as well as the recent sediment testing results. If material does not meet the requirements for beneficial reuse or it is not logistically, technically, and economically feasible for the beneficial reuse, material from SS C-E will be proposed for placement at LA-2 or LA-3 ocean disposal sites and material from the Downtown Harbor cut and SS A-B will be proposed for placement at an approved upland disposal site.

To accommodate wharf construction at Outer Harbor Berths 49–50 and Berths 45–47, some dredging of marine sediments would occur to provide a space for keying in the necessary rock slope protection. The proposed Project would dredge approximately 2,100 cubic yards of sediment at Berths 49–50 and approximately 1,230 cubic yards at Berths 45–47. The types of water quality impacts that could occur include short-term increases in suspended sediments and turbidity levels, decreases in DO concentrations, increases in nutrient concentrations, and increases in dissolved and particulate contaminant concentrations in areas where contaminated sediments would be disturbed by construction activities. Based on previous work in the Los Angeles Harbor, these changes to water quality would be temporary and expected to be confined to the immediate vicinity (e.g., within 300 feet) of in-water construction and dredging activities (USACE and LAHD 1992). Dredging would also remove some sediment-associated contaminants from the Outer Harbor, which would provide minor long-term benefits to the health of the harbor environment.

As with the Downtown and 7th Street Harbor cut areas, p~~P~~rior to excavation, sediment testing for the North Harbor and dredge material from Berths 49–50 and 45–47 would be conducted, and LAHD would work with the USACE, ~~and~~ the CSTF advisory committee, and other regulatory agencies to 1) identify an acceptable disposal location based on the sediment testing results and 2) identify any suitable reuse locations. If results from testing indicate that excavated sediments are unsuitable for reuse or unconfined in-water disposal, likely disposal options would include placement in a permitted confined disposal facility (CDF) or upland disposal site such as the Anchorage Road ~~Disposal Site~~Upland Soil Storage Site. Materials determined to be suitable for unconfined in-water disposal would be placed at the LA-2 or LA-3 offshore disposal sites. These are sites designated by EPA for limited disposal of suitable (non-toxic) dredge material off the Los Angeles/Orange County shoreline. Should other approved in-harbor disposal sites become available for other beneficial uses, they would also be considered.

The effects of material disposal at the LA-2 and LA-3 sites on oceanography and water quality have previously been assessed in environmental permitting documents approving the use of those sites (EPA and USACE 2004). For both sites, effects on oceanography and water quality were determined to be non-significant. Water currents would disperse the sediments, avoiding permanent impacts on oceanography, and water quality impacts would predominantly consist of turbidity effects lasting a few hours.

Once dredging is completed, rock slope protection would be added at the Outer Harbor berths. At Berths 49–50, the proposed Project would place 68,750 square feet (1.58 acres) of rock over soft-bottom areas and 25,000 square feet (0.57 acre) of rock over existing rock, for a total rock placement of 93,750 square feet (2.15 acres). At Berths 45–47, the proposed Project would place 36,800 square feet (0.85 acre) of rock over the existing soft bottom area. Selection and handling of fill materials would comply with procedures specified by best management practices for the Port (e.g., basic site materials and methods [02050]; earthworks [02300]; excavating, stockpiling, and disposing of chemically impacted soils [02111]; material delivery and storage [CA010]; and material use [CA011]).

Section 3.14.4.3.1, Page 3.14-35

The greatest potential disturbance of sediment would result from dredging, placement of rock slope protection, and placement of piles. For the proposed Project, 1,638 piles would be placed (Table 3.14-5). Assuming that each pile would be 2 feet in diameter and that an annulus of sediment 1 foot wide would be disturbed during pile placement, this activity would disturb and potentially generate turbidity from 20,584 square feet of bottom sediments. Most of these pilings would be placed in open water (1,437 piles for the Promenade, Berths 45–47, Berths 49–50, and Catalina Express) and thus turbidity effects would directly affect waters of the harbor. The remaining piles would be placed in the North, Downtown, and 7th Street Harbors, in newly-excavated waters separated from the harbor by bulkheads. Temporary turbidity impacts would be of less concern in these waters, which would only exist because of the proposed Project and would not be expected to provide the beneficial uses afforded by waters of the existing harbor until near the completion of construction, when bulkheads separating the new harbors from the waters of the Los Angeles Harbor would be removed.

Rock slope placement in the Outer Harbor would occur in areas directly adjacent to existing rock slope protection at Berths 49–50 and Berths 45–47. Placement of rock would also disturb bottom sediments because, unlike rock placement at the proposed harbor cuts, it would be conducted entirely below the high tide line and as in-water activity. At Berths 49–50, 1.58 acres of rock would be placed in soft-bottom areas, (approximately -25 to -57 feet MLLW), thus disturbing 1.58 acres, an equivalent area. Additionally, 0.57 acre of rock would be placed over existing rock at Berths 49–50 (-10 feet MLLW to approximately -25 feet MLLW). Sediment can accumulate on existing rock, and some disturbances (increase in turbidity, etc.) in these areas would also occur. At Berths 45–47, 0.85 acre of rock would be placed over existing soft-bottom areas and would also disturb 0.85 acres, an equivalent area (-35 feet MLLW to approximately -57 feet MLLW).

~~The second greatest~~ Ppotential disturbance of sediment would result from bulkhead installation and removal, which affects 3,940 linear feet of water body (2,950 linear feet installation, 990 linear feet removal; Table 3.14-5). Assuming that the bulkhead was approximately 18 inches wide and that another 18 inches of sediment were temporarily disturbed on either side of the bulkhead during installation/removal activity, this activity would disturb and potentially generate turbidity from 17,730 square feet of bottom sediments. All but 150 feet of the bulkhead installation would occur in the North, Downtown, and 7th Street Harbors, in newly-excavated waters separated from the harbor by currently existing bulkheads. Temporary turbidity impacts would be of less concern in these waters, which only exist because of the proposed Project, and would not yet be expected to provide the beneficial uses afforded by waters of the existing harbor. The existing bulkheads would remain in place until removal near the completion of construction, after the new bulkheads would be emplaced. Another 150 feet of bulkhead installation would occur along the Ports O'Call Promenade, and turbidity associated with this activity could directly affect water quality in the harbor. Temporary turbidity effects from rock riprap

removal (1.0 acre) at harbor cut locations would also create turbidity. However, turbidity effects would be short-term and are expected to dissipate quickly.

Section 3.14.4.3.1, Page 3.14-36

~~The third activity,~~R ~~r~~ock slope protection placement at the harbor cuts~~,~~ would affect a ~~larger~~large area (70,000 square feet; Table 3.14-5), but much of the rock would be placed at low tide and the rock placement process is less invasive than pile placement or removal. Also, the great majority of this activity would be done within the confines of North, Downtown, and 7th Street Harbors prior to their connection to the Main Channel. Temporary turbidity impacts would be of less concern in these waters, which would only exist because of the proposed Project and would not be expected to provide the beneficial uses afforded by waters of the existing harbor. The existing bulkheads would remain in place until removal near the completion of construction, after the rock slope protection would be placed.

Section 3.14.4.3.1, Page 3.14-37

The sediments suspended by pile removal, pile driving, dredging, and rock slope protection placement activities could contain organic material that would oxidize or support microbial activity, contributing to a localized short-term reduction in DO levels in harbor waters. A study in New York Harbor measured a small reduction in DO concentrations near a dredge, but no reductions in DO levels 200 to 300 feet (61 to 91 meters) away from the dredging operations (Lawler, Matusky, and Skelly 1983). These results are consistent with the findings and conclusions from studies of the potential environmental impacts of open water disposal of dredged material conducted as part of the USACE Dredged Material Research Program (Lee et al. 1978; Jones and Lee 1978). Therefore, reductions in DO levels associated with proposed project construction and dredging activities are not expected to persist or cause detrimental effects to biological resources, and are not expected to cause DO levels to fall below the water quality objective of 5 mg/L. DO levels near the bottom have occasionally been recorded as falling below the water quality objective, as discussed in Section 3.14.2.1.2. It is possible that DO levels below 5 mg/L could be recorded in the proposed project area during construction activities. However, such an event is not expected to occur as a response to construction activity.

Section 3.14.4.3.2, Page 3.14-52

Impact WQ-4a is ~~the same under~~similar to that for Alternative 1 as under the proposed Project. The non-significant impacts identified under the proposed Project would be decreased because only one cruise ship berth would be built in the Outer Harbor.

Section 3.14.4.3.4, Page 3.14-65

Impact WQ-4a is ~~the same as under~~similar to that for the proposed Project, except that the non-significant impacts identified under the proposed Project would be smaller because only one cruise ship berth would be built in the Outer Harbor.

Section 3.14.4.3.5, Page 3.14-71

Impact WQ-4a is ~~the same as under~~ similar to that for the proposed Project, except that the non-significant impacts identified under the proposed Project would be smaller because the North Harbor would not be constructed and no cruise ship berths would be built in the Outer Harbor.

E.19 Changes Made to Chapter 4, "Cumulative Analysis"

Section 4.1.2.1, Following Page 4-6

Figure 4-1, "Cumulative Impacts Scope of Analysis," was revised to include the Beacon Street Redevelopment Project and San Pedro Community Plan Update.

Section 4.1.2.1, Pages 4-12 and 4-17

Table 4-1. Related and Cumulative Projects

43a	Pacific Corridors Redevelopment Project, San Pedro	Development of commercial/retail, manufacturing, and residential components. Construction underway of four housing developments and Welcome Park.	Project underway. Estimated 2032 completion year according to Community Redevelopment Agency of Los Angeles.
43b	Beacon Street Redevelopment Project, San Pedro	Development of commercial/retail, manufacturing, and residential components. Recent projects involved POLA Charter High School, Centre Street Lofts, and other various smaller development projects.	Project underway. Project area effectiveness ends April 2010.

90	San Pedro Community Plan Update	The City of Los Angeles Department of City Planning is studying an update to the San Pedro Community Plan	The City Planning Department is currently conducting community workshops to gather public input.

Section 4.2.1.2, Page 4-20

Contribution of Alternatives

As with the proposed Project, the proposed Inner Harbor Parking complex at the Inner Harbor Cruise Ship Terminal would have a significant and unavoidable impact on views from Harbor Boulevard to the Vincent Thomas Bridge for Alternatives 1 through ~~3~~ 5 under CEQA and Alternatives 1 though 3 under NEPA. ~~With Alternatives 4 and 5, views to the Vincent Thomas Bridge would be maintained because of the reduced footprint of the proposed parking structure.~~ Alternative 4 would be cumulatively less than significant under ~~CEQA and~~ NEPA. Under Alternative 5, ~~would be cumulatively less than significant under CEQA and~~ there would be no impact under NEPA because there would be no federal action. Alternative 6 is the No-Project Alternative and there would no contribution to cumulative impacts under CEQA or NEPA.

Mitigation Measures and Residual Cumulative Impacts

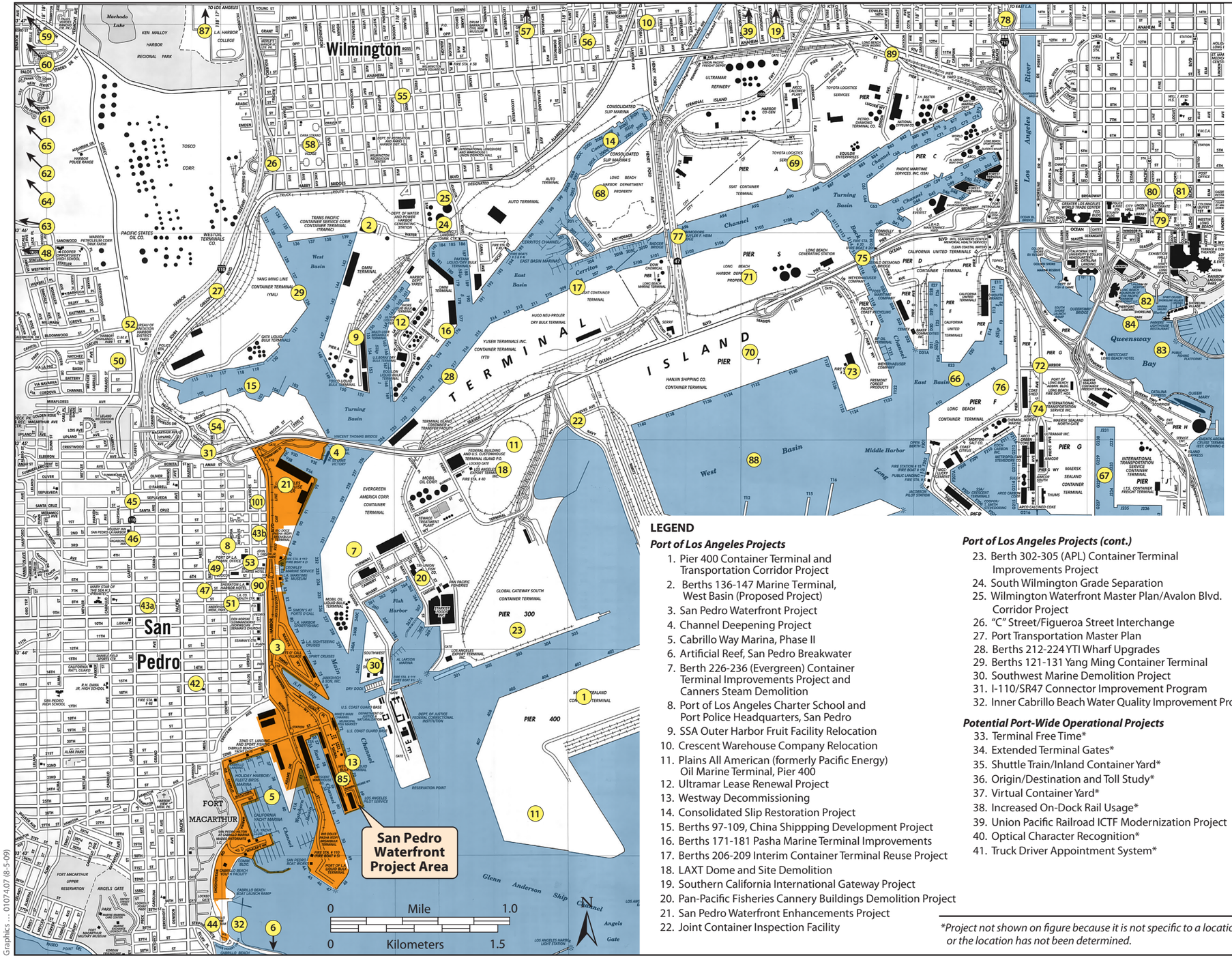
There is no mitigation to reduce the affects that the mass and siting of the proposed Inner Harbor Parking Structures would have on obstruction of views to the Vincent Thomas Bridge because two structures are proposed and there is no room to reduce the height of the structures, maintain the proposed footprint, and provide the number of required parking spaces. Cumulative impacts would be considerable under CEQA ~~and NEPA~~ for the proposed Project or Alternatives 1 through ~~3~~5, and cumulative impacts would be considerable under NEPA for the proposed Project or Alternatives 1 through 3.

Section 4.2.1.2, Page 4-26

~~The most extensive changes to existing landscaped areas would occur in the vicinity of the Downtown Harbor. Existing mature landscaping nearest to the harbor could be removed and/or relocated to accommodate Downtown Harbor improvements. However, no significant reduction in park acreage is proposed, and the new trees, landscape, and hardscape improvements that are proposed are expected to unify and preserve visual quality in this particular visual setting. Removal of trees that are visually significant to the character of the community and historic setting to accommodate the construction of the Downtown Harbor would be significant. Mitigation Measure MM AES-1, described in Section 3.1.4.3.1, would reduce these impacts to less than significant.~~

Section 4.2.1.2, Pages 4-26 and 4-27

Past projects have caused a significant cumulative impact under Cumulative Impact AES-3; however, proposed project features would not contribute to the degradation



LEGEND

Port of Los Angeles Projects

1. Pier 400 Container Terminal and Transportation Corridor Project
2. Berths 136-147 Marine Terminal, West Basin (Proposed Project)
3. San Pedro Waterfront Project
4. Channel Deepening Project
5. Cabrillo Way Marina, Phase II
6. Artificial Reef, San Pedro Breakwater
7. Berth 226-236 (Evergreen) Container Terminal Improvements Project and Canners Steam Demolition
8. Port of Los Angeles Charter School and Port Police Headquarters, San Pedro
9. SSA Outer Harbor Fruit Facility Relocation
10. Crescent Warehouse Company Relocation
11. Plains All American (formerly Pacific Energy) Oil Marine Terminal, Pier 400
12. Ultramar Lease Renewal Project
13. Westway Decommissioning
14. Consolidated Slip Restoration Project
15. Berths 97-109, China Shippping Development Project
16. Berths 171-181 Pasha Marine Terminal Improvements
17. Berths 206-209 Interim Container Terminal Reuse Project
18. LAXT Dome and Site Demolition
19. Southern California International Gateway Project
20. Pan-Pacific Fisheries Cannery Buildings Demolition Project
21. San Pedro Waterfront Enhancements Project
22. Joint Container Inspection Facility

Port of Los Angeles Projects (cont.)

23. Berth 302-305 (APL) Container Terminal Improvements Project
24. South Wilmington Grade Separation
25. Wilmington Waterfront Master Plan/Avalon Blvd. Corridor Project
26. "C" Street/Figueroa Street Interchange
27. Port Transportation Master Plan
28. Berths 212-224 YTI Wharf Upgrades
29. Berths 121-131 Yang Ming Container Terminal
30. Southwest Marine Demolition Project
31. I-110/SR47 Connector Improvement Program
32. Inner Cabrillo Beach Water Quality Improvement Program

Potential Port-Wide Operational Projects

33. Terminal Free Time*
34. Extended Terminal Gates*
35. Shuttle Train/Inland Container Yard*
36. Origin/Destination and Toll Study*
37. Virtual Container Yard*
38. Increased On-Dock Rail Usage*
39. Union Pacific Railroad ICTF Modernization Project
40. Optical Character Recognition*
41. Truck Driver Appointment System*

Community of San Pedro Projects

42. 15th Street Elementary School
43a. Pacific Corridors Redevelopment Project
43b. Beacon Street Redevelopment Project
44. Cabrillo Marine Aquarium Expansion
45. Gas Station and Mini-Mart
46. Fast Food Restaurant w/drive thru
47. Mixed Use Development, 407 Seventh Street
48. Condos., 28000 Western Ave.
49. Pacific Trade Center
50. Single Family Homes (Gaffey St.)
51. Mixed-use Development, 281 West 8th Street
52. Target (Gaffey Street)
53. Palos Verdes Urban Village
54. Temporary Little League Park

Community of Wilmington Projects

55. Banning Elementary School #1
56. East Wilmington Greenbelt Community Center
57. Distribution Center and Warehouse
58. Dana Strand Public Housing Redevelopment Project

Projects in Harbor City, Lomita, and Torrance

59. 1437 Lomita Blvd. Condos.
60. Harbor City Child Development Center
61. Kaiser Permanente South Bay Master Plan
62. Drive-thru Restaurant, Harbor City
63. Ponte Vista
64. Warehouses, 1351 West Sepulveda Blvd.
65. Sepulveda Industrial Park

Port of Long Beach Projects

66. Middle Harbor Terminal Redevelopment
67. Piers G & J Terminal Redevelopment
68. Pier A West Remediation Project
69. Pier A East
70. Pier T TTI Terminal, Phase III
71. Pier S Marine Terminal
72. Administration Building Replacement Project
73. Pier T, Long Beach LNG Terminal
74. San Pedro Bay Rail Study
75. Gerald Desmond Bridge Replacement Project
76. Chemoil Marine Terminal Tank Installation

ACTA and CalTrans Projects

77. Schuyler Heim Bridge Replacement/SR47 Expressway
78. I-710 Major Corridor Study

City of Long Beach Projects

79. Renaissance Hotel Project
80. D'Orsay Hotel Project
81. City Place Development
82. The Pike at Rainbow Harbor
83. Queensway Bay Master Plan
84. Pike Property Development

Additional Projects

85. Proposed Marine Research Center
86. Condos, 319 N Harbor Blvd.
87. Vermont Christian School Expansion
88. Port of Long Beach Installation Restoration Site 7 (West Basin)
89. Edison Avenue Closure
90. San Pedro Community Plan Update

**Project not shown on figure because it is not specific to a location, or the location has not been determined.*

Sources: TraPac EIR/EIS 2007 , Fehr & Peers/Kaku Associates 2008.
Base map: California State Automobile Association 2005.

Graphics - 01074.07 (8-5-09)

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Figure 4-1
San Pedro Waterfront—
Cumulative Impacts Scope of Analysis

of existing visual quality. ~~Construction of the Downtown Harbor would require removal of trees that are significant to the visual character of the community, resulting in a cumulatively significant impact on visual quality under CEQA and NEPA. Mitigation Measure MM AES-1 would relocate and replace trees significant to the visual landscape, resulting in no adverse affect on Cumulative Impact AES-3.~~

Contribution of Alternatives

~~As with the proposed Project, construction of the Downtown Harbor under Alternatives 1, 2, 3, or 4 would require removal of landscaping that is significant to the visual character of the San Pedro community coastal skyline; without mitigation, the contribution of Alternatives 1, 2, 3, or 4 would be cumulatively considerable under CEQA and NEPA.~~ As with the proposed Project, no ~~other~~ project features would contribute to a significant cumulative impact for Impact AES-3 under CEQA or NEPA.

~~There would be no harbor cuts under Alternative 5, and no project under Alternative 6; therefore, there would be no CEQA or NEPA contribution to Cumulative Impact AES-3 under Alternatives 5 and 6.~~

Mitigation Measures and Residual Cumulative Impacts

~~Implementation of Mitigation Measure MM AES-1 would reduce impacts for the proposed Project or Alternatives 1 through 4 to less than significant levels. Therefore, t~~The proposed Project or alternatives would not make a cumulatively considerable contribution to the significant cumulative impact of related projects under Cumulative Impact AES-3 (no NEPA impact for Alternatives 5 and 6).

Section 4.2.1.6, Page 4-29

New lighting would be both functional and decorative to enhance visual quality. As discussed in Section 3.1.4.3, within the context of the brightly lit night setting of the Port, the incremental change in ambient proposed project lighting would have little effect on light-sensitive areas. Lighting associated with proposed project components would comply with the San Pedro Waterfront and Promenade Design Guidelines, which include lighting recommendations to minimize light pollution, spill light, and glare while promoting goals to create an attractive and safe daytime and nighttime waterfront that supports local economic growth. Additionally, lighting would comply with the PMP, which requires an analysis of design and operational effects on existing community areas. Design consistency with these guidelines and regulations would minimize lighting effects and keep the lighting impacts of the proposed Project below significance. However, the proposed Project, when combined with past, present, and reasonably foreseeable future projects, would make a cumulatively considerable contribution to a significant cumulative impact under CEQA and NEPA.

Section 4.2.2.4, Page 4-34 and 4-35

Peak daily emissions from operation of Alternative~~s 1 or~~ 2 would increase relative to CEQA and NEPA baseline emissions for VOC, CO, NO_X, SO_X, PM10, and PM2.5 during one or more project analysis years. These emission increases would combine with operation emissions from other projects in the vicinity of the proposed project site, which would already be cumulatively significant. As a result, without mitigation, emissions from operation of Alternative~~s 1 or~~ 2 would make a cumulatively considerable contribution to a cumulative significant impact for VOC, CO, NO_X, SO_X, PM10, and PM2.5 emissions under CEQA and NEPA.

Peak daily emissions from operation of Alternatives 1 and 3through 6 would increase relative to CEQA baseline emissions for VOC, NO_X, SO_X, PM10, and PM2.5, during one or more project analysis years. As a result, emissions from operations of Alternatives 1 and 3 through 6 would make a cumulatively considerable contribution to a cumulative significant impact for VOC, NO_X, SO_X, PM10, and PM2.5 emissions under CEQA.

Peak daily emissions from operation of Alternatives 1 through ~~3 or~~ 4 would increase relative to NEPA baseline emissions for VOC, CO, NO_X, SO_X, PM10, and PM2.5, during one or more project analysis years. As a result, emissions from operation of Alternatives 1 through 4~~s 3 or 4~~ would make a cumulatively considerable contribution to a cumulative significant impact for VOC, CO, NO_X, SO_X, PM10, and PM2.5 emissions under NEPA.

Section 4.2.3.2, Page 4-50

As discussed in Section 3.3.4.3.1 (Impact BIO-1), the proposed Project would have less-than-significant impacts, prior to mitigation, on special-status species under CEQA and NEPA with the exception of whales and marine mammals. During construction, approximately 17 barge trips would occur to transport rock from Catalina Island to add additional slope protection at Berths 49–50 and Berths 45–47, and 3 barge trips would occur to remove dredged material. Due to the relatively insignificant number of barge trips, sparse distribution in the open ocean and in the Harbor, marine mammals' agility and ability to avoid damage by vessels, and slow barge towing speeds, construction impacts to marine mammals from the proposed project would not contribute to a cumulatively significant impact. Although the increased number of cruise ships attributed to the proposed Project is relatively small, 24 in total annually, the proposed Project's contribution to the cumulative impact of whale strikes would be significant and unavoidable. Additionally, although Mitigation Measure MM BIO-3 (avoid marine mammals) would reduce the impacts from the proposed Project or Alternatives 1through 4 to less than significant, if pile driving from other projects in the vicinity of the proposed Project were to occur concurrently, a significant and unavoidable cumulative impact would occur as a result of the proposed Project or alternative contribution. The proposed Project would have no impact on critical habitat as a result of construction and operations because no critical habitat is present. Construction activities would result in no loss

of individuals or habitat for special-status species. Therefore, the contribution of the proposed Project or Alternatives 1, 2, 3 and 4 to Impact BIO-1 would be cumulatively considerable under CEQA or NEPA. Cumulative impacts under Alternative 5 and 6 would be less than significant under CEQA, and there would be no impact for Alternative 5 or 6 under NEPA.

Section 4.2.3.3, Pages 4-52 and 4-53

The proposed Project or Alternatives 1, 2, 3 and 4 would adversely affect the mudflat at Berth 78 by shading this 0.175-acre area under the proposed Ports O'Call promenade. Construction of the rock groin at the inlet to the Salinas de San Pedro salt marsh would result in a permanent loss of 0.07 acre of eelgrass and 0.04 acre of mudflat habitat, with the remaining 0.17 acre of the groin covering an unvegetated soft-bottom area. No permanent loss of marine habitat would occur from the Outer Harbor wharf work at Berths 49–50 or at Berths 45–47. However, for the proposed Project and Alternative 2, 0.57 acre of new rock would be placed over existing rock at Berths 49–50, and 1.58 acres of new rock would be placed over existing soft-bottom habitat, thereby converting it to hard substrate. For the proposed Project and Alternatives 1 and 3, 0.85 acre of rock would be placed in soft-bottom habitat at Berths 45–47, converting it to hard substrate. Rocky-bottom or hard substrate areas provide habitat for algae and epifaunal invertebrates, which attract and can provide foraging opportunities for fish. Few, if any, individual fish would be lost because most individuals would avoid the work area, resulting in no loss of sustainable fisheries. A small amount of the benthic infauna and the epibenthic macroinvertebrates found in the harbor water adjacent to the construction activities at the Outer Harbor Berths 49–50 and 45–47 would be lost within the footprint of rock placement. Areas of soft-bottom habitat at Berths 49–50 (1.58 acres) and at Berths 45–47 (0.85 acre) that would be covered with rock placement would be converted to hard-bottom habitat, and recolonization would be expected to occur in areas where new rock is placed over existing rock. There would also be a short-term impact to salt marsh habitat including the 0.25 acre of eelgrass that currently surrounds the island located in the middle of the salt mash that is to be removed as a result of sediment removal and lowering the existing elevation to -4 MLLW under the proposed Project or Alternatives 1, 2, 3, and 4. The proposed Project's contribution is cumulatively significant and unavoidable prior to mitigation. No cumulatively significant impacts would occur for Alternatives 5 and 6 under CEQA; no NEPA impact would occur for Alternatives 5 and 6.

Mitigation Measures and Residual Cumulative Impacts

Cumulative impacts to natural habitats, special aquatic sites, and plant communities would be cumulatively significant when compared to past conditions (i.e., pre-Port). Other projects that are underway or are planned within the LA/LB Harbor complex are not anticipated to affect these resources significantly and would have to fully mitigate any impacts to natural habitats that may occur as would the proposed Project or Alternatives 1, 2, 3, and 4. Eelgrass and mudflat impacts due to rock groin

placement and salt marsh enhancement activities would be fully mitigated with implementation of Mitigation Measures MM BIO-~~MM~~-4 (Enhancement and Expansion of the Salinas de San Pedro Salt Marsh) and MM BIO-~~MM~~-5 (Implementation of the MMP), as would mudflat impacts at Berth 78. Although short-term significant impacts to eelgrass and mudflat habitat would occur under the proposed Project or Alternatives 1, 2, 3, and 4, with mitigation implementation, present and reasonably foreseeable future projects would not result in additional significant cumulative impacts related to the loss to natural habitats and EFH (i.e., no contribution to a cumulatively significant impact). No cumulatively significant impacts would occur for Alternatives 5 and 6 under CEQA; no NEPA impact would occur for Alternatives 5 and 6.

Section 4.2.3.5, Pages 4-57 and 4-58

Permanent impacts to 0.175-acre mudflat habitat at Berth 78–Ports O'Call associated with the proposed Project or ~~a~~Alternatives 1 through 4 would contribute to the significant impact resulting from overall loss of this habitat from past projects that were implemented prior to mitigation requirements. Impacts from the Salinas de San Pedro expansion and enhancement activities intended to restore tidal flushing and improve habitat conditions would result in permanent coverage of 0.07 acre of eelgrass and 0.04 acre of mudflat habitat (rock groin placement) would result in a significant contribution to a cumulatively significant impact for the proposed Project or Alternatives 1 through 4. Temporary loss of 0.25 acre of eelgrass and salt marsh habitat functions from construction expansion and enhancement activities within the mudflat and salt marsh area are expected and would result in a temporary significant and unavoidable impact under both CEQA and NEPA for the proposed Project or Alternatives 1 through 4. Under the proposed Project and Alternative 2, 0.57 acre of rock would be placed over existing rock and 1.58 acres of rock would be placed in existing soft-bottom habitat for construction of the Outer Harbor Berths 49–50. Additionally, for the proposed Project and Alternative 2, 0.85 acre of rock would be placed over soft-bottom habitat at Berths 45–47. Alternatives 1 and 3 would only result in the 0.85 acre rock fill at Berths 45–47; no berth development would occur at Berths 49–50 under Alternative 1 or 3. No permanent loss of habitat would occur from the Outer Harbor wharf work, although temporary effects to 0.57 acre of hard substrate would result from placement of new rock over existing rock and 2.43 acres (1.58 acres at Berths 49–50 + 0.85 at Berths 45–47 = 2.43 acres) of soft-bottom habitat would be converted to hard substrate as a result rock placement. A small amount of the benthic infauna and the epibenthic macroinvertebrates would be lost during rock placement over soft-bottom habitat, and this area would be converted to hard-bottom habitat, providing habitat for algae and epifaunal invertebrates, which attract and can provide foraging opportunities for fish. Where new rock is placed over existing rock, recolonization of that area is expected to occur within 1–3 years. No cumulatively significant impacts would occur for Alternatives 5 and 6 under CEQA; no NEPA impact would occur for Alternatives 5 and 6.

Section 4.2.3.6, Page 4-59

The loss of habitat due to present and reasonably foreseeable future projects has been or would be mitigated ~~by offsets of mitigation bank credits~~by use of available mitigation credits pursuant to multi-agency mitigation agreements. As a result, present, and reasonably foreseeable future projects would not result in additional significant cumulative impacts related to the loss of marine.

Section 4.2.3.6, Page 4-59

The proposed Project would create 6.8 acres of marine habitat in the Inner Harbor. This could ~~add~~ generate ~~3.4~~6.8 Inner Harbor mitigation credits ~~to the Inner Harbor mitigation bank~~ pursuant to the Inner Harbor Memorandum of Understanding, executed in 1984 by the LAHD, NMFS, USFWS, and CDFG, ~~because Inner Harbor marine habitat is credited at 0.5 credits per acre.~~ Alternatives 1 through 4, which also include harbor cuts, could also ~~add~~ generate Inner Harbor mitigation credits ~~to the Inner Harbor mitigation Bank. Inner Harbor mitigation bank credits are used to offset aquatic losses associated with Port projects, such as those listed in Table 4-1.~~, though Alternative 4 would result in fewer potential credits due to eliminating construction of the North Harbor water cut. However, the proposed Project and Alternative 2 would add fill onto 2.43 acres of soft-bottom habitat and add 0.57 acre of new rock over existing rock, and Alternatives 1 and 3 would place 0.85 acre of rock onto soft-bottom habitat at Berths 45–47. About half (proposed Project and Alternative 2) or all (Alternatives 1 and 3) of these fill impacts would be offset by the 1.0 acre of rock riprap that would be removed at the North, Downtown, and 7th Street Harbors. Alternative 4 would not discharge fill or include any other wharf development activities in the Outer Harbor. Because the proposed Project or Alternatives 1 through 4 would result in a net gain of open-water marine habitat, additional losses of marine habitat relative to the cumulatively significant context are not expected from any of these scenarios (Alternatives 5 and 6 would not impact open water or result in NEPA impacts).

Section 4.2.4.2, Pages 4-61 and 4-62

~~Two archaeological resources, CA-LAN-146 and a~~A historical site known as "Mexican Hollywood" has~~ve~~ been recorded within the CEQA proposed project area. Construction of the proposed Project or Alternatives 1 through 5 would potentially damage or destroy ~~these~~this site~~s~~. Therefore, construction of the project would have significant cumulative impacts on archaeological resources for the purposes of CEQA.

~~CA-LAN-146 is a shell midden located approximately 200 feet north of Berth 93. Intact, undiscovered deposits associated with CA-LAN-146 could be exposed and damaged during project activities or during construction activities associated with the proposed Project or Alternatives 1 through 5. The possibility of adverse impacts is~~

~~an incremental effect which would be cumulatively considerable when combined with the impacts of past, present, and reasonably foreseeable projects.~~

Section 4.2.4.2, Page 4-62

~~Two additional archaeological sites, CA-LAN-145 and CA-LAN-1129H, are recorded near the proposed project area. Site CA-LAN-1129H has been demolished. Intact deposits associated with site CA-LAN-145 could be exposed and damaged during proposed project activities or construction associated with Alternatives 1, 2, 3, 4, and 5. The possibility of adverse impacts to site CA-LAN-145 is an incremental effect which would be cumulatively considerable when combined with the impacts of past, present, and reasonably foreseeable projects.~~

Section 4.2.4.2, Page 4-63

Mitigation Measure MM CR-3 provides that ~~archaeological and Native American monitoring will be conducted during ground disturbing activities within the vicinity of CA-LAN-145 and CA-LAN-146. The archaeological monitor would ensure that any portions of previously identified significant resources exposed during construction are avoided and protected.~~ construction work will stop if unanticipated cultural resources are identified during ground-disturbing activities until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines as appropriate, and human remains will be dealt with appropriately by the LAHD, Los Angeles County Coroner, and the most likely descendants of Native American remains, as applicable.

Section 4.2.4.2, Page 4-64

Mitigation Measure MM CR-2b requires data recovery if additional CRHR/NRHP-eligible deposits associated with Mexican Hollywood are identified. ~~(MM CR-2b), or~~ Mitigation Measure MM CR-2b requires that Mexican Hollywood be preserved and protected in place. ~~(MM CR-2a).~~

Section 4.2.4.3, Page 4-64

Mitigation Measure MM CR-~~4~~3 requires the proposed Project to stop work if cultural resources are discovered during ground-disturbing activities. However, even with application of this mitigation effort and the extent of previous soil disturbances throughout much of the proposed project area, the incremental contribution of the proposed Project to cumulative impacts on archaeological and ethnographic resources cannot be eliminated. Mitigation of an archaeological resource that is encountered during construction must be done expeditiously, resulting in the ability to collect or

salvage only enough information to characterize the nature of the find. As with any non-renewable archaeological site, it is impossible to retain all information that is represented in a given assemblage of prehistoric site remains. Similarly, the destruction of any archaeological site, regardless of its condition (i.e., previously disturbed or intact) represents a loss of heritage values to contemporary Native Americans. Therefore, the contribution of the proposed Project or Alternatives 1 through 5 would be cumulatively considerable and unavoidable with mitigation under CEQA, and the proposed Project or Alternatives 1 through 4 would be cumulatively considerable and unavoidable with mitigation under NEPA.

Section 4.2.4.5, Page 4-69

Implementation of Mitigation Measure MM CR-~~5~~4 would reduce the cumulative impacts of the proposed Project or alternatives. Under Mitigation Measure MM CR-~~5~~4, a program would be developed by a qualified vertebrate paleontologist to monitor for non-renewable paleontological resources during initial ground disturbance in sensitive area (i.e., areas not made up of artificial fill materials). If fossils were found, work would temporarily cease until a qualified vertebrate paleontologist evaluates the significance of the fossil and, if determined to be a significant, systematically removes and stabilizes the specimen in anticipation of its preservation and curation in a qualified professional research facility. These actions would eliminate the proposed Project's or alternatives' individual contribution to cumulative impacts. Therefore, with implementation of Mitigation Measure MM CR-~~5~~4, the proposed Project or alternatives would not contribute to significant cumulative impacts to paleontological resources.

Section 4.2.9.2, Page 4-109

Implementation of Mitigation Measures MM NOI-1a (Temporary Noise Barriers), MM NOI-1b (Quiet Equipment Selection), MM NOI-1c (Notification), and MM NOI-2 (Limited Construction Hours and Notification) ~~(Limit Construction Hours), MM NOI-1b (Limit Construction Days), MM NOI-1c (Temporary Noise Barriers), MM NOI-1d (Construction Equipment), MM NOI-1e (Idling Prohibitions), MM NOI-1f (Equipment Location), MM NOI-1g (Quiet Equipment Selection), and MM NOI-1h (Notification)~~ would help to reduce impacts during construction. However, considering the distances between the construction noise sources and receivers, the standard controls and temporary noise barriers would not be sufficient to reduce the projected increase in the ambient noise level to the point where it would no longer cause a cumulatively significant impact under CEQA and NEPA (although there would be no NEPA impact for Alternatives 5 and 6). The impacts to the Harbor Boulevard residents would remain cumulatively considerable with mitigation.

Section 4.2.10.2, Page 117

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of the proposed Project or any of the alternatives. However, due to the length of time during which construction would occur and the proximity to recreational resources in the proposed project vicinity, unavoidable adverse and significant impacts would occur as a result of construction activities in spite of the implementation of all mitigation measures. Therefore, construction impacts associated with the proposed Project or Alternatives 1 through 4 would remain cumulatively considerable and unavoidable under CEQA and NEPA, and would remain cumulatively considerable for Alternative 5 under CEQA (no NEPA impact for Alternatives 5 and 6).

Section 4.2.11.4, Page 4-126

Increases in traffic volumes on neighborhood streets due to cumulative new development would degrade LOS on neighborhood streets. The neighborhood street impact analysis was derived from the same list of related projects as the intersection analysis described above. The cumulative projects that have the potential to contribute to cumulative neighborhood street impacts are primarily those located to the west of the Main Channel and east of Gaffey Street, and include, but are not limited to, Cabrillo Way Marina Phase II [Project 5], Port of Los Angeles Charter School and Port Police Headquarters [Project 8], San Pedro Waterfront Enhancements Project [Project 21], Pacific Corridors Redevelopment Project [Project 43a], Beacon Street Redevelopment Project [Project 43b], Cabrillo Marine Aquarium Expansion [Project 44], Mixed use development at 407 7th Street [Project 47], Pacific Trade Center [Project 49], and Mixed-Use Development at 281 W 8th Street [Project 51]. The cumulative effect from these cumulative projects has not resulted in significant cumulative impacts to neighborhood streets.

Section 4.2.11.6, Page 4-128 and 4-129

None of the cumulative projects would adversely impact transit service. However, a number of cumulative projects have the potential to increase demand for transit, including, but not limited to, Cabrillo Way Marina Phase II [Project 5], Port of Los Angeles Charter School and Port Police Headquarters [Project 8], San Pedro Waterfront Enhancements Project [Project 21], Pacific Corridors Redevelopment Project [Project 43a], Beacon Street Redevelopment Project [Project 43b], Cabrillo Marine Aquarium Expansion [Project 44], Mixed Use Development at 407 7th Street [Project 47], Pacific Trade Center [Project 49], and Mixed-Use Development at 281 W 8th Street [Project 51]. The cumulative effect from these projects has not resulted in significant cumulative impacts to transit service. Section 3.11.2.5 describes existing transit service in the proposed project area, which is served by bus transit lines operated by Metro, LADOT, MAX, and PVPTA. LAHD also operates the San

Pedro Electric Trolley, a rubber-tired trolley, and the Waterfront Red Car Line, a vintage rail trolley line.

Section 4.2.12.5, Page 4-146

The proposed Project or alternatives would operate at full capacity in 2037 and would generate a maximum water demand of approximately 705.54 acre-feet per year. This project has not been planned for within the LADWP 2005 UWMP; as such, amendments to the general plan would be required to achieve consistency. However, water supply and availability are assumed in the ~~pending~~ Water Supply Assessment created for the proposed Project~~; this document is expected by the end of 2008~~ in April 2009 (included as Appendix O of the final EIS/EIR). Additionally, because the LADWP provides water to the Port and has planned for water usage through 2030, and because ongoing water supply planning would continue to occur via new or updated UWMPs in the future, the proposed Project or alternatives would not result in significant impacts and would not make a cumulatively considerable contribution to a significant cumulative impact related to water supply under CEQA or NEPA (no NEPA impact for Alternatives 5 and 6).

Section 4.2.14.4, Page 4-153

Past dredging, filling, and shoreline development operations have altered surface water movement in the LA/LB Harbor. For example, water circulation patterns have been altered by the past, present, and future cumulative projects, which include dredging and/or placement of fill. Changes of this kind could affect water quality by inhibiting the exchange of waters between different portions of the LA/LB Harbor, which in turn could limit mixing and dilution of runoff. However, baseline studies and other routine monitoring efforts (e.g., MEC and Associates 2002) discussed in Section 3.14, "Water Quality, Sediments, and Oceanography," have not reported hypoxic (low oxygen concentrations) conditions or other anomalous spatial patterns in water quality indicators that could reflect stagnation or limited water exchange between areas within the LA/LB Harbor complex. This finding is consistent with expectations because fill would not be placed for any project in an area that disrupts vessel navigation. The principal fill activity proposed would be submerged rock fill in the Outer Harbor berths (45–47 and 49–50) and placement of pilings for new dock and wharf facilities (summarized in Table 2-3). Placement of submerged rock would not alter water movement because it will be placed at elevations of -10 to -57 feet MLLW. Pile placement would reduce water movement beneath the wharfs, but due to the distance between pilings and the continual tidal action in the Main Channel, this would not result in stagnation or cause adverse impacts to marine water quality. The channels and waterways that are maintained for vessel navigation provide water exchanges between different areas of the LA/LB Harbor complex that are adequate to avoid stagnation.

E.20 Changes Made to Chapter 5, "Environmental Justice"

Section 5.2, Page 5-2

Table 5-1 shows that within Wilmington (as the neighborhood is defined by the Los Angeles Planning Department), minorities constitute 87.1% of the population and low-income persons constitute 32.2% of the population. Within the San Pedro Community, minorities constitute 55.3% of the population and low-income persons constitute 22.5% of the population. Thus, the affected area represents a *minority population concentration* under CEQ guidance, which indicates such a concentration exists if the percent minority exceeds 50%. The Wilmington community of the affected area has a *low-income population concentration* since the low-income population in the Wilmington community exceeds the county percentage of 23.9%, while the San Pedro community in the affected area does not represent~~, as well as~~ a *low-income population concentration* ~~because~~ since the low-income population in the San Pedro Community ~~exceeds~~ falls below the county percentage ~~of 23.9%~~.

Section 5.4.1, Page 5-13

The following methodology and assessment addresses the potential for the proposed Project to cause disproportionately high and adverse human health and environmental effects on low-income and/or minority populations. It is provided in compliance with federal *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations* and CEQ's *Environmental Justice: Guidance under the National Environmental Policy Act* (CEQ 1997). Although CEQA does not specifically require analysis of environmental justice effects, this ~~EIR~~ EIS/EIR includes an environmental justice analysis for actions associated with the proposed Project.

Section 5.4.2.1, Page 5-16

The proposed ~~p~~Project's individual impacts are described for each resource in Chapter 3, "Environmental Analysis," and contributions to cumulative impacts in Chapter 4, "Cumulative Analysis." This section provides a summary of impacts that would represent disproportionately high and adverse effects on minority and/or low-income populations. Section 5.4.2.2 addresses impacts that would not represent disproportionately high and adverse effects on minority and/or low-income populations.

Section 5.4.2.1, Pages 5-17 and 5-18

MM AQ-3. Fleet modernization for onroad trucks.

1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property.
2. Idling shall be restricted to a maximum of 5 minutes when not in use.
3. Standards/Specifications:

   - January 1, 2009 to December 31, 2011: All onroad heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used on site or to transport materials to and from the site must contain an EPA 2004 engine model year or newer in order to comply with EPA 2004 onroad emission standards.~~shall comply with EPA 2004 onroad PM emission standards and be the cleanest available with respect to NO_x (0.10g/bhp-hr PM10 and 2.0 g/bhp-hr NO_x). In addition, all onroad trucks shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~

   - Post-January 2011: All onroad heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with 2010 emission standards, where available. ~~In addition, all onroad trucks shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~

     A copy of each unit's certified EPA rating, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment

Section 5.4.2.1, Pages 5-19 and 5-20

MM AQ-5. *Additional Fugitive Dust Controls.*

The calculation of fugitive dust (PM10) from unmitigated proposed project earth-moving activities assumes a 75% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure proposed project compliance with SCAQMD Rule 403.

The construction contractor shall apply for a SCAQMD Rule 403 Dust Control Permit.

The construction contractor shall further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor shall designate personnel

to monitor the dust control program and to order increased watering or other dust control measures, as necessary, to ensure a 90% control level. Their duties shall include holiday and weekend periods when work may not be in progress.

The following measures, at minimum, must be part of the contractor Rule 403 dust control plan:

- Active grading sites shall be watered one additional time per day beyond that required by Rule 403;
- Contractors shall apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas;
- Construction contractors shall provide temporary wind fencing around sites being graded or cleared;
- Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code;
- Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site;
- The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed; ~~and~~
- Trucks hauling materials such as debris or fill shall be fully covered while operating off LAHD property;~~.~~
- A construction relations officer shall be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation;
- All streets shall be swept at least once a day using South Coast Air Quality Management District (SCAQMD) Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets;
- Water or non-toxic soil stabilizer shall be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces;
- Roads and shoulders shall be paved; and
- Water shall be applied three times daily or as needed to areas where soil is disturbed.

Section 5.4.2.1, Page 5-21

Determination after Mitigation

During construction, Mitigation Measures MM AQ-1 through MM AQ-5 would lower the peak daily construction emissions of all analyzed pollutants. However, VOC, CO, NO_X, and PM2.5 emissions would remain significant under CEQA and NEPA for all construction years, and PM10 emissions would be significant in years 2009–13. SO_X would remain less than significant for all construction years.

Section 5.4.2.1, Page 5-23

MM AQ-11. Vessel speed-reduction program. Ships calling at the Inner Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule:

- ~~30~~75% of all calls in 2009, and
- 100% of all calls in 2013 and thereafter.

Ships calling at the Outer Harbor Cruise Terminal shall comply with the expanded VSRP of 12 knots between 40 nm from Point Fermin and the Precautionary Area in the following implementation schedule:

- 100% of all calls in 2013 and thereafter.

Section 5.4.2.1, Page 5-23

MM AQ-12. New vessel builds. The purchaser shall confer with the ship designer and engine manufacture to determine the feasibility of incorporating all emission reduction technology and/or design options and when ordering new ships bound for the Port of Los Angeles. Such technology shall be designed to reduce criteria pollutant emissions (NO_X, SO_X, and PM) and GHG emission (CO, CH_4, N_2O, and HFCs). Design considerations and technology shall include, but is not limited to:

1. Selective Catalytic Reduction Technology
2. Exhaust Gas Recirculation
3. In-line fuel emulsification technology
4. Diesel Particulate Filters (DPFs) or exhaust scrubbers
5. Medium Speed Marine Engine (Common Rail) Direct Fuel Injection
6. Low NO_X Burners for Boilers
7. Implement fuel economy standards by vessel class and engine

8. Diesel-electric pod propulsion systems.

9. Main engine controls will meet at a minimum the SIP requirements.

Section 5.4.2.1, Page 5-24

MM AQ-14. LNG-powered or LEV equivalent shuttle busses. All shuttle buses from parking lots to cruise ship terminals shall either be LNG powered or a low-emission vehicle (LEV) equivalent that will reduce emissions at or below LNG abilities.

Section 5.4.2.1, Page 5-25 and 5-26

MM AQ-18. Engine standards for tugboats. Tugboats calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2, whichever is more stringent at the time of engine replacement, as follows (minimum percentages):

- 30% in 2010, and
- 100% in 2014.

Tugs calling at the North Harbor cut shall be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 3, whichever is more stringent at the time of engine replacement, as follows (minimum percentages):

- 20% in 2015,
- 50% in 2018, and
- 100% in 2020.

MM AQ-19. Tugboats idling reduction. The tug companies shall ensure that tug idling is reduced to less than 10 minutes at the cruise terminal building.

This measure is not quantified.

Catalina Express

MM AQ-20. Catalina Express Ferry idling reduction measure. Catalina Express shall ensure that ferry idling is reduced to less than 5 minutes at the cruise terminal building.

This measure is not quantified.

MM AQ-21. Catalina Express Ferry engine standards. Ferries calling at the Catalina Express Terminal shall be repowered to meet the cleanest ~~existing~~ marine

engine emission standards ~~or EPA Tier 2~~ in existence at the time of repowering as follows (minimum percentages):

- 30% in 2010, and
- 100% in 2014.

Section 5.4.2.1, Page 5-29

In sum, the CEQA and NEPA impacts after mitigation would be significant and unavoidable for significant cancer risk impacts. Therefore Impact AQ-7 of the proposed Project would result in a disproportionately high and adverse effect on minority and low-income populations.

Cumulative Impact AQ-6: The proposed Project would make a cumulatively considerable objectionable odor at the nearest sensitive receptor. The proposed Project would create less-than-significant odor impacts under CEQA and NEPA but would make a cumulatively considerable contribution to cumulatively significant odor impacts. Because the impacts would occur in the vicinity of the Port, which includes a predominantly minority population and/or a low-income population concentration, the proposed Project's contribution to Cumulative Impact AQ-6 would constitute a disproportionately high and adverse effect on minority and/or low income populations. It should be noted that port-wide air quality mitigations that would be implemented through the Port's Clean Air Action Plan (CAAP) would reduce odors by accelerating the turnover of older equipment with more emissions to newer, better running equipment. This turnover would reduce odors associated with diesel emissions.

Mitigation Measures

No further mitigation measures are available.

Determination after Mitigation

Impacts would be cumulatively significant for odors. Therefore, significant and unavoidable impacts would occur.

Section 5.4.2.1, Page 5-30

MM NOI-1. Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents. The following will reduce the impact of noise from construction activities:

a) **Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers.

b) **Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained.

c) **Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited.

d) **Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses.

~~b~~e) **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.

~~e~~f) **Notification.** Notify residents within 500 feet to the proposed project site of the construction schedule in writing.

NOI-2 Construction Hours: Construction activities for the proposed Project would not exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5 miles of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.

Section 5.4.2.1, Page 5-33

See Mitigation Measures MM NOI-1 and MM NOI-2 (Section 3.9, "Noise") for measures to mitigate noise impacts.

Determination after Mitigation

Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2 (see Section 3.9, "Noise") would reduce adverse significant impacts during construction of the proposed Project. However, unavoidable adverse significant impacts would occur as a result of construction activities in spite of implementation of all mitigation measures.

Section 5.4.2.2, Page 5-37

Impact AES-1: The proposed Project would result in an adverse effect on a scenic vista from a designated scenic resource due to obstruction of views. The proposed parking structures at the existing Inner Harbor cruise ship terminal would

block views to the Vincent Thomas Bridge for approximately 1,440 feet from a locally designated scenic highway. A reduction in the height of the proposed structure, partial subterranean construction, or a reduced footprint could offer opportunities to maintain views; however, these options would not meet the parking requirements for the proposed Project. Consequently, no mitigation is available and impacts would be significant from a short segment of Harbor Boulevard. However, the view for nearby residents would not be affected because they are at a higher elevation. Also, the Vincent Thomas Bridge is utilized by the local residents, as well as other motorists from Los Angeles area and views available to all the people would be similar. The impacts would not be disproportionately severe on minority and/or low-income population. Therefore, Impact AES-1 would not result in disproportionately high and adverse effects on minority and/or low-income populations.

Section 5.4.2.2, Page 5-38

Impact AES-3. The proposed Project would not substantially degrade the existing visual character or quality of the site or its surroundings. Evaluation of the proposed Project based on factors for determining significance indicates that proposed project features would not degrade existing visual character or quality of the site or its surroundings. ~~However, removal of trees that are visually significant to the character of the community and historic setting to accommodate the construction of the Downtown Harbor would be significant. Mitigation Measure MM AES-1 would reduce impacts to less than significant levels.~~ The impacts would not be significant at project level or cumulatively under CEQA or NEPA. Thus, Impact AES-3 would not result in disproportionately high and adverse effects on minority and low-income populations.

Section 5.4.2.2, Page 5-40

Impact BIO-1: Construction/operation of the proposed Project would not result in the loss of individuals, or the reduction of existing habitat, of a state- or federally listed endangered, threatened, rare, protected, candidate, or sensitive species or a species of special concern, or the loss of federally listed critical habitat. In-water construction (Impact BIO-1a) disrupts marine mammals, designated special aquatic sites such as eelgrass beds, and the special-status bird species' foraging activities, and causes them to avoid the construction area during those activities. Proposed construction activities could affect nesting black-crowned night and great blue herons. Also, restoration of the salt marsh could cause turbidity that extends into the Outer Harbor, affecting foraging California least terns. Mitigation Measures MM BIO-1 (monitoring and managing turbidity), MM BIO-2 (conducting nesting bird surveys), and MM BIO-3 (avoiding marine mammals) would reduce these impacts to less than significant. Proposed project operations (Impact BIO-1b) would incrementally increase the potential for accidental fuel spills and illegal discharges. However, implementation of spill control mitigation measures (described in Section 3.14, "Water Quality, Sediments, and Oceanography") would reduce the

potential for spills to a level that is less than significant. ~~The proposed Project also would not make a cumulatively considerable contribution to any cumulatively significant impact relative to Impact BIO-1. Since the impacts are less than significant and less than cumulatively considerable under both CEQA and NEPA,~~ However, Mitigation Measure MM BIO-3 (avoid marine mammals) would not eliminate potential cumulative effects from pile driving to marine mammals, and there are no additional feasible mitigation measures to reduce the potential to less than significant; therefore, the potential for the proposed Project to make a cumulatively considerable contribution to a significant cumulative impact related to pile driving construction activities under CEQA or NEPA would remain. Operation of the proposed Project would not significantly affect whales through vessel strikes, and the VSRP has an approximate 90% participation rate, which minimizes the potential for vessel strikes to occur. No other mitigation is available to reduce cumulative impacts related to vessel strikes to below the level of significance. However, the cumulative impacts related to marine mammals would not have an impact on human populations; thus, Impact BIO-1 would not constitute a disproportionately high and adverse effect on minority or low-income populations.

Section 5.4.2.2, Page 5-41

Impact BIO-5: Construction of the proposed Project would not result in a permanent loss of marine habitat. The proposed Project would result in an increase in marine habitat, which could ~~add~~ generate ~~3.4~~6.8 mitigation credits ~~to LAHD's Inner Harbor Mitigation Bank~~ pursuant to the Inner Harbor Memorandum of Understanding executed in 1984 by the LAHD, NMFS, USFWS, and CDFG. The proposed Project would create ~~9.05~~6.82 acres of new marine open-water area, and would cover ~~4.37~~5.29 acres. Therefore, Impact BIO-5 would not result in disproportionately high and adverse effects on minority and/or low-income populations.

Section 5.4.2.2, Pages 5-42 and 5-43

Impact CR-1: Construction of the proposed Project would ~~not~~ result in cumulative impacts on ~~disturb, damage, or degrade~~ known prehistoric and historic archaeological resources. The proposed Project could have a potentially significant impact on "El Barrio" or "Mexican Hollywood," which existed on a 5-acre parcel at Berths 90 and 91, and two prehistoric archaeological sites CA-LAN 145 and CA- LAN 146. Implementation of Mitigation Measures MM CR-1, ~~MM CR-2,~~ MM CR-2a, and MM CR-2b would reduce impacts on El Barrio to less than significant, while Mitigation Measure MM CR-3, to ~~monitor ground disturbance in the vicinity of known archaeological sites CA-LAN-145 and CA-LAN-146,~~stop work if unanticipated cultural resources are identified during ground-disturbing activities, would reduce project level impacts on prehistoric archaeological sites to less-than-significant levels. ~~The proposed Project also would not make a cumulatively considerable significant impact relative to Impact CR-1 under CEQA.~~ Mexican Hollywood and CA-LAN-146 ~~is~~are within the federal APE and could be disturbed by

construction associated with the Inner Harbor parking structure and other related projects, which is an indirect impact under federal jurisdiction. The proposed Project would result in significant cumulative impacts on known archaeological resources under NEPA. However, the cumulative impacts to archaeological resources would not have an impact on human populations; thus, Impact CR-1 would not constitute a disproportionately high and adverse effect on minority or low-income populations.

Impact CR-2: Construction of the proposed Project ~~would not disturb, damage, or degrade~~would result in cumulatively considerable impacts on unknown archaeological and ethnographic cultural resources. Buried cultural resources that were not identified during field surveys could be inadvertently unearthed during ground-disturbing activities, which could result in the demolition or substantial damage to significant cultural resources. ~~Implementation of Mitigation Measure MM CR-4, to stop work if cultural resources are discovered during ground-disturbing activities, would reduce this impact to less-than-significant levels. The proposed Project also would not make a cumulatively considerable significant impact relative to Impact CR-2. Since the impacts are less than significant and less than cumulatively considerable under CEQA and NEPA, Impact CR-2 would not constitute a disproportionately high and adverse effect on minority or low-income populations.~~ Given previous disturbance, there is a low likelihood of disturbing, damaging, or degrading unknown prehistoric remains or ethnographic resources considered significant to contemporary Native Americans prior to mitigation in the proposed project area. Implementation of Mitigation Measure MM CR-3, to stop work if cultural resources are discovered during ground-disturbing activities, would reduce this impact to less-than-significant levels. However, the remote possibility of an adverse impact is an incremental effect that would be cumulatively considerable when combined with the impacts of past, present, and reasonably foreseeable future projects. Since the cumulative impacts to archaeological resources would not affect human populations, Impact CR-2 would not constitute a disproportionately high and adverse effect on minority or low-income populations.

Impact CR-3: The proposed Project would not result in a substantial adverse change in the significance of a historical resource, involving demolition, relocation, conversion, rehabilitation, alteration, or other construction that reduces the integrity or significance of important resources on the site or in the vicinity. The proposed Project would have less-than-significant indirect impacts on some of the nationally, state-, and locally listed or eligible resources. The Project as proposed would maintain the historic Westway Terminal/Pan American Oil Company Pump House and demolish the tanks on the site that are replacement structures. This action would change the historic setting of the pump house, but would be a less-than-significant impact. The impacts of the demolition of cultural resources would not be adverse on minority and low-income populations. ~~Thus~~Therefore, the impacts are less than significant and less than cumulatively considerable under CEQA and NEPA, and Impact CR-3 would not constitute a disproportionately high and adverse effect on minority or low-income populations.

Impact CR-4: The proposed Project would not result in the permanent loss of or loss of access to a paleontological resource of regional or statewide

significance. The proposed Project would result in significant impacts because of the potential to damage or destroy significant nonrenewable fossil resources. Implementation of Mitigation Measure MM CR-~~5~~4 by a qualified vertebrate paleontologist for a mitigation program consistent with the provisions of the CEQA and the proposed guidelines of the Society of Vertebrate Paleontology would reduce impacts to less-than-significant levels. Thus, with mitigation, the proposed Project would not have a significant effect nor make a cumulatively considerable contribution to cumulatively significant impacts on paleontological resources under CEQA (impact is not applicable to NEPA). Therefore, Impact CR-4 would not result in disproportionately high and adverse effects on minority and low-income populations.

Section 5.4.2.2, Pages 5-43 and 5-44

Impact GEO-1: The proposed Project would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure. Seismic activity could expose people and structures to substantial risk during the construction period (Impact GEO-1a) and operation period (Impact GEO-1b), which are significant and unavoidable project and cumulative impacts. ~~Although some of the employees may be minority and low-income, in case of natural phenomenon such as seismic activity, the impacts would be equally borne by all persons present on the site.~~ Because impacts would not affect the public (i.e., could affect employees on site, but not offsite residents), GEO-1 would not result in disproportionately high and adverse effects on minority or low-income populations. Therefore, Impact GEO-1 would not result in disproportionately high and adverse effects on minority or low-income populations.

Impact GEO-2: The proposed Project would result in substantial damage to structures or infrastructure, or expose people to substantial risk involving tsunamis or seiches. The proposed Project would include the creation of new harbors, as well as the construction of new promenades, which would be susceptible to tsunamis and seiches. There is a substantial risk of coastal flooding of wharves and associated backland areas due to tsunamis and seiches. Because construction would occur over an extended period (through 2014), increased exposure of people and property during construction to seismically induced tsunamis or seiches cannot be precluded (Impact GEO-2a). During operations, even with incorporation of emergency planning and construction in accordance with current City and State regulations, substantial damage and/or injury could occur in the event of a tsunami or seiche (Impact GEO-2b). Impacts due to tsunamis and seiches are significant and unavoidable under NEPA and CEQA. ~~Although some of the employees may be minority and low-income, in case of natural phenomenon such as tsunamis and seiches the impacts would be equally borne by all persons present on the site. Therefore,~~ Because impacts would not affect the public (i.e., could affect employees on site, but not offsite residents), Impact GEO-2 and the associated cumulatively considerable contribution to a cumulatively significant impact would not result in disproportionately high and adverse effects on minority or low-income populations.

Section 5.4.2.2, Page 5-51

Impact TC-1: Construction of the proposed Project would not result in a significant short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel. The proposed Project would result in reduction of roadway capacities during construction due to temporary road closures, lanes closures, or narrowings in areas directly abutting construction activities. However, implementation of Mitigation Measure MM TC-1 to develop and implement a traffic control plan throughout proposed project construction would reduce the impacts to less-than-significant levels. Since Impact TC-1 is less than significant and less than cumulatively considerable (relative to both CEQA and NEPA baselines), this impact would not result in disproportionately high and adverse effects on minority and low-income populations.

Section 5.4.2.2, Page 5-57

Impact WQ-2: The proposed Project would not substantially reduce or increase the amount of surface water in a water body. The proposed Project would result in creation of three new harbors, which would lead to a net increase of ~~11.0~~6.82 acres in the area of the Los Angeles Harbor. The change would tend to increase the amount of water in the harbor. This change would have a beneficial impact on the utilization of the surface water resource in the project area because current utilization of this resource is nonconsumptive, oriented to shipping and vessel traffic. The proposed Project would not substantially reduce or increase the amount of surface water in a water body. There would be a less-than-cumulatively considerable impact under NEPA and CEQA and hence, Impact WQ-2 would not result in disproportionately high and adverse effects on minority and/or low-income populations.

Section 5.4.2.2, Page 5-58

Impact WQ-4d: Operation of the proposed Project would result in discharges that create pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body. Upland operations associated with the proposed Project would not result in direct discharge of waste. Discharges of stormwater would comply with the NPDES discharge permit limits. However, there is potential for an increase in incidental accidental spills and illegal discharges due to increased vessel calls. This is a potentially significant impact to water quality under CEQA and NEPA. Mitigation Measures MM WQ1 and MM WQ2 regarding controls on tenant-operated cruise ships would reduce the impacts. Residual impacts for upland spills and stormwater would be less than significant. There would be a significant unavoidable impact from in-water vessel spills, illegal discharges, and leaching of

contaminants. ~~Even though the low-income and minority groups could potentially bear a large part of the burden associated with the proposed Project, primarily due to their proximity to the Port, the overall community in general would be similarly affected.~~ Although operation of the proposed Project would result in a significant and unavoidable impact to water quality, this would primarily affect natural resources in the affected water bodies, not human populations in the vicinity of the Port. Thus, Impact WQ-4d would not result in disproportionately high and/or adverse effects on minority and low-income populations.

Section 5.4.3.1, Page 5-61

Air Quality (AQ-4): Maximum offsite ambient pollutant concentrations associated with Alternative 1 operations would be significant for NO_2 (1-hour average and annual average) and PM10 and PM2.5 (24-hour average), and annual average PM10 even after mitigation. This would be a disproportionately high and adverse effect on minority and low-income populations.

Air Quality (AQ-6): Alternative 1 would not result in project-level significant odor impacts but would make a cumulatively considerable contribution to cumulatively significant odor impacts due to an increase in traffic and increased cruise calls. This would be a disproportionately high and adverse effect on minority and/or low-income populations.

Section 5.4.3.1, Pages 5-61 and 62

Recreation (REC-1a): Construction of this alternative would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. The construction activities would impede parking, vehicle access, bike access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Even with the implementation of Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2, unavoidable adverse significant impacts would occur as a result of construction activities. Additionally, the recreational enjoyment of the resources would be diminished as a result of construction noise. This would be a disproportionately high and adverse effect on minority and low-income populations.

Section 5.4.3.2, Page 5-63

Air Quality (AQ-4): Alternative 2 maximum offsite concentrations after mitigation are expected to remain significant for NO_2 (1-hour and annual), PM10 (24-hour and annual), and PM2.5 (24-hour). This would be a disproportionately high and adverse effect on minority and low-income populations.

Air Quality (AQ-6): Alternative 2 would not result in project-level significant odor impacts but would make a cumulatively considerable contribution to cumulatively significant odor impacts due to an increase in traffic and increased cruise calls. This would be a disproportionately high and adverse effect on minority and/or low-income populations.

Section 5.4.3.2, Page 5-64

Recreation (REC-1a): Construction of this alternative would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. The construction activities would impede parking, vehicle access, bike access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Even with the implementation of Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2, unavoidable adverse significant impacts would occur as a result of construction activities. Additionally, the recreational enjoyment of the resources would be diminished as a result of construction noise. This would be a disproportionately high and adverse effect on minority and low-income populations.

Section 5.4.3.3, Page 5-66

Air Quality (AQ-4): Impacts under Alternative 3 would remain significant for NO_2 (1-hour average and annual average), PM10 (annual and 24-hour average), and PM2.5 (24-hour average) under CEQA. NEPA impacts would be reduced to a less-than-significant level for annual PM10, but would remain significant for NO_2 (1-hour and annual average), PM10 (24-hour average), and PM2.5 (24-hour average). This would be a disproportionately high and adverse effect on minority and low-income populations.

Air Quality (AQ-6): Alternative 3 would not result in project-level significant odor impacts but would make a cumulatively considerable contribution to cumulatively significant odor impacts due to an increase in traffic and increased cruise calls. This would be a disproportionately high and adverse effect on minority and/or low-income populations.

Section 5.4.3.3, Page 5-67

Recreation (REC-1a): Construction of this alternative would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. The construction activities would impede parking, vehicle access, bike access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Even with the implementation of Mitigation Measures MM REC-1

through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2, unavoidable adverse significant impacts would occur as a result of construction activities. Additionally, the recreational enjoyment of the resources would be diminished as a result of construction noise. This would be a disproportionately high and adverse effect on minority and low-income populations.

Section 5.4.3.4, Page 5-69

Air Quality (AQ-4): Maximum offsite concentrations after mitigation are expected to remain significant under CEQA for NO_2 (1-hour and annual) and PM10 (24-hour and annual). Maximum offsite concentrations would be reduced to less than significant for PM2.5 (24-hour). Maximum offsite concentrations after mitigation are expected to remain significant under NEPA for NO_2 (1-hour and annual). Impacts would be reduced to less-than-significant levels for PM10 (24-hour and annual) and PM2.5 (24-hour). This would be a disproportionately high and adverse effect on minority and low-income populations.

Air Quality (AQ-6): Alternative 4 would not result in project-level significant odor impacts but would make a cumulatively considerable contribution to cumulatively significant odor impacts due to an increase in traffic and increased cruise calls. This would be a disproportionately high and adverse effect on minority and/or low-income populations.

Section 5.4.3.4, Page 5-69

Recreation (REC-1a): Construction of this alternative would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. The construction activities would impede parking, vehicle access, bike access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Even with the implementation of Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2, unavoidable adverse significant impacts would occur as a result of construction activities. Additionally, the recreational enjoyment of the resources would be diminished as a result of construction noise. This would be a disproportionately high and adverse effect on minority and low-income populations.

Section 5.4.3.5, Page 5-71

Air Quality (AQ-4): Maximum offsite concentrations would remain significant for NO_2 (1-hour and annual average), PM10 (24-hour and annual average), and PM2.5 (24-hour average). This would be a disproportionately high and adverse effect on minority and low-income populations.

Air Quality (AQ-6): Alternative 5 would not result in project-level significant odor impacts but would make a cumulatively considerable contribution to cumulatively significant odor impacts due to an increase in traffic and increased cruise calls. This would be a disproportionately high and adverse effect on minority and/or low-income populations.

Section 5.4.3.5, Page 5-71 and 5-72

Recreation (REC-1a): Construction of this alternative would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources. The construction activities would impede parking, vehicle access, bike access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Even with the implementation of Mitigation Measures MM REC-1 through MM REC-7, ~~and~~ MM NOI-1, and MM NOI-2, unavoidable adverse significant impacts would occur as a result of construction activities. Additionally, the recreational enjoyment of the resources would be diminished as a result of construction noise. This would be a disproportionately high and adverse effect on minority and low-income populations.

Section 5.4.3.6, Page 5-73

Air Quality (AQ-4): Maximum offsite ambient pollutant concentrations associated with the operation of Alternative 6 would be significant for NO_2 (1-hour and annual average), PM10 (24-hour average), and PM2.5 (24-hour average). This would be a disproportionately high and adverse effect on minority and low-income populations.

Air Quality (AQ-6): Alternative 6 would not result in project-level significant odor impacts but would make a cumulatively considerable contribution to cumulatively significant odor impacts due to an increase in increased cruise calls. This would be a disproportionately high and adverse effect on minority and/or low-income populations.

Section 5.5, Pages 1 through 6 of 6

Table 5-3. Summary of Disproportionate Effects on Minority and Low-Income Populations from the Proposed Project and Alternatives

Alternative	*Air Quality*	*Noise*	*Transportation*	*Recreation*	*Additional Considerations*
Proposed Project	The proposed project would result in increased construction emissions of VOC, CO, NO_X, PM10, and PM2.5 in areas with predominantly minority and high concentrations of low-income populations. There would also be higher ambient concentrations of NO_2, PM10, and PM2.5 associated with maximum daily emissions in the construction phase. The mitigated peak daily emissions would be significant under CEQA for NO_X, SO_X, PM10, and PM2.5 in 2011; VOC, NO_X, and PM10 in 2015 and 2022; NO_X and PM10 in 2037; and significant under NEPA for all pollutants. The proposed project would result in cumulatively considerable odor impacts due to diesel emissions. Also, the proposed Project would cause disproportionate effects on minority and low-income	The proposed Project would result in significant unavoidable construction noise impacts from construction of the harbors, promenades, parking structures, Red Car Museum and Maintenance Facility, and cruise ship facilities on nearby residents, resulting in disproportionate effects on minority and low-income populations. The proposed Project would also cause a significant increase in noise on Miner Street south of 22nd Street from vehicular traffic.	Under CEQA, the proposed Project would result in significant, unavoidable operational impacts on three intersections by 2015, 10 intersections by 2037, and on the neighborhood street segment of West 17th Street between Centre Street and Palos Verdes Street. Under NEPA, the proposed Project would result in significant, unavoidable operational impacts on seven intersections by 2037. This would cause disproportionate effects on minority and low-income populations residing in the San Pedro neighborhood.	Construction of the proposed Project would result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in San Pedro area (which has minority and low-income populations) due to impediments to parking, vehicle access, bike access, and pedestrian access as a result of the placement of construction staging areas and the movement of construction equipment. Additionally, the recreational enjoyment of the resources would be diminished as a result of construction noise.	Benefits include increased jobs and revenue, construction of additional open spaces and improved recreational facilities, improvements in aesthetic conditions, and potential for site remediation in the event that soil contamination is encountered during construction.

Alternative	*Air Quality*	*Noise*	*Transportation*	*Recreation*	*Additional Considerations*
	populations due to increased risk of cancer hazards.				
Alternative 1	This alternative would result in increased construction emissions of VOC, CO, NO_X, PM10, and PM2.5 in areas with predominantly minority and high concentrations of low-income populations. There would also be higher ambient concentrations of NO_2, PM10, and PM2.5 associated with maximum daily emissions in the construction phase. Mitigated peak daily emissions would be significant for NO_X, SO_X, PM10, and PM2.5 under CEQA. Mitigated peak daily emissions would be significant under NEPA for NO_X, SO_X, PM10, and PM2.5 in 2015; and VOC, NO_X, SO_X, PM10, and PM2.5 in 2022 and 2037. In 2011, the combined construction and operational emissions would be significant under NEPA for VOC, CO, and NO_X. Alternative 1would result in cumulatively considerable odor impacts due to diesel emissions. Also, disproportionate effects on minority and low-income	Reduced lane capacity of Harbor Boulevard would result in greater construction noise impacts than the proposed Project on the nearby residences, resulting in a disproportionate effect on minority and low-income populations. Operations would also cause a cumulatively considerable increase in noise on Miner Street south of 22nd Street from vehicular traffic.	Significant, unavoidable operational impacts would occur after mitigation at three intersections in 2015, seven intersections in 2037, and on the neighborhood street of West 17th Street segment between Centre Street and Palos Verdes Street. As with CEQA, under NEPA, significant and unavoidable operational impacts would occur after mitigation on three intersections in 2015, and seven intersections in 2037. This would result in disproportionate effects on minority and low-income populations residing in the San Pedro neighborhood.	Same as the proposed project.	Benefits include increased jobs and revenue (reduced compared to the proposed Project), construction of additional open spaces and improved recreational facilities, improvements in aesthetic conditions, and potential for site remediation in the event that soil contamination is encountered during construction.

Alternative	*Air Quality*	*Noise*	*Transportation*	*Recreation*	*Additional Considerations*
	populations due to increased risk of cancer hazards. Construction and operation emissions and cancer risks from this alternative would be lower than the proposed Project.				
Alternative 2	~~The proposed Project~~This alternative would result in increased construction emissions of VOC, CO, NO_X, PM10, and PM2.5 in areas with predominantly minority and high concentrations of low-income populations. There would also be higher ambient concentrations of NO_2, PM10, and PM2.5 associated with maximum daily emissions in the construction phase. Under CEQA, mitigated peak daily emissions would be significant for VOC for years 2015 and 2022; NO_X and PM10 for all analysis years; and SO_X and PM2.5 for year 2011. Peak daily emissions would be significant under NEPA for all pollutants during all analysis years, with the exception of CO in year 2011. In 2011, the combined construction and operational emissions would be	Construction of a parking structure in Outer Harbor area and reduced lane capacity of Harbor Boulevard would result in greater construction noise impacts than the proposed Project on the nearby residences, resulting in disproportionate effects on minority and low-income populations. Three roadway segments would experience significant impacts: 22nd Street from Signal to Miner Street; Harbor Boulevard from 6th to 7th Street; and Miner Street south of 22nd Street.	Significant, unavoidable operational impacts would occur after mitigation at four intersections in 2015, 11 intersections in 2037, and on the neighborhood street of West 17th Street segment between Centre Street and Palos Verdes Street. Under NEPA, significant and unavoidable operational impacts would occur after mitigation on two intersections in 2015, and nine intersections in 2037. This alternative would cause disproportionate effects on minority and low-income populations residing in the San Pedro neighborhood.	Same as the proposed Project.	Benefits include increased jobs and revenue, construction of additional open spaces and improved recreational facilities, improvements in aesthetic conditions, and potential for site remediation in the event that soil contamination is encountered during construction.

Alternative	*Air Quality*	*Noise*	*Transportation*	*Recreation*	*Additional Considerations*
	significant under NEPA for all pollutants. Alternative 2 would result in cumulatively considerable odor impacts due to diesel emissions. Also, this alternative would cause disproportionate effects on minority and low-income populations due to increased risk of cancer hazards.				
Alternative 3	This alternative would result in increased construction emissions of VOC, CO, NO_X, PM10, and PM2.5 in areas with predominantly minority and high concentrations of low-income populations. There would also be higher ambient concentrations of NO_2, PM10, and PM2.5 associated with maximum daily emissions in the construction phase. Peak daily mitigated emissions would be significant under CEQA for NO_X, SO_X, PM10, and PM2.5 in 2011. Peak daily emissions would be significant under NEPA for NO_X, SO_X, and PM2.5 in years 2015, 2022, and 2037. Alternative 3 would result in cumulatively considerable odor impacts due to diesel emissions. While	Reduced development in Ports O'Call area and reduced cruise ship facilities would result in reduced construction noise on nearby sensitive receptors when compared to the proposed Project. Miner Street south of 22nd Street is the only street segment that would be significantly impacted. The impacts would still be significant and unavoidable and disproportionately higher on minority and low-income populations.	Significant, unavoidable operational impacts would occur after mitigation on four intersections in 2015, and five intersections in 2037. Under NEPA, significant and unavoidable operational impacts would occur after mitigation on three intersections in 2015, and four intersections in 2037. This alternative would cause disproportionate effects on minority and low-income populations residing in the San Pedro neighborhood. There would be no disproportionately higher impacts on minority and low-income populations pertaining to neighborhood streets.	Same as the proposed Project.	Benefits include increased jobs and revenue (reduced compared to the proposed Project), construction of additional open spaces and improved recreational facilities, improvements in aesthetic conditions, and potential for site remediation in the event that soil contamination is encountered during construction.

Alternative	*Air Quality*	*Noise*	*Transportation*	*Recreation*	*Additional Considerations*
	construction and operation under this alternative would be lower than the proposed Project, this alternative would still cause disproportionate effects on minority and low-income populations due to increased risk of cancer hazards.				
Alternative 4	This alternative would result in increased construction emissions of VOC, CO, NO_X, PM10, and PM2.5 in areas with predominantly minority and high concentrations of low-income populations. There would also be higher ambient concentrations of NO_2, PM10, and PM2.5 associated with maximum daily emissions in the construction phase. Peak daily mitigated emissions would be significant under CEQA for NO_X, SO_X, PM10, and PM2.5 in 2011. Peak daily mitigated emissions would not be significant under NEPA for all pollutants during all analysis years. Alternative 4 would result in cumulatively considerable odor impacts due to diesel emissions. Also, there would be disproportionate effects on	No construction of North harbor, Outer Harbor and Terminal facilities, and leaving the tugboats at their existing location of Crowley Tug Building would result in reduced construction noise when compared to the proposed Project. The impacts would still be significant and unavoidable and disproportionately higher on minority and low-income populations.	Significant, unavoidable operational impacts at one intersections in 2015, and three intersections in 2037 under CEQA but traffic impacts under NEPA are less-than-significant. However, the reduced capacity and level of service as per CEQA thresholds on some intersections would still be disproportionate on minority and low-income populations residing in the San Pedro neighborhood. There would be no disproportionately higher impacts on minority and low-income populations pertaining to neighborhood streets.	Same as the proposed Project.	Benefits include increased jobs and revenue (reduced compared to the proposed Project), construction of additional open spaces and improved recreational facilities, improvements in aesthetic conditions, and potential for site remediation in the event that soil contamination is encountered during construction.

Alternative	*Air Quality*	*Noise*	*Transportation*	*Recreation*	*Additional Considerations*
	minority and low-income populations due to increased risk of cancer hazards. Construction and operation emissions from this alternative would be lower than the proposed project.				
Alternative 5 (No Federal Action)	This alternative would result in increased construction emissions of VOC, CO, NO_X, PM10, and PM2.5 in areas with predominantly minority and high concentrations of low-income populations. There would also be higher ambient concentrations of NO_2, PM10, and PM2.5 associated with maximum daily emissions in the construction phase. Peak daily emissions would be significant under CEQA for NO_X, SO_X, PM10, and PM2.5 in 2011. Alternative 5 would result in cumulatively considerable odor impacts due to diesel emissions. Construction and operation emissions from this alternative would be reduced when compared to the proposed Project. Cancer and acute non-cancer risk would increase by a less than significant but cumulatively	There would be no construction of the harbors, promenades, and new fueling station at Berth 240, and the tugboats would be left at their existing location at the Crowley Tug Building. This would result in reduced construction noise when compared to the proposed Project. The impacts would still be significant, unavoidable, and disproportionately higher on minority and low-income populations.	Even though this alternative would not involve project components subject to NEPA, significant, unavoidable operational impacts at one intersection in 2015, and three intersections in 2037 under CEQA would still result in reduced levels of service and access problems, which would be disproportionate on minority and low-income populations residing in the San Pedro neighborhood.	The construction impacts on recreational facilities would be reduced compared to the proposed Project because there would be no construction of the harbors, promenades, and new fueling station at Berth 240, and the tugboats would be left at their existing location at the Crowley Tug Building. Impacts would still be significant, unavoidable, and disproportionately higher on minority and low-income population.	Benefits include increased jobs and revenue (reduced compared to the proposed Project), construction of additional open spaces and improved recreational facilities, improvements in aesthetic conditions, and potential for site remediation in the event that soil contamination is encountered during construction.

Alternative	*Air Quality*	*Noise*	*Transportation*	*Recreation*	*Additional Considerations*
	considerable amount, but this effect is not a disproportionately high and adverse effect on minority and low-income populations.				
Alternative 6 (No Project)	Ambient concentrations of NO_X, SO_X, PM10, and PM2.5 associated with maximum daily emissions due to the operational activities would be lower than the proposed Project, but still significant for all analysis years, and VOC would be significant in 2011. Alternative 6 would result in cumulatively considerable odor impacts due to diesel emissions. Cancer and acute non-cancer risk would increase by a less than significant but cumulatively considerable amount, but this effect is not a disproportionately high and adverse effect on minority and low-income populations.	No disproportionate impacts.	No disproportionate impacts.	No disproportionate impacts.	No benefits, no new jobs or revenue.

1

E.21 Changes Made to Chapter 6, "Comparison of Alternatives"

Section 6.2.1, Page 6-2

NEPA's requirements for an EIS to evaluate alternatives are described fully in Chapter 1, Section 1.5.7. Briefly, NEPA (40 CFR 1502.14[a]) requires that an EIS describe a range of reasonable alternatives to a project, or to the location of a project, that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant environmental impacts. The Clean Water Act Section 404(b)(1) Guidelines (40 CFR 230) also address alternatives, as described in Chapter 1, Section 1.4.1, stating that no discharge of dredged or fill material will be permitted if there is a practicable alternative to the proposed discharge that would have a less-adverse impact on the aquatic ecosystem, so long as that alternative does not have other significant adverse environmental consequences. The Draft Section 404(b)(1) Alternatives Analysis is included as Appendix Q (new appendix to the final EIS/EIR). Section 2.5 of this draft EIS/EIR sets forth potential alternatives to the proposed Project, and Chapters 3, 4, and 5 evaluate their environmental impacts.

Section 6.3.2, Page 6-8

Table 6-5. Comparison of Alternatives to the Proposed Project (CEQA Impacts with Mitigation)

Notes:

(-3) = Impacts considered to be substantially reduced when compared with the ~~CEQA baseline~~proposed Project.
(-2) = Impacts considered to be moderately reduced when compared with the ~~CEQA baseline~~ proposed Project.
(-1) = Impacts considered to be somewhat reduced when compared with the ~~CEQA baseline~~ proposed Project.
(0) = Impacts considered to be equal to the ~~CEQA baseline~~ proposed Project.
(+1) = Impacts considered to be somewhat increased when compared with the ~~CEQA baseline~~ proposed Project.
(+2) = Impacts considered to be moderately increased when compared with the ~~CEQA baseline~~ proposed Project.
(+3) = Impacts considered to be substantially increased when compared with the ~~CEQA baseline~~ proposed Project.

~~Where significant unavoidable impacts would occur across different alternatives but there are impact intensity differences between those alternatives, numeric differences are used to differentiate alternatives (i.e., in some cases, there are differences at the individual impact level, such as differences in number of impacts or relative intensity).~~

Section 6.3.2, Page 6-9

Table 6-6. Comparison of Alternatives to the CEQA Baseline (CEQA Impacts with Mitigation)

Notes:

(-3) = Impacts considered to be substantially reduced when compared with the ~~proposed Project~~CEQA baseline.
(-2) = Impacts considered to be moderately reduced when compared with the ~~proposed Project~~ CEQA baseline.
(-1) = Impacts considered to be somewhat reduced when compared with the ~~proposed Project~~ CEQA baseline.
(0) = Impacts considered to be equal to the ~~proposed Project~~ CEQA baseline.
(+1) = Impacts considered to be somewhat increased when compared with the ~~proposed Project~~ CEQA baseline.
(+2) = Impacts considered to be moderately increased when compared with the ~~n proposed Project~~ CEQA baseline.
(+3) = Impacts considered to be substantially increased when compared with the ~~n proposed Project~~ CEQA baseline.

Where significant unavoidable impacts would occur across different alternatives but there are impact intensity differences between those alternatives, numeric differences are used to differentiate alternatives (i.e., in some cases, there are differences at the individual impact level, such as differences in number of impacts or relative intensity).

Section 6.4.1.1, Page 6-10

The proposed parking structure at the existing Inner Harbor cruise ship terminal would block views to the Vincent Thomas Bridge from a short segment of Harbor Boulevard, a locally designated scenic highway (Impact AES-1). Impacts would be significant to this segment of Harbor Boulevard for the proposed Project and Alternatives 1 through 5 under CEQA. Mitigation Measure MM AES-~~2~~ 1 would reduce visual impacts for Alternatives 4 and 5, but without an evaluation of the final design, impacts are considered significant from this segment of the scenic highway under CEQA. Impacts would also be significant to this segment of Harbor Boulevard for the proposed Project and Alternatives 1 through 3 under NEPA. Impacts from Alternatives 4 and 5 under NEPA would not be significant, as impacts from the proposed Inner Harbor parking structure under these two alternatives would be the same as the NEPA baseline.

As shown in Table 6-2, under NEPA, aesthetics impacts for Alternatives 1 through 3 would be the same as the proposed Project, while aesthetics impacts for Alternatives 4 and 5 would be less than the proposed Project because the number of parking structures would be reduced to one. ~~Likewise, a~~As shown in Table 6-5, under CEQA, aesthetics impacts for Alternatives 1 through 3 would be ~~the same as~~somewhat reduced when compared to the proposed Project. Aesthetic impacts for Alternatives 4 and 5 would be moderately reduced when compared to the proposed Project and aesthetic impacts for Alternative 6 would be substantially less than the proposed Project. Therefore, Alternatives 4 and 5 would have the fewest visual impacts of all the development alternatives.

Section 6.4.2.1, Pages 6-18 and 6-19

Construction of the proposed Project and Alternatives 1 through 5 could disturb, damage, or degrade known prehistoric and historic archaeological resources (Impact CR-1). Specifically, areas formerly known as Mexican Hollywood are located within the proposed project area and may be eligible for inclusion in the California Register of Historical Resources and/or the National Register of Historic Places. Implementation of Mitigation Measure MM CR-1 would reduce impacts to less-than-significant levels under CEQA and NEPA. Should the identification and evaluation efforts reveal that newly identified deposits are determined eligible for listing in the California Register, implementation of Mitigation Measures MM CR-2a (preserve in place) and/or MM CR-2b (data recovery) would be required and would reduce impacts to less-than-significant levels. Mitigation Measure~~s~~ MM CR-3 ~~(monitoring ground disturbance) and MM CR-4~~ (stop work if cultural resources are discovered) would also be required to address these, as well as any previously undiscovered, archaeological resources.

Construction of the proposed Project and Alternatives 1 through 5 could also result in the permanent loss of or loss of access to a paleontological resource under CEQA (paleontological resources are not protected under NEPA; therefore, there would be no NEPA impacts). The geologic assessment and literature review demonstrate that excavation in association with development of the proposed Project has the potential to impact significant nonrenewable fossil resources. Excavation into undisturbed geologic deposits underlying the proposed project area would potentially impact fossil resources. Implementation of Mitigation Measure MM CR-~~5~~4 (paleontological mitigation program) would reduce impacts to less-than-significant levels.

E.22 Changes Made to Chapter 7, "Socioeconomics and Environmental Quality"

Section 7.2.2.2.5, Pages 7-30 and 7-31

Although the proposed Project falls within the West Channel/Cabrillo Beach and West Bank planning areas within the Port of Los Angeles Plan area, it ~~abuts~~ includes the following components that are located within the San Pedro Community Plan area: the west side of Harbor Boulevard from Swinford Street to 22nd Street, and along both sides of Harbor Boulevard between 3rd and 7th Streets.~~the San Pedro Community Plan area along its western edge (Harbor Boulevard and Crescent Avenue divides the two plan areas).~~ Policies and objectives in the San Pedro Community Plan address issues such as coordination of Port development with surrounding communities to minimize adverse environmental impacts; coordination of Port development with the San Pedro Community Plan, the Beacon Street

Redevelopment Project, and the development of the Central Business District of San Pedro; phase-out of underutilized railroad lines; recommended location of a rapid transit terminal; and recommended phase-out of various uses including potentially hazardous and/or incompatible land uses now adjacent to commercial and residential areas of San Pedro and, at specific sites, relocation and no further expansion of facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds.

The majority of the proposed project site is ~~entirely~~ within the Port of Los Angeles Plan, and the components along Harbor Boulevard identified above are located within the San Pedro Community Plan area. ~~only shares a common boundary with the San Pedro community Plan area. Hence, the adjacency issues, which relate to Harbor Boulevard and the relationship between the two plans.~~ Section 3.8, "Land Use and Planning," discusses the relevant Goals and Objectives in detail.

Section 7.4.2.2.1, Page 7-49

The proposed Project is not located within a redevelopment plan or specific plan~~, nor is it located within a community plan or a specific plan~~. Therefore, the proposed Project would not affect implementation of these plans. Additionally, the proposed Project would not affect the existing blighted conditions in surrounding redevelopment project areas. In fact, addition of public amenities like the waterfront promenade, increased open space acreage, aesthetic improvements, transportation improvements including the extension of the Waterfront Red Car line to Cabrillo Beach, and the Outer Harbor Cruise Terminals would have a beneficial impact on the neighborhood. The majority of the proposed project area is contained within the Port Master Plan and Port of Los Angeles Plan area, a portion of the City of Los Angeles General Plan. However, the proposed Project includes the following components that are located within the San Pedro Community Plan area: the west side of Harbor Boulevard from Swinford Street to 22nd Street, and along both sides of Harbor Boulevard between 3rd and 7th Streets. The only proposed project components that would occur in this area would be landscaping and hardscaping improvements to the median of Harbor Boulevard between 3rd and 7th Streets. These improvements would not conflict with existing zoning or land uses and therefore would not conflict with the San Pedro Community Plan. ~~The proposed Project is completely located within the Port of Los Angeles Community Plan, which is an element of the City's General Plan and PMP areas~~.

Section 7.4.2.2.1, Page 7-50

There is a low probability of urban blight being triggered as a result of the proposed Project. The proposed Project would not result in relocation of functions to the Port from other areas. There is a low potential for businesses now located in downtown San Pedro and Pacific Corridor to relocate into the new facilities proposed within the Port due to difference in character. The underutilized and vacant facilities within the Port would be demolished and replaced by new facilities. The key commercial-retail

complex within the Port, the Ports O'Call Village, would be redeveloped. New promenades, open space, hardscape and landscape areas, water cuts, and parking would enhance utilization of the waterfront by the public, while also improving the aesthetic quality to some degree. The commercial development under the proposed Project would serve the waterfront visitors and the cruise passengers and would not compete with business in downtown San Pedro. Thus, the proposed Project would not have adverse impacts on the land uses and neighborhoods in downtown San Pedro and Pacific Corridor in terms of urban decay. Section 3.1, "Aesthetics," includes additional ~~discusses~~ discussion on urban blight ~~in detail~~.

E.23 Changes Made to Chapter 10, "References"

Executive Summary, Page 10-1

Menlo Consulting Group, Inc. 2009. *Port of Los Angeles Cruise Market Demand Evaluation Study 2009*. June.

Chapter 2, Page 10-3

Menlo Consulting Group, Inc. 2009. *Port of Los Angeles Cruise Market Demand Evaluation Study 2009*. June.

Section 3.2, Page 10-6

California Climate Change Center. 2008. *The Future is Now: An Update on Climate Change Science, Impacts, and Response Options for California.* September.

Section 3.2, Page 10-8

Pew Center for Climate Change. 2000. *Sea-level Rise and Global Climate Change: A Review of Impacts to U.S. Coasts*. February.

Section 3.4, Page 10-21

Ruiz, Jaime. 2005. *Mexican Hollywood – Half a Century Gone, Bonds Remain Strong. Random Lengths News, San Pedro, CA*. May 27, 2005.

Section 3.4, Page 10-23

Works Progress Administration (WPA). 1939. *WPA Household Census for 301–440 Ancon Street, San Pedro, CA*. From the WPA Household Census Cards and Employee Records, Los Angeles, 1939. Digitally reproduced by the University of Southern California Digital Archive. Available: http://digarc.usc.edu. Accessed March 3, 2009.

Section 3.14, Page 10-40

Weston Solutions, Inc. 2009. *Final Report San Pedro Waterfront Program—Downtown and 7th Street Water Cuts Soil and Sediment Assessment at the Port of Los Angeles*. March. Carlsbad, CA. Prepared for: Port of Los Angeles, Los Angeles, CA.

E.24 Changes Made to Appendix B, "Port Community Advisory Committee (PCAC) Project Involvement"

Supplemental attachments have been added to Appendix B and are included at the back of this chapter, "Modifications to the Draft EIS/EIR."

Section B.2, Page B-2

Table B-1. Summary of PCAC Participation in EIS/EIR Process

Event	*Date*	*PCAC Participation*
CPS Meeting	April 9, 2008	Motion to direct Port staff to implement the original Ports O'Call enhancement project.
CPS Meeting	May 14, 2008	Motion to request 90 days to review the San Pedro Waterfront draft EIS/EIR.
PCAC Meeting	May 20, 2008	Motion to direct Port staff to implement the original Ports O'Call enhancement project.
CPS Meeting	June 11, 2008	Develop a new alternative to be incorporated into the San Pedro Waterfront draft EIS/EIR.
PCAC Meeting	September 10, 2008	Ask for 20 minutes during San Pedro Waterfront draft EIS/EIR hearing to present Sustainable Waterfront Plan.
PCAC Meeting	September 16, 2008	Ask for 20 minutes during San Pedro Waterfront draft EIS/EIR hearing to present Sustainable Waterfront Plan.

E.25 Appendix C.3

Appendix C.3, "Landscape Inventory," has been added to the final EIS/EIR and is included at the back of this chapter, "Modifications to the Draft EIS/EIR."

E.26 Changes Made to Appendix D3, "Health Risk Assessment"

Contents (Figures), Page D3-v

D3.7-12 Isopleths of Residential Lifetime Cancer Risk: Alternative 6 (No Project) Minus CEQA Baseline San Pedro Waterfront Project

D3.7-13 Isopleths of Residential Lifetime Cancer Risk: Mitigated Alternative 1 Minus CEQA Baseline San Pedro Waterfront Project

D3.7-14 Isopleths of Residential Lifetime Cancer Risk: Mitigated Alternative 1 Minus NEPA Baseline San Pedro Waterfront Project

D3.7-15 Isopleths of Residential Lifetime Cancer Risk: Mitigated Alternative 4 Minus CEQA Baseline San Pedro Waterfront Project

D3.7-16 Isopleths of Residential Lifetime Cancer Risk: Mitigated Alternative 4 Minus NEPA Baseline San Pedro Waterfront Project

Section D3.2.7, Pages D3-50 and D3-51

To illustrate the geographical extent of health risk impacts associated with the mitigated proposed Project, a series of health risk isopleths (contours) has been prepared. The isopleths show individual lifetime cancer risks over a map of the surrounding community, assuming residential exposure conditions (24 hours per day, 350 days per year, for 70 years) and an 80th percentile breathing rate.

The risk isopleths are as follows:

Figure D3.7-9	Mitigated Project Minus CEQA Baseline
Figure D3.7-10	Mitigated Project Minus NEPA Baseline

Discussion is provided below on the spatial distribution of the cancer risk associated with the mitigated proposed Project. Results are first presented relative to the CEQA baseline followed by a discussion of the NEPA baseline.

Spatial Distribution Impacts Relative to the CEQA Baseline

Figure D3.7-9 shows the spatial distribution for the residential cancer risk mitigated minus the CEQA baseline as though all receptors were residential. The only areas showing an increased risk are those located in the Outer Harbor Park, Outer Harbor parking, Outer Harbor Cruise Terminals, and water areas over the East and Main Channels. The land-based receptors are occupational or recreational and the risk values for these types of receptors are actually lower than those shown in the figure. In the Inner Harbor, cancer risks are reduced at all locations and are reduced the greatest in the vicinity of Berths 87–90 and Berths 91–92. The maximum reduced risk is -1,566 per 1 million located at Berth 91. A reduced risk of over -100 per 1 million extends as far west as the Interstate 110 and Route 47 interchange.

Spatial Distribution Impacts Relative to the NEPA Baseline

Figure D3.7-10 shows the spatial distribution for the residential cancer risk mitigated minus the NEPA baseline as though all receptors were residential. A broad area of increased risk associated with the two berths operating in the Outer Harbor is seen throughout the outer peninsula area extending beyond the Cabrillo Beach area. However, the only land area in which the risk increase is greater than 10 in 1 million is confined to the Outer Harbor Park, Outer Harbor parking area, and Outer Harbor Terminals along with a small southern portion of the Hurricane Gulch Yacht Club. In the Inner Harbor, the risks are relatively modest with cancer risks reduced the most in the vicinity of the Inner Harbor berths. The maximum reduced risk is -165 per 1 million located at Berths 91–92. A reduced risk of over -10 in 1 million extends as far west as the Interstate 110 and Route 47 interchange.

Section D3.7.3, Page D3-52

Spatial Distribution Impacts Relative to the CEQA Baseline

Figure D3.7-12 shows isopleths of individual lifetime cancer risk associated with the no-project alternative minus the CEQA baseline. The cancer risk isopleths were prepared assuming residential exposure conditions (24 hours per day, 350 days per year, for 70 years) and an 80th percentile breathing rate.

Alternative 6 shows little change in cancer risk between the CEQA baseline and Alternative 6 except in proximity to Berths 87–90, 91–92, and 93. This decrease is

associated with the persistent use of Type 1 ships in the CEQA baseline while under Alternative 6, Type 2 ships would be used with slightly higher stacks and exit velocity leading to lower risk in the near field and higher risk in the far field. Also under Alternative 6, increased activity occurs in the total number of passenger vehicles and buses arriving and departing from the Inner Harbor Terminal.

Section D3.7.4, Page D3-52

Tables D3.7-8 through D3.7-17 present summaries of the maximum health impacts that would occur for each receptor type with construction and operation of Alternatives 1 through 5. Discussion is provided below on the spatial distribution of the cancer risk associated with the mitigated Alternative 1.

Section D3.7.4, Page D3-55 (between Tables D3.7-9 and D3.7-10)

Spatial Distribution Impacts Relative to the CEQA Baseline

Alternative 1. Figure D3.7-13 shows the spatial distribution for the residential cancer risk mitigated minus the CEQA baseline as though all receptors were residential. The only areas showing an increased risk are those located in the Outer Harbor Park, Outer Harbor parking, Outer Harbor Terminal, and water areas over the East and Main Channels. However, the areal extent of increased risk is slightly larger than that of the proposed Project because the Outer Harbor ship emissions in the proposed Project are split equally between Berths 45–47 and Berths 49–50, while in Alternative 1, all of the emissions associated with the Outer Harbor area are related to one cruise ship located at Berths 45–47. In the Inner Harbor, all risks are reduced relative to the CEQA baseline and the maximum reduced risk is -1,542 per 1 million located at Berths 91–92. This risk reduction is only slightly less than that of the proposed Project due to the greater fraction of ship emissions located in the Inner Harbor, but is offset with lower emissions from a smaller Inner Harbor parking structure and a reduced number of ship calls under Alternative 1.

Spatial Distribution Impacts Relative to the NEPA Baseline

Alternative 1. Figure D3.7-14 shows the spatial distribution for the residential cancer risk mitigated minus the NEPA baseline as though all receptors were residential. A broad area of increased risk associated with the two berths operating in the Outer Harbor is seen throughout the outer peninsula area extending well beyond the Cabrillo Beach area. However, the only land area in which the risk increase is greater than 10 in 1 million is confined to the Outer Harbor Park, Outer Harbor parking area, and Outer Harbor Terminal along with a small southern portion of the Hurricane Gulch Yacht Club. This areal extent of increased risk is slightly larger than that of the proposed Project because the Outer Harbor ship emissions in the proposed Project are split equally between Berths 45–47 and Berths 49–50, while in Alternative 1, all of the Outer Harbor ship emissions are located at Berths 45–47. In the Inner Harbor, the risks are relatively modest with cancer risks reduced the most in

the vicinity of the Inner Harbor berths. The maximum reduced risk is -140 in 1 million located at Berths 91–92. A reduced risk of over -10 in 1 million extends westward to about 400 meters east of the Interstate 110 and Route 47 interchange. This risk reduction is only slightly less than that of the proposed Project due to the greater fraction of ship emissions located in the Inner Harbor, but is offset with lower emissions from a smaller Inner Harbor parking structure and a reduced number of ship calls under Alternative 1.

Alternative 2

Alternative 2 is very similar to the proposed Project except for the additional Outer Harbor parking, which would generate small amounts of additional emissions that would be offset by some of the shuttle emissions; therefore, the spatial distribution patterns for Alternative 2 are not necessary. Tables D3.7-10 and D3.7-11 present summaries of the maximum health impacts that would occur for each receptor type with construction and operation under Alternative 2.

Section D3.7.4, Page D3-57 (between Tables D3.7-11 and D3.7-12)

Alternative 3

Alternative 3 is very similar to Alternative 1 except for some reduction in parking and redevelopment activity, which would result in minimal changes to emissions. Therefore, the spatial distribution patterns for Alternative 3 are similar to Figure D3.7-13 under Alternative 1. Tables D3.7-12 and D3.7-13 present summaries of the maximum health impacts that would occur for each receptor type with construction and operation under Alternative 3.

Section D3.7.4, Page D3-60 (between Tables D3.7-13 and D3.7-14)

Alternative 4

Alternative 4 has greater risk in the Inner Harbor relative to the proposed Project because all of the cruise ship berths are located in the Inner Harbor with no impacts in the Outer Harbor. The resulting spatial distribution pattern is markedly different from the proposed Project. Tables D3.7-14 and D3.7-15 present summaries of the maximum health impacts that would occur for each receptor type with construction and operation under Alternative 4. Discussion is provided on the spatial distribution of the cancer risk associated with the mitigated Alternative 4.

Spatial Distribution Impacts Relative to the CEQA Baseline

Alternative 4. Figure D3.7-15 shows the spatial distribution for the residential cancer risk mitigated minus the CEQA baseline as though all receptors were residential. No areas show an increase in cancer risk. However, the areal extent of

the risk reduction is less than for the proposed Project and the maximum risk reduction is -1,400 per 1 million. For example, under the proposed Project, the -500 per 1 million risk decrease contour extends out to the Vincent Thomas Bridge, while for Alternative 4, this contour is 150 meters south of the bridge. These results are consistent with the higher emissions found in the Inner Harbor under this alternative. Thus, relative to the proposed Project, Alternative 4 exposes the surrounding population to a slightly higher risk over a broader area surrounding the Project.

Spatial Distribution Impacts Relative to the NEPA Baseline

Alternative 4. Figure D3.7-16 shows the spatial distribution for the residential cancer risk mitigated minus the NEPA baseline as though all receptors were residential. No areas show a decrease in cancer risk. However, the increase in risk is small with a value of just under 4 in 1 million increased risk. Alternative 4 differs from the NEPA baseline because Alternative 4 would include development of the waterfront promenade, the Downtown Harbor, 7th Street Harbor, 7th Street Pier, and the relocation of the S.S. Lane Victory to the Ports O'Call. Activity associated with the development of these sites is responsible for the increased risk.

Section D3.7.4, Page D3-62 (between Tables D3.7-15 and D3.7-16)

Alternative 5

Alternative 5 is the NEPA baseline, which would result in no changes to the operational emissions forecast. Therefore, the spatial distribution patterns for the NEPA baseline are presented in the proposed Project and Alternatives 1 through 4. Tables D3.7-16 and D3.7-17 present summaries of the maximum health impacts that would occur for each receptor type with construction and operation under Alternative 5.

Figures at the Back of the Report

Figures D3.7-13, D3.7-14, D3.7-15, and D3.7-16 have been added to Appendix D3, "Health Risk Assessment," for the final EIS/EIR and are included at the back of this chapter, "Modifications to the Draft EIS/EIR."

E.27 Changes Made to Appendix D4, "Calculation Methodology for GHG"

Attachment 4, Pages D4-18 and D4-19

Table D4-8. Construction GHG Emissions by Project Element and Project Alternative

Project Construction Element	Proposed Project Total Project Emissions 2009–2014 (MT)				Alternative 1 Total Project Emissions 2009–2014 (MT)				Alternative 2 Total Project Emissions 2009–2014 (MT)			
	CO_2	CH_4	N_2O	CO_2e	CO_2	CH_4	N_2O	CO_2e	CO_2	CH_4	N_2O	CO_2e
Outer Harbor Cruise Ship Terminal—Berth 45–50	7,4057 ~~,391~~	1	0	7,4507 ~~,435~~	4,434	1	0	4,461	8,1928 ~~,173~~	1	0	8,2428 ~~,223~~
Total Project Emissions	48,339 ~~48,324~~	**7**	**0**	48,632 ~~48,617~~	**46,356**	**7**	**0**	**46,637**	49,126 ~~49,107~~	**7**	**0**	49,424 ~~49,405~~

E.28 Appendix D.7

Appendix D.7, "Draft General Conformity Determination," has been added to the final EIS/EIR and is included at the back of this chapter, "Modifications to the Draft EIS/EIR."

E.29 Changes to Appendix E.9, "Essential Fish Habitat Assessment"

Section 2.2, Page 8

In 2006, giant kelp along the Los Angeles and Long Beach Breakwaters was recorded from quarterly aerial surveys conducted for the Los Angeles Regional Water Quality Control Board to be 121.2 acres (49.05 hectares) (MBC 2007). Kelp distribution varies seasonally and annually; the kelp canopy estimate declined along the breakwaters of Los Angeles and Long Beach Breakwaters in 2007, but appears to be increasing again in 2008 and was found fringing the perimeter of the Shallow Water Habitat seaward of Pier 400 late-2007 (MBC 2008a, in prep.). In March 2008, small patches of giant kelp were observed just offshore of Berths 70 and 71 near the mouth of the Main Channel. Giant kelp has also been reported to be present at Berth 48. Small kelp beds are present in the Outer Harbor along the breakwater and on the containment dike for the Cabrillo Shallow Water Habitat (MEC 2002).

Section 2.2, Pages 8 and 9

Eelgrass Habitat. Water column habitat associated with eelgrass is an important source of cover for juvenile fish. The invertebrate community that inhabits eelgrass beds provides food for many fish species as well. These attributes make eelgrass an important nursery area for many fish species. Eelgrass habitat is found at Inner Cabrillo Beach in the study area. Eelgrass coverage was 25 acres in 1996, 55 acres in October 1999, 22 acres in March 2000, 42 acres in August 2000 (MEC 2002), and 27.4 acres in 2005 (Merkel & Associates 2005). MEC (2002) found that the greatest expanse of dense eelgrass and the greatest total area of eelgrass of these sites was located offshore of the Cabrillo Beach Youth Waterfront Sports Center. No eelgrass beds are present in the vicinity of the proposed harbor cuts, wharves, docks, piers, bulkheads, or rock placement areas. Harbor channel habitat does not provide habitat for eelgrass due to water depths and absence of suitable soft bottom habitat. The only eelgrass to be reported growing within the Study Area are the beds found at Inner Cabrillo Beach (MEC 2002, Merkel & Associates 2005). Eelgrass typically requires sand and/or silt substrate. Shallow water habitats that receive enough light to support eelgrass but have primarily hard substrates are unsuitable for eelgrass. Proposed Mitigation Measure MM BIO-4, "Enhance and expand Salinas de San Pedro Salt Marsh," from the San Pedro Waterfront draft EIS/EIR proposes enhancement activities within the salt marsh area adjacent to Inner Cabrillo Beach. Eelgrass surveys were conducted along the inlet to the Salinas de San Pedro Salt Marsh and within the 3.25-acre salt marsh area in July 2008 (MBC 2008b). Survey results showed that eelgrass was growing at the entrance to the Salinas de San Pedro Salt Marsh as well as in a patchy distribution throughout the inlet. Coverage was not 100%, and large bare spots were found within the areas covered by eelgrass. A portion of the eelgrass (0.07 acre) at the inlet to the salt marsh would be affected as a result of the placement of a rock groin that is part of the proposed expansion and enhancement of the salt marsh area. Surveys within the 3.25-acre salt marsh area also identified eelgrass present along the margins of the island located in the middle of the salt marsh. Approximately 0.25 acre of eelgrass habitat in this area would be temporarily affected as a result of the proposed expansion and enhancement activities, which include removal of the island, and sediments that have accumulated within the salt marsh as a result of inadequate tidal circulation and flushing.

Section 3.1, Page 9

3.1 Impacts Resulting From Construction Activities

Impacts to species, communities, and habitats expected to occur as a result of project implementation were identified by examining the project description in view of the existing biological setting. Impacts to biota were assessed by estimating the amount of habitat that would be gained/lost or disturbed by the proposed Project or its alternatives. Construction activities such as pile driving, dredging, sheet pile installation, and promenade construction would occur in the Harbor for the proposed project which is considered EFH for several pelagic fish species. These activities are temporary in nature and would not permanently affect the use of the Harbor by these

species. Construction of the North Harbor, Downtown Harbor, and 7th Street Harbor would create 6.82 acres of new open water, thus increasing the area in the Harbor available to these EFH species.

Temporary disturbances in the water during wharf, dock, and promenade construction may affect EFH or result in minimal loss of managed fish species, but would not substantially reduce their numbers. Additionally, conversion of a total of 2.43 acres ~~a small amount~~ of soft bottom to hard~~-~~substrate habitat would occur due to rock placement in the Outer Harbor berths (for wharf construction at Berths 49–50 and 45–47) ~~as a result of the proposed Project~~, resulting in a minor loss of benthic invertebrates and an increase in the amount of substrate available to hard-bottom associated fish and invertebrates, which ~~but this~~ is not a significant impact. A small amount (0.57 acre) of new rock would be placed over existing rock. Because the rock placement would occur at elevations of -10 to -57 feet Mean Lower Low Water (MLLW), no loss of shallow water area would occur. Overall, a net increase in open water habitat of 6.82 acres would result from the proposed Project. Construction activities for upland areas such as cruise ship terminals, Ports O'Call, and parking structures would have no direct impacts on EFH because none is present at those sites. Indirect impacts through runoff of sediments during storm events would be less than significant because such runoff would be controlled with project-specific Storm Water Pollution Prevention Plans (SWPPPs) and implemented Best Management Practices (BMPs) such as sediment barriers and sediment basins. In addition, the work would be conducted in compliance with applicable permits, such as the USACE's Section 404 (Clean Water Act), Section 10 (River and Harbor Act), and Section 103 (Marine Protection, Research, and Sanctuaries Act) and the RWQCB's 401 water quality certification/Waste Discharge Requirements.

Section 3.1, Page 11

Effects of proposed Project construction activities would be of short duration (a few weeks to months) and would occur in a small area. A small amount of the benthic infauna and the epibenthic macroinvertebrates found in the Harbor water adjacent to the construction activities would be lost within the footprint of the piles being driven and the rock placed around the base of these piles, as well as in the Outer Harbor berths where rock would be placed for wharf construction, and soft bottom habitat would be converted to hard bottom at these locations. The turbidity generated by driving each pile would be localized immediately adjacent to the pile and would dissipate rapidly with minor effects on invertebrates and fish at the pile locations. The small loss of prey for managed fish species would not adversely affect their populations within the Harbor due to the large amount of undisturbed foraging area available and the small number of individuals of managed groundfish species that feed on benthic organisms in the Harbor. Construction disturbances such as turbidity would have negligible effects on eggs and larvae of managed species, located primarily in the water column and moving with water currents, due to measures in place to reduce the level of impact, their brief exposure to the disturbances, and the small number that could be affected in the construction area relative to those present in all marine habitats in the Harbor. Adult and juvenile fish of managed species

would likely avoid the disturbance area during construction activities and would not be adversely affected.

Section 4.0, Page 14

MBC Applied Environmental Sciences 2008a. In Prep. Status of the Kelp Beds 2007 Ventura and Los Angeles Counties. Prepared for the Central Region Kelp Survey Consortium, June. 29 p. plus appendices.

MBC Applied Environmental Sciences 2008b. Biological Assessment of Eelgrass in the Vicinity of a Proposed Rock Groin and within the Salinas de San Pedro Salt Marsh at Cabrillo Beach in San Pedro. Prepared for Essentia Management Services, July 10.

E.30 Changes to Appendix M, "Traffic Impact Study Report"

Figures 21–42 in Appendix M have been revised for the final EIS/EIR and are included at the back of this chapter, "Modifications to the Draft EIS/EIR."

E.31 Appendix O

Appendix O, "Water Supply Assessment," has been added to the final EIS/EIR and is included at the back of this chapter, "Modifications to the Draft EIS/EIR."

E.32 Appendix Q

Appendix Q, "Draft Section 404(b)(1) Alternatives Analysis," has been added to the final EIS/EIR and is included at the back of this chapter, "Modifications to the Draft EIS/EIR."

References

U.S. Environmental Protection Agency (EPA). 1994. *General Conformity Guidance: Questions and Answers.* July 13. Research Triangle Park, NC. Available: <http://www.epa.gov/ttn/oarpg/conform/gcgqa_71394.pdf>.