

1

Executive Summary

2 ES.1 Introduction

3 Since 1970, containerized shipping through U.S. West Coast ports has increased
4 twentyfold, largely due to the enormous increase in the U.S. trade with Pacific Rim
5 nations. As a result, major West Coast ports, particularly the ports of Los Angeles, Long
6 Beach, Oakland, Seattle, and Tacoma, have constantly needed to optimize and expand
7 their facilities to accommodate those increases. As discussed in Section 1.1.3 of this
8 document, the volumes of cargo are expected to continue to grow. Optimizing its ability
9 to efficiently accommodate this anticipated growth while managing the impacts related to
10 that growth has become one of the highest planning priorities of the Los Angeles Harbor
11 Department (LAHD; also referred to as the “Port of Los Angeles” or “Port”).

12 The proposed Project, the Southern California International Gateway Project or SCIG, is
13 intended to meet the goals and objectives of federal, state, and local planning processes
14 related to goods movement. The Burlington Northern Santa Fe Railroad Company
15 (BNSF) is the project applicant for the SCIG project. This Recirculated Draft
16 Environmental Impact Report (EIR) evaluates the environmental impacts of the
17 construction and operation of the proposed Project and a reasonable range of alternatives,
18 and has been prepared in conformance with the requirements of the California
19 Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 *et seq.*), and
20 the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 1500 *et*
21 *seq.*). The LAHD is the CEQA lead agency for the Recirculated Draft EIR.

22 As described in Section 1.4, on September 20, 2005, the LAHD issued a Notice of
23 Preparation (NOP) and Initial Study (IS) to inform responsible and trustee agencies,
24 public agencies, and the public that the LAHD was preparing an EIR for the proposed
25 Project, pursuant to CEQA The NOP/IS (State Clearinghouse Number 2005091116) was
26 circulated for a 30-day comment period, the LAHD held two public scoping meetings, a
27 Supplemental NOP was issued on October 31, 2005, in response to comments, and the
28 review period ended November 29, 2005.

29 The Draft EIR was released for public review on September 23, 2011. Two public
30 hearings were held, and the comment period ended on February 1, 2012. LAHD received
31 a total of 143 comment letters, and 329 oral and written comments were received at the
32 two public hearings. The comments raised a number of issues that, taken together,
33 warranted the preparation of a revised Draft EIR to be recirculated for public review.
34 Appendix H provides a discussion of key changes made to the Recirculated Draft EIR,
35 which include an updated baseline, a new 50-year operational period for the SCIG
36 project, reliance on the 2009 cargo forecast instead of the 2007 forecast, revised air
37 quality analyses and data, and reliance on the floating baseline health risk analysis for
38 impact determinations. Section ES-5.2 lists the sections included in this Recirculated
39 Draft EIR.

1 ES.2 Purpose of this Draft EIR

2 This Draft EIR will be used to inform decision-makers and the public about the potential
3 significant environmental effects of the proposed Project, ways to mitigate those effects,
4 and reasonable alternatives to the proposed Project. According to Section 15121(a) of the
5 CEQA Guidelines (CCR, Title 14, Division 6, Chapter 3), the purpose of an EIR is to
6 serve as an informational document that:

7 *...will inform public agency decision-makers and the public generally of the*
8 *significant environmental effect of a project, identify possible ways to minimize*
9 *the significant effects, and describe reasonable alternatives to the project.*

10 Section 1.3 describes the agencies that are expected to use this document, including the
11 CEQA lead, responsible, and trustee agencies CEQA. Section 1.4 describes the scope and
12 content of the Draft EIR, and Section 1.5 describes the key principles guiding the
13 preparation of this document.

14 ES.2.1 Introduction

15 The actions under consideration by the LAHD involve physical changes to the
16 environment that would have potentially significant impacts, as determined in the Initial
17 Study of the Project (Appendix A of the Draft EIR) and indicated by comments provided
18 by responsible and trustee agencies and the public in response to the Notice of
19 Preparation (NOP) and the Draft EIR. Accordingly, an EIR pursuant to CEQA (PRC
20 21000 *et seq.*) is required. This Draft EIR evaluates the direct, indirect, and cumulative
21 impacts of the proposed Project in accordance with the provisions set forth in the CEQA
22 Guidelines.

23 The primary intended use of this EIR by LAHD is to inform agencies considering permit
24 applications and other actions required to construct, lease, and operate the proposed
25 Project and to inform the public of the potential environmental consequences of the
26 proposed Project and alternatives analyzed in the EIR, mitigation measures that would
27 reduce significant adverse environmental effects, and alternatives analyzed in the EIR. A
28 Final EIR will be prepared that will include chapters from the Draft EIR that were not
29 recirculated, chapters from the Recirculated Draft EIR and any revisions, comments, and
30 recommendations received on the Draft and Recirculated Draft EIR chapters, and
31 responses to those comments (CEQA Guidelines §15132). The Final EIR is intended to
32 be used to support permit applications, construction contracts, the lease, and other actions
33 required to implement the proposed Project, and to adopt mitigation measures that, where
34 possible, could reduce or eliminate significant environmental impacts.

35 Federal, state, regional, and local agencies that have jurisdiction over some part of the
36 proposed Project or a resource area affected by the proposed Project are expected to use
37 the EIR as part of their approval or permit processes.

38 ES.2.2 Project Objectives

39 BNSF has made a business decision to construct an intermodal rail facility near the ports
40 of Los Angeles and Long Beach (Ports) because the company has identified the need for
41 such a facility in order to increase the efficiency and competitiveness of its rail-based
42 goods movement business, to reduce truck traffic on regional roadways, and to provide
43 intermodal rail facilities consistent with regional planning priorities. To that end, BNSF

1 proposes to spend approximately \$500 million to build the proposed Project, which is
2 described more fully in Section ES-3.

3 The proposed Project would help to meet the demand for efficient rail transport as
4 contemplated by the LAHD's Intermodal Rail Policy, adopted in Resolution 6297 on
5 August 11, 2004 (LAHD, 2004), which calls for on-dock and near-dock intermodal
6 facilities for shippers, carriers, terminal operators, and Class I Railroads. In addition, in a
7 Resolution adopted February 9, 2005 (LAHD, Resolution 6339 (LAHD, 2005)), the
8 LAHD found that there would be a strategic benefit to having competitively balanced,
9 near-dock intermodal container transfer facilities, ensuring access for both of the Class I
10 Railroads that serve the Ports. Furthermore, as discussed in Section 1.1, the need for more
11 efficient, and hence more economical and less polluting, rail-based cargo transportation
12 has prompted state and regional planning agencies to encourage the development of
13 additional near-dock rail facilities (e.g. CARB, 2007; SCAG, 2012). Through a public
14 process involving solicitation of expressions of interest, the Port selected BNSF to
15 propose a near-dock rail intermodal facility.

16 The primary objective and fundamental purpose of the proposed Project is to provide an
17 additional near-dock intermodal rail facility serving the San Pedro Bay ports marine
18 terminals that would meet current and anticipated containerized cargo demands, provide
19 shippers with comparable intermodal options, incorporate advanced environmental
20 controls, and help convert existing and future truck transport into rail transport, thereby
21 providing air quality and transportation benefits.

22 The following specific objectives of the proposed Project would accomplish the primary
23 objective and fundamental purpose:

- 24 1. Provide an additional near-dock intermodal rail facility that would:
 - 25 a) Help meet the demands of current and anticipated containerized cargo from the various
26 San Pedro Bay port marine terminals, and
 - 27 b) Combine common destination cargo "blocks" and/or unit trains collected from different
28 San Pedro Bay Port marine terminals to build trains for specific destinations throughout
29 the country.
- 30 2. Reduce truck miles traveled associated with moving containerized cargo by providing a
31 near-dock intermodal facility that would:
 - 32 a) Increase use of the Alameda Corridor for the efficient and environmentally sound
33 transportation of cargo between the San Pedro Bay Ports and destinations both inland and
34 out of the region, and
 - 35 b) Maximize the direct transfer of cargo from port to rail with minimal surface
36 transportation, congestion and delay.
- 37 3. Provide shippers carriers, and terminal operators with comparable options for Class 1
38 railroad near dock intermodal rail facilities.
- 39 4. Construct a near-dock intermodal rail facility that is sized and configured to provide
40 maximum intermodal capacity for the transfer of marine containers between truck and
41 rail in the most efficient manner.
- 42 5. Provide infrastructure improvements consistent with the California Goods Movement
43 Action Plan.

1 ES.2.3 Baseline

2 CEQA Guidelines (§15125(a)) state that “an EIR must include a description of the
3 physical environmental conditions in the vicinity of the project, as they exist at the time
4 the notice of preparation is published...from both a local and regional perspective”.
5 Although the NOP was released in September 2005, the length of time between the
6 issuance of the NOP and the issuance of the Draft EIR is one of the reasons that the
7 LAHD determined that a 2010 baseline was a better representation of existing conditions.
8 Therefore, the baseline conditions for the proposed Project are, in general, the operational
9 activities that occurred, and conditions as they existed, in 2010.

10 ES.3 Proposed Project

11 ES.3.1 Overview

12 The proposed Project would be located approximately four miles north of the ports of Los
13 Angeles and Long Beach (Ports) (Figure ES-1), on land owned primarily by the LAHD
14 within the City of Los Angeles but also on adjacent private property in the cities of Los
15 Angeles, Carson, and Long Beach. The proposed Project would occupy approximately
16 107 acres of LAHD property, 10 acres owned jointly by LAHD and the Port of Long
17 Beach, and approximately 68 acres of non-LAHD property, for a combined total of
18 approximately 185 acres.

19 The proposed Project site is located near the Wilmington community and the City of
20 Carson to the west, the City of Carson to the north, and the City of Long Beach to the
21 east, in a primarily industrial area bounded generally by Sepulveda Boulevard to the
22 north, Pacific Coast Highway (PCH) to the south, the Dominguez Channel to the west,
23 and the Terminal Island Freeway to the east (Figure ES-1). The general area is
24 characterized by heavy industry, goods handling facilities and port-related commercial
25 uses consisting of warehousing operations, trucking, cargo operations, transloading,
26 container and truck maintenance, servicing and storage, and rail service. In addition,
27 residential and commercial uses are located east of the Project site, on the other side of
28 the Terminal Island Freeway in west Long Beach. These uses, as described more fully in
29 Section 2.2, include several schools, a health facility, and a veteran’s housing facility.

30 The proposed Project (Figure ES-2, Table ES-1; see Section 2.4 for details) involves
31 constructing and operating an intermodal railyard that would transfer containerized cargo
32 between trucks and railcars. The proposed Project area is currently occupied by port-related
33 businesses under some existing and expired leases to holdover tenants. The proposed
34 Project would therefore result in the termination of these leases and in some tenants moving
35 to nearby alternate sites. Other non-LAHD land would require property acquisition by
36 BNSF. For the purposes of this EIR it is assumed that construction of the proposed Project
37 would occur from 2013 to 2015 and that BNSF would operate SCIG under a new, 50-year
38 lease with LAHD starting in 2016 and ending in 2066.

39 Major elements of the proposed Project evaluated in this EIR include:

- 40 • Property acquisition, relocation and/or tenancy termination of existing businesses,
41 and the offering of new alternate sites by LAHD to some of the existing site
42 occupants;
- 43 • Demolition of existing structures and construction of some tenant/business facilities
44 on nearby alternate sites offered by the LAHD;

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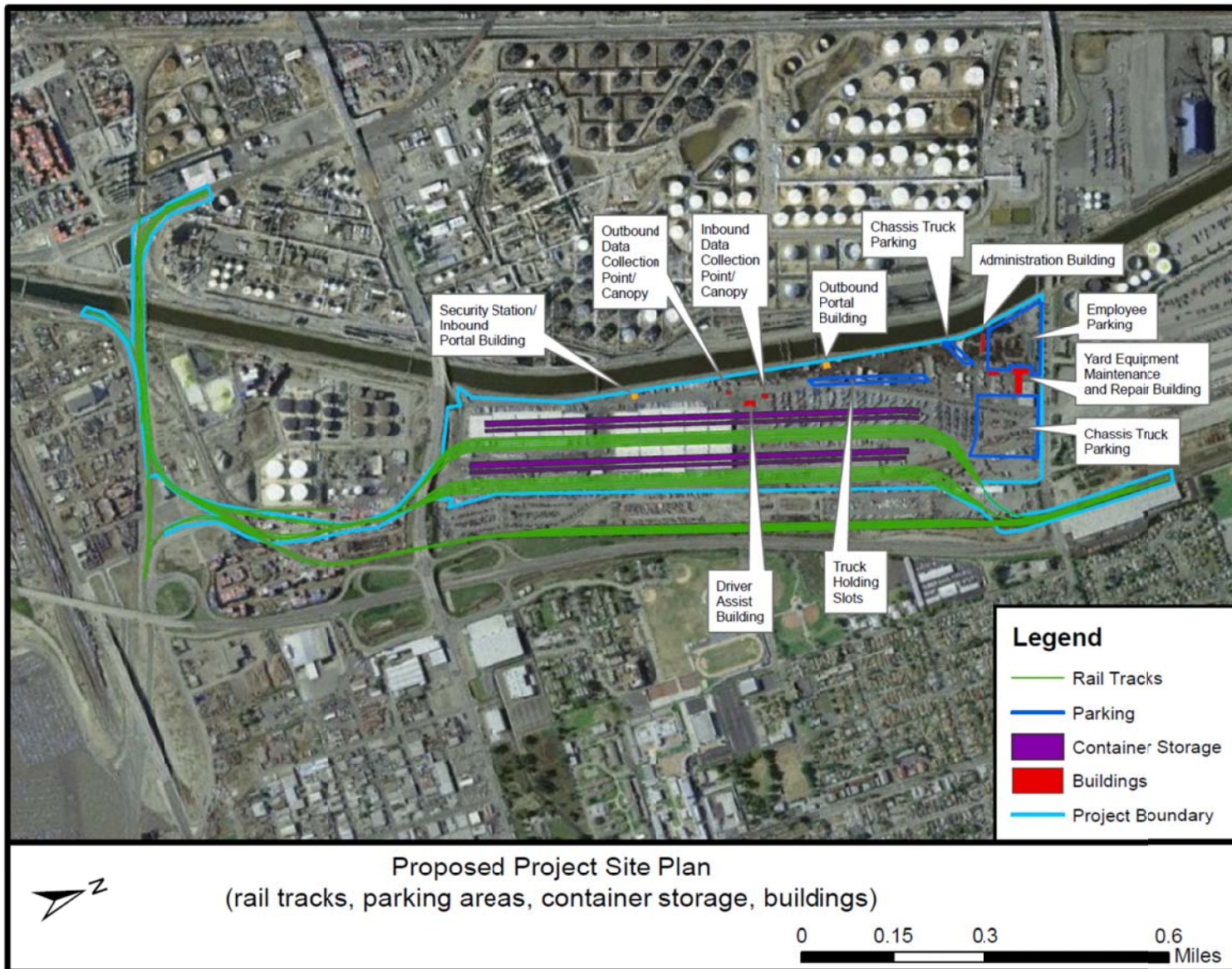
- Construction of lead rail tracks, including widening the Dominguez Channel rail bridge to connect the railyard to the Alameda Corridor and reconstructing the Sepulveda Boulevard rail bridge and the PCH overpass to accommodate Project operations;
- Construction and operation of an intermodal railyard consisting of loading and storage tracks for trains, electric-powered rail-mounted cranes incorporating regenerative braking technology, container loading and storage areas, a locomotive service area, administrative and yard equipment maintenance facilities, lighting, paved roadways, and a truck gate complex; and
- The use of CAAP-compliant drayage trucks on designated truck routes between SCIG and the Ports that would be monitored by GPS through requirements established in contracts for dray services.

1 Figure ES-1. Project Site and Vicinity.



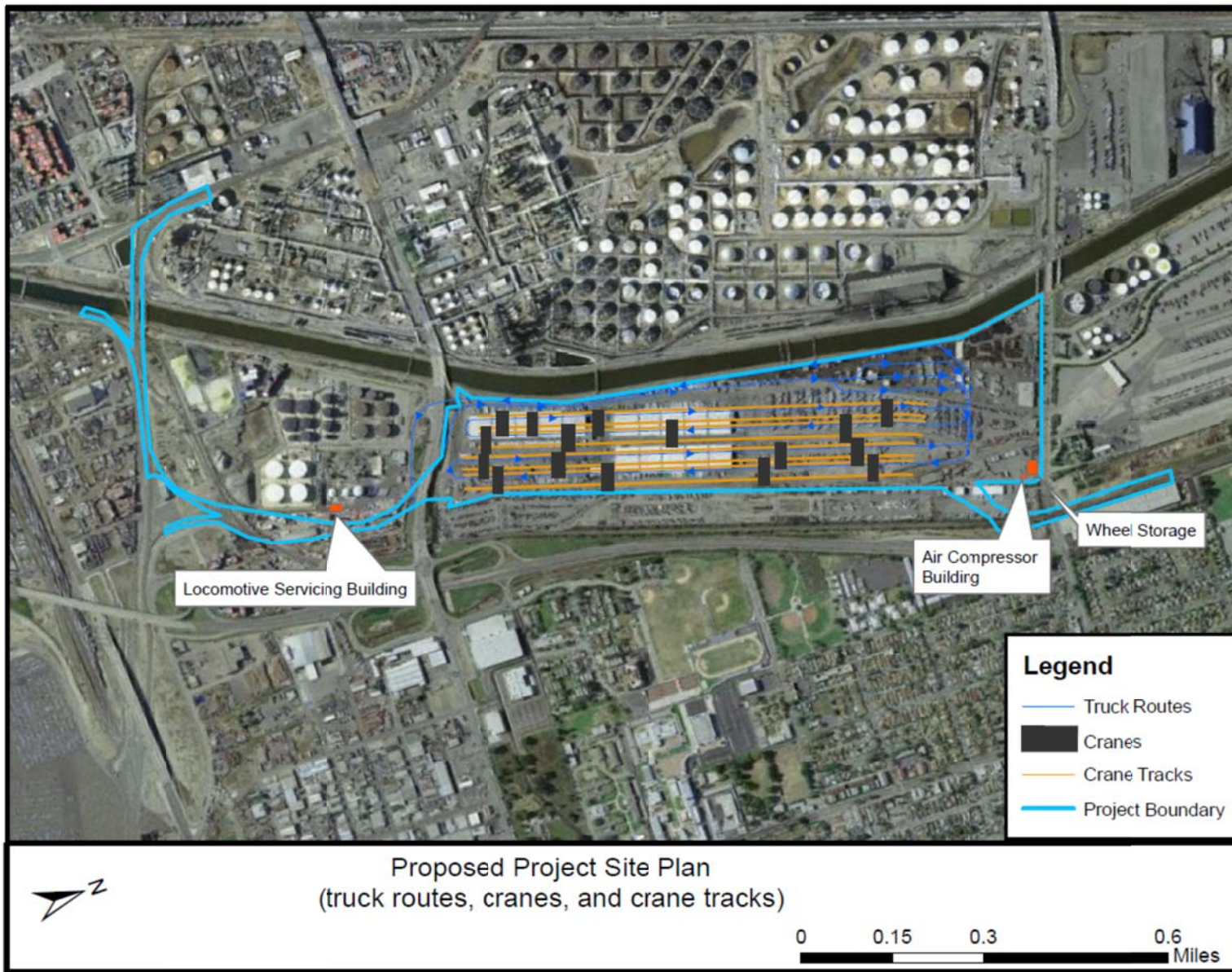
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1 Figure ES-2a. Proposed Project at Buildout.



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1 Figure ES-2b. Proposed Project at Buildout.



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1 **ES.3.2 Project Description**

2 **ES.3.2.1 Property Acquisition and Disposition of Businesses**

3 The proposed Project requires acquisition or lease of non-LAHD properties by the project
4 proponent BNSF and a new lease for the LAHD properties that would result in certain
5 terminations of existing leaseholds and the movement or displacement of businesses
6 occupying those properties. Of the existing businesses within the proposed Project site,
7 only three (portions of California Cartage and Fast Lane Transportation (Fast Lane), and
8 the Alameda Corridor Transportation Authority (ACTA) maintenance yard) are assumed,
9 in order to ensure a conservative analysis, to move to alternate sites on nearby properties,
10 although it is possible that California Cartage and Fast Lane would elect to make other
11 arrangements. All other remaining businesses within the proposed Project site on LAHD
12 properties would have their leases non-renewed/terminated and those on non-LAHD
13 properties would be removed upon acquisition of the properties by BNSF. The displaced
14 businesses for which no relocation sites were identified as part of the proposed Project or
15 during the time of this analysis are assumed to move to other compatible areas in the
16 general port vicinity as part of their own business operations and plans.

17 The identified alternate locations for a portion of Fast Lane Transportation and a portion
18 of California Cartage operations are located south of the railyard site (Figure ES-1), and
19 the ACTA maintenance facility would move to an approximately 4.5-acre site just west
20 of the Dominguez Channel. The proposed Project assumes that California Cartage would
21 maintain the property they currently lease from SCE, and that Fast Lane would continue
22 to operate on parcels it currently occupies outside the Project site. These businesses
23 would construct new facilities on the alternate sites that are assumed to generally
24 resemble the existing facilities except for being more modern and efficient. They are
25 assumed to continue operating on their existing parcels through the first construction year
26 while the new facilities are being constructed and then to resume operations on their new
27 sites and their existing property.

28 **ES.3.2.2 Railyard Elements**

29 The new railyard (described in detail in Section 2.4.2.2) would have three major sets of
30 tracks (two sets of loading tracks, each with six tracks, and one set of two storage tracks)
31 comprising a total of approximately 105,000 feet of track (including the north and south
32 lead tracks, see below) and at least 37 switches. The railyard would also include a
33 number of support elements such as cargo-handling equipment (yard hostlers and support
34 vehicles), 20 electric-powered, rail-mounted, wide-span gantry cranes (RMGs) up to 98
35 feet high for loading and unloading trucks and trains and managing the stacks of
36 containers, office and maintenance buildings, 40 high-mast light standards for area
37 lighting, and a truck gate complex.

38 Two sets of lead tracks (described in detail in sections 2.4.2.3 and 2.4.2.4) would extend
39 north and south from the railyard. The two north lead tracks, one from each group of
40 loading tracks, would be elevated and would cross first the SCE property and an existing
41 access road via an overpass and then Sepulveda Boulevard on a rail bridge to connect the
42 railyard to the ports' San Pedro Branch track. These approximately 1,000-foot-long
43 tracks would operate primarily as tail tracks for the assembly and breaking down of
44 trains. The north lead tracks would require the relocation of existing SCE electrical
45 towers in order to meet clearance requirements by the State Public Utilities Commission

1 (PUC). The two south lead tracks, each approximately 4,000 feet long, would link the
2 railyard to the Alameda Corridor, west of the facility, and would serve as the facility's
3 connection to the regional rail network; normally, all trains would enter and exit the
4 facility on the south lead tracks. The south lead tracks would curve westward under PCH,
5 connect to the ports' Long Beach Lead track, cross the Dominguez Channel on a
6 reconstructed bridge, and then join the Alameda Corridor mainline tracks. Two short
7 tracks near the south lead tracks would be used for locomotive fueling and minor
8 servicing; no locomotive maintenance would occur at the proposed Project.

9 The proposed Project would include a number of roadway and trackage improvements
10 (described in detail in Section 2.4.2.5) in order to provide truck and train access to the
11 SCIG facility and adjacent SCE property. A new interchange would be constructed on the
12 Pacific Coast Highway (PCH) to provide truck access to the facility and to allow the
13 south lead tracks to pass under the PCH. The Dominguez Channel Bridge would be
14 widened to accommodate the south lead tracks, and the existing railroad bridge over
15 Sepulveda Boulevard would be replaced by a modern bridge capable of carrying three
16 tracks (the north lead tracks and the San Pedro Branch track). An access road with an
17 underpass at Sepulveda Boulevard would be constructed beneath the elevated north lead
18 tracks to provide truck and other vehicular access to the SCE property.

19 **ES.3.2.3 Construction**

20 Construction of the proposed project would occur over approximately a 36-month period
21 from 2013 to 2015, with the last phase limited to the erection of cranes in 2015. In
22 addition to construction of the proposed Project, construction activities would occur at
23 the alternate business locations. Construction activities (described in detail in Section
24 2.4.3) would occur essentially simultaneously in three major areas:

- 25 1. The railyard including the north lead tracks and railroad bridge over Sepulveda Blvd;
- 26 2. PCH grade separation and interchange;
- 27 3. The south lead tracks area along the Long Beach Lead and Alameda Corridor,
28 including the Dominguez Channel Bridge.

29 Depending on the amount of construction activity at any given time, there would be 30 to
30 150 workers per day, 12 to 30 pieces of construction equipment, and 30 to 150 vehicles
31 transporting workers and materials to and from the various construction areas.
32 Construction would normally occur during one 10-hour shift per day, up to six days per
33 week, consistent with City of Los Angeles code requirements to reduce noise and limit
34 construction activities to daytime hours (and, for the portion of construction within the
35 City of Long Beach, consistent with the City of Long Beach code requirements).

36 Activities common to all construction activities would include servicing construction
37 equipment at designated areas; transporting construction workers, supervisors, and
38 inspectors onsite in light-duty trucks and light buses; and controlling dust, track-out, and
39 erosion by following a Construction Storm Water Pollution Prevention Plan.
40 Construction in all areas would also include soil and groundwater remediation as
41 necessary, hazardous waste management from demolition and remediation activities,
42 staging area management, and public utility and traffic management.

1 ES.3.2.4 Operations

2 The SCIG facility is assumed to begin operation at the start of 2016 and reach full
3 operation (maximum capacity) in 2035. It would operate 24 hours a day (three labor
4 shifts), 7 days per week, 360 days per year; trucks and trains would arrive at and depart
5 from the facility day and night. Upon opening, the facility would have approximately 93
6 employees, which would increase to a maximum of 450 employees at full operation. The
7 facility's design and operational model include a high degree of automation and
8 computerized logistics management in order to minimize truck trips.

9 Containers would be picked up from and delivered to the marine terminals in the Ports by
10 on-road drayage trucks (big-rig, semi-trailer trucks) operated under contracts between
11 various trucking companies and BNSF for drayage between the SCIG railyard and the
12 Ports. The contracts would specify that all trucks would be powered by engines that meet
13 or exceed the 2007 EPA on-road standards, thereby ensuring compliance with the 2010
14 Clean Air Action Plan's (CAAP) Clean Truck Program engine emissions requirements.
15 This document assumes that only marine cargo, i.e., direct intermodal cargo, would be
16 handled at the facility.

17 The facility would operate like a circuit. Drayage trucks would arrive at and depart from
18 the facility hauling shipping containers on chassis. At full capacity an average of
19 approximately 5,542 trucks, carrying 4,167 containers, would arrive at and depart from
20 the facility each day, as well as employee and vendor traffic. Drayage would occur along
21 designated truck routes to avoid residential areas (see Figure 2-4), which would be
22 enforced through BNSF's drayage contracts by requiring global positioning system
23 (GPS) units. Inbound trucks would enter the SCIG railyard from the PCH off-ramps and
24 proceed to an on-site entry portal to undergo an automated inspection and identification
25 process before entering onsite queuing lanes leading to checkpoints and the facility
26 entrance. Trucks would be directed to trackside where the container would be unloaded
27 either directly to a railcar or onto a container stack by the RMG cranes. Most empty
28 trucks would then be directed to another area to be loaded with an outbound container by
29 another RMG, although in some cases a truck might leave the facility empty.

30 At full operation, the SCIG railyard is expected to handle eight inbound and eight
31 outbound trains per day. The trains would enter and leave the facility via the Alameda
32 Corridor. Consistent with CAAP Measure RL-2 and pursuant to the 2005 California Air
33 Resources Board (CARB) Memorandum of Understanding, BNSF would maximize the
34 use of ultra-low sulfur diesel (ULSD) fuel in the locomotives that would haul the trains.
35 Inbound trains would exit the Alameda Corridor, proceed across the Dominguez Channel
36 Bridge onto one of the facility's south lead tracks, and be routed onto a clear unloading
37 (strip) track. Trains would typically be longer than a single strip track, and would have to
38 be divided into two smaller segments (blocks) in order to be positioned on the strip tracks
39 for loading and unloading. Outbound trains would be assembled ("built") and leave the
40 facility in essentially the reverse process. Locomotive movements within the railyard and
41 along the north lead track would not require the locomotives to sound their horns, as
42 warning devices such as lights and barriers to prevent rail/truck conflicts would eliminate
43 the need for horns.

44 The proposed Project would provide BNSF with the capacity to handle an estimated 1.5
45 million containers or 2.8 million TEUs (Twenty-foot-Equivalent Units, a measure of
46 containerized cargo based on a standard twenty-foot-long container; because containers
47 come in several sizes, the conversion factor between number of containers and TEUs is
48 roughly 1.85) per year at full operation and would involve approximately 2 million truck

1 trips between the facility and port terminals per year (Table ES-1). The truck trips would
 2 replace truck trips that would otherwise go to the BNSF Hobart/Commerce Yard in East
 3 Los Angeles, a journey of 24 miles each way. The proposed facility would incorporate an
 4 operational model that emphasizes the efficient movement of trucks and trains by
 5 incorporating design elements to enhance fluidity of operations and providing direct rail
 6 access to the Alameda Corridor, thereby increasing the benefits expected from the
 7 Alameda Corridor’s use.

8 **Table ES-1. Project Summary Matrix.**

| Element | Description |
|--|--|
| Railroad tracks | 12 loading 2 support North lead tracks South lead tracks 2 service tracks |
| Electric-powered rail-mounted gantry cranes (RMG cranes) | 10 loading 10 stacking 90 - 100 feet in height Regenerative braking technology |
| Cargo-Handling Equipment | 10 Liquefied Natural Gas (LNG)-fueled or equivalent yard hostlers One diesel-powered railcar wheel changer |
| Drayage trucks | On-road trucks meeting 2007 EPA on-road standards Compliant with 2010 CAAP Use of designated truck routes, monitored by GPS |
| Locomotives | Low-emitting switching locomotive engines Line-haul locomotives meeting 1998 SCAQMD MOU, 2005 CARB MOU and EPA linehaul locomotive emissions standards Ultra-low-sulfur diesel (ULSD) fuel Automatic idling reduction devices |
| Lighting | Forty high-mast light poles, low-glare crane lighting, perimeter lighting, and roadway lighting. Automation and efficient directional and shielding features |
| Truck trips per year (one-way) ^{1,2} | 0.4 million in 2016 2.0 million by 2035 (at full capacity) |
| Train trips per year (round trips) ³ | 720 trips in 2016 2,880 trips by 2035 (at full capacity) |
| Throughput (TEUs/lifts, direct intermodal cargo only) | 570,808/308,545 annually in 2016 2.8 million/1.5 million annually by 2035 |
| Containers per day | 857 in 2016 4,167 by 2035 |
| Employees | 93 in 2016 450 by 2035 |

1. The number of trucks is greater than the number of containers to allow for a proportion of “bobtail” (i.e., unloaded) trips in cases where a truck is not loaded in both directions. The ratio of truck moves to containers is 1.33:1.
 2. Total trips; the number of trips in each direction would be half of the total.
 3. A train is assumed to carry 260 containers; the number of train moves per day would be double the number of round trips (i.e., one inbound move, one outbound move).

1 ES.4 Alternatives to the Project

2 ES.4.1 Basis of Alternatives

3 The CEQA Guidelines (§15126.6 et seq.) require that an EIR describe a range of
4 reasonable alternatives to a project that could feasibly attain most of the basic objectives
5 of the project but would avoid or substantially lessen any significant environmental
6 impacts. The EIR should briefly describe the rationale for selection and rejection of
7 alternatives, compare the merits of the alternatives, and determine an environmentally
8 superior alternative.

9 ES.4.2 Alternatives Considered

10 Fourteen alternatives to the proposed Project, including alternative sites, alternative
11 layouts, and alternative concepts discussed during the NOP period, were considered
12 during preparation of this Draft EIR. Of these, two alternatives (the No Project
13 Alternative and the Reduced Project Alternative) that either achieve most of the proposed
14 Project objectives or are required under CEQA have been carried forward for detailed
15 analysis in Chapter 5. These alternatives are summarized below and described in detail in
16 sections 5.3 and 5.4. The remaining twelve alternatives considered, including concepts
17 that would not eliminate the need for a near-dock intermodal facility, or that would
18 address other aspects of the goods movement chain, were eliminated from detailed
19 consideration, as discussed in Section ES.4.4 and sections 5.1 and 5.2.

20 ES.4.3 Alternatives Analyzed in this Draft EIR

21 The two alternatives to the proposed Project that are considered in this Draft EIR are:

- 22 1. Alternative 1 – No Project Alternative
- 23 2. Alternative 2 – Reduced Project Alternative

24 Table ES-2 presents a summary of the key features of the proposed Project and
25 alternatives. Sections 5.3 and 5.4 describe these alternatives and their environmental
26 impacts in detail.

27 **Table ES-2. Summary of Proposed Project and Alternatives at Full Buildout (2035).**

| Element | Proposed Project | Reduced Project Alternative | No Project Alternative |
|-------------|------------------------------------|------------------------------------|---|
| Truck trips | 2.0 million one-way trips per year | 1.3 million one-way trips per year | 3.2 million one-way trips to/from Hobart per year |
| Train trips | 8 trains per day | 6 trains per day | 8 trains per day to/from Hobart |
| Throughput | 2.8 million TEUs per year | 1.85 million TEUs per year | 2.8 million TEUs per year at Hobart |
| Employees | 450 | 300 | Baseline + 10% growth by 2016 |

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1 **ES.4.3.1 Alternative 1 – No Project Alternative**

2 The No Project Alternative considers what would reasonably be expected to occur if the
3 Port did not approve the proposed Project (CEQA Guidelines Section 15126.6(e)(3)).
4 Under the No Project Alternative, LAHD would not issue any permits or discretionary
5 approvals, the proposed Project would not be built, and existing uses and operations
6 would remain at the site. The No Project alternative assumes a 10 percent growth in
7 activity levels of those uses by 2016.

8 BNSF would handle the additional intermodal traffic expected from future increases in
9 cargo volumes at its Hobart/Commerce railyard in East Los Angeles, approximately 24
10 miles north of the Ports. BNSF would undertake physical and operational changes at the
11 Hobart/ Commerce Yard to allow the facilities to handle 8,000-foot trains and the
12 associated increased volume of containers. BNSF would re-organize its Southern
13 California operations to handle primarily international (i.e., port) cargo at
14 Hobart/Commerce and shift domestic cargo currently occupying a share of Hobart's
15 capacity to other regional intermodal facilities.

16 Direct and transloaded intermodal cargo is forecasted to continue to grow in accordance
17 with the cargo projections presented in Chapter 1. Domestic intermodal cargo can also be
18 assumed to increase in the future. Under the No Project Alternative, transloaded and
19 domestic intermodal cargo would continue to be drayed from regional warehouses to the
20 region's intermodal railyards, including Hobart/Commerce.

21 This alternative assumes that drayage trucks that would operate between the marine
22 terminals and the SCIG facility under the proposed Project would instead continue to
23 operate between the marine terminals and the Hobart/Commerce Yards. Accordingly, the
24 No Project Alternative would result in approximately 212 additional truck trips on I-710
25 above the baseline per average day in each direction in 2023, increasing to 6,082
26 additional trips per day in 2035 and thereafter (see Table 2-2). Because of the distance to
27 the Hobart/Commerce Yards, each trip would be approximately 20 miles longer in each
28 direction than under the proposed Project. No line-haul train trips would occur between
29 the Project site and the Hobart/Commerce Yards. To be conservative, train, truck, and
30 equipment activity within Hobart/Commerce is not analyzed in this document for the No
31 Project Alternative because those activities are accounted for in the environmental
32 analyses conducted under the CARB Memoranda of Understanding with BNSF (CARB,
33 1998; CARB, 2005). Furthermore, BNSF represents that the expansion of
34 Hobart/Commerce Yards will occur whether or not SCIG is constructed; the difference
35 would be whether the facility would handle primarily domestic and transloaded cargo (if
36 SCIG is built) or a mixture of domestic, transloaded, and international cargo (if SCIG is
37 not built) (BNSF, 2012).

38 **ES.4.3.2 Alternative 2 – Reduced Project Alternative**

39 In this alternative, the SCIG railyard described in the proposed Project would be
40 constructed on the site (because the configuration in the proposed Project is the minimum
41 size that can be operated efficiently and economically), but its activity level would be
42 limited by lease conditions. Because of the reduced cargo capacity of the Reduced Project
43 Alternative, the remaining cargo demand not handled by the SCIG facility under the
44 Reduced Project Alternative would continue to be handled at Hobart/Commerce or other
45 railyards such as the Union Pacific's (UP) Intermodal Container Transfer Facility (ICTF).
46 All physical features of the project would be the same as the proposed Project, including

1 the container handling systems the off-site improvements to roads and trackage (Section
2 2.4.2), and businesses moving to alternate sites or being displaced (Section 2.4.2). The
3 construction methods and schedule would be the same as the proposed Project (Section
4 2.4.3).

5 At full operation, the Reduced Project would handle approximately 1.85 million TEUs
6 per year, and it is anticipated it would reach its operational capacity by 2035. Those
7 containers would be transported by six trains and approximately 3,694 truck trips per day.
8 The operational details of the facility would be the same as those of the proposed Project
9 (Section 2.4.4); only the throughput would be different (Table 2-6).

10 **ES.4.4 Alternatives Considered But Eliminated from** 11 **Further Consideration**

12 Alternatives and concepts considered but eliminated include:

- 13 1. Alternative sites outside the two ports;
- 14 2. Alternative sites inside the ports;
- 15 3. Different layouts for the proposed facility;
- 16 4. Different access to the site; and
- 17 5. Several concepts suggested during the NOP period and Draft EIR that, although they do
18 not constitute alternatives to building a near-dock railyard, are nevertheless discussed in
19 Chapter 5 of this document.

20 **ES.4.4.1 Alternative Sites Outside the Ports**

21 In this alternative BNSF would construct a near-dock railyard similar to the proposed
22 Project at a location outside of the ports. It should be noted that some of these sites would
23 be outside of the POLA's jurisdiction and the POLA would not be the lead agency for
24 purposes of conducting CEQA environmental review, nevertheless these sites are
25 considered in this alternative. This alternative resembles the proposed Project in that it
26 involves construction of a new railyard, but it differs in that it would use a different site
27 than the proposed Project site.

28 Four sites identified by the San Pedro Bay Ports Rail Market Study - Part 2 (Parsons
29 2004) were considered (Section 5.1.3.1). Three of the sites (Watson Yard, West of
30 Alameda, and East of Alameda) are in (the East of Alameda site) or immediately adjacent
31 to the Port in Wilmington; the fourth (Carson Street/Del Amo/West Alameda Street) is in
32 Carson near the intersection of Alameda Street and I-405, approximately 6 miles north of
33 POLA.

34 All four sites were considered too small, poorly configured, and in the case of the West
35 Alameda site, too close to residential communities. The Watson site would necessitate
36 construction of another railyard to replace the functions of the Watson Yard, the West of
37 Alameda site would require extensive property acquisitions and business relocations, and
38 the East of Alameda site has since been designated as the site of the Pier A Railyard
39 relocation, making it unavailable. All four were judged less suited to a railyard than the
40 site of the proposed Project, and were eliminated from further consideration.

1 ES.4.4.2 Alternative Sites Inside the Ports

2 In this alternative, the Port would authorize construction of a near-dock railyard similar to
3 the proposed Project inside the POLA, or the Port of Long Beach (POLB) would
4 authorize construction inside the POLB (a location inside the POLB would be outside of
5 the LAHD's jurisdiction, and would require authorization by the POLB Board of Harbor
6 Commissioners). Possible locations for a near-dock railyard inside the harbor districts
7 (Section 5.1.3.2) include:

- 8 • A new landfill on the POLA/POLB border near Pier 400, a concept termed the
9 Terminal Island Joint Intermodal Terminal (TIJIT) or Terminal Island Intermodal
10 Gateway;
- 11 • The former LAXT site on Pier 300 in POLA;
- 12 • Berth 200 on the Port's Pier A (currently occupied by the Wallenius Wilhelmsen
13 Logistics (WWL) automobile import facility);
- 14 • A facility on POLB's Pier S; and
- 15 • A facility on POLB's Pier B.

16 All sites inside the ports would meet at least some of the project objectives, and all except
17 the POLB Pier B site would likely have fewer community issues than the proposed
18 Project because they would be farther away from residences and sensitive uses.

19 Construction of new land for a railyard for the TIJIT would have substantial biological
20 impacts that would require the use of mitigation credits that the LAHD does not possess.
21 Furthermore, a rail simulation study commissioned by the LAHD (Parsons, 2006)
22 concluded that the TIJIT landfill and LAXT intermodal railyard concepts (and the Pier S
23 concept) are infeasible because of the impossibility of handling the resultant train
24 volumes over the amount of additional trackage that could be built to connect Terminal
25 Island to the Alameda Corridor. Accordingly, this alternative was rejected on the basis of
26 the unavailability, to the LAHD, of mitigation credits for the necessary fill and the
27 incompatibility of another major intermodal facility with the rail infrastructure on
28 Terminal Island.

29 The LAXT site is not viable as LAHD has proposed to reconfigure the existing trackage
30 and to add new trackage to provide storage and staging support for the existing Terminal
31 Island on-dock yards, which cannot reach their design capacities without these support
32 facilities.

33 The Berth 200/WWL site in POLA could support a small near-dock facility that would
34 connect to the Alameda Corridor via the adjacent Los Angeles Lead Track. However, the
35 Los Angeles Board of Harbor Commissioners, in their approval of TRAPAC terminal,
36 approved the use of the Berth 200 site as a transfer and storage yard to support existing
37 and future on-dock facilities. In addition, the Board of Harbor Commissioners recently
38 approved WWL's long-term expansion and modernization plans for their portion of the
39 site. Accordingly, the site is no longer available for a near-dock intermodal facility.

40 The Pier S site is wholly owned by the Long Beach Harbor Department, and therefore
41 outside the jurisdiction and authority of the LAHD. Furthermore, the site is under
42 consideration by the Port of Long Beach for a container terminal or multi-use container
43 storage facility (the Draft EIS/Supplemental EIR was released in September 2011), and is
44 in any case too small for a modern line-haul intermodal facility, which requires double-
45 ended strip tracks. In addition, construction of a large railyard could be incompatible with
46 the soil and groundwater remedy that underlies the northern portion of the site.

1 The Pier B site in POLB, which includes the area designated in the Parsons study as the
2 Eighth Street Yard, has been considered for an intermodal facility. However, the RSU
3 (Parsons, 2006) identified the need for a storage and transfer yard to support on-dock
4 operations, and concluded that the Pier B site should be developed for that purpose. The
5 POLB released a Notice of Preparation/Initial Study for such a facility in 2009.

6 All of the sites inside the ports have constraints that make them either unsuitable or
7 unavailable for near-dock intermodal railyards, meaning that they could not meet the
8 project's objectives. Accordingly, all were eliminated from further consideration as
9 alternatives to the proposed Project.

10 **ES.4.4.3 Alternative Layouts for the Proposed Project Site**

11 Two alternative configurations for a railyard on the site of the proposed Project were
12 considered (Section 5.1.3.3): a single-ended track layout and a double-ended layout with
13 standard track centers rather than the closer centers of the proposed Project. A single-
14 ended railyard would eliminate the need for the north lead trackage and would permit
15 slightly longer strip tracks, since there would be no ladder tracks at the north end of the
16 railyard. The alternative would not require any additional land, could be less expensive to
17 build than the proposed Project, and would likely have somewhat fewer interactions with
18 the communities at the north end of the site. However, a single-ended layout would result
19 in less efficient operations, which would increase impacts such as air quality and,
20 possibly, traffic. These increased impacts could offset the reduced impacts associated
21 with elimination of the north lead tracks; accordingly, this concept was eliminated from
22 further consideration.

23 The double-ended, standard-width track center layout represents the conventional layout
24 of existing large intermodal yards. The yard would be serviced by conventional diesel-
25 powered rubber-tired gantry cranes (RTGs) for stacking and railcar loading and
26 unloading (RMGs cannot be employed in a wide-center layout). Although this concept
27 would meet the project's objectives and is technically feasible, it would not eliminate any
28 impacts, and would likely result in greater impacts due to the use of more polluting
29 equipment. Accordingly, this alternative was eliminated from further consideration.

30 **ES.4.4.4 Different Site Access**

31 In this alternative (Section 5.1.3.4), access to the site would be provided from Sepulveda
32 Boulevard at the north end of the facility, instead of from PCH. The alternative is
33 technically feasible and would achieve the Project's objectives, but it would not avoid or
34 substantially lessen any significant environmental impacts. The route (between the
35 marine terminals and the Project site) would be longer than the PCH route, thereby
36 increasing emissions, and it would also introduce additional traffic to a segment of
37 Sepulveda Boulevard that already accommodates all of the ICTF traffic. In addition, the
38 northern access concept would route truck traffic along the Terminal Island Freeway
39 between PCH and Sepulveda, increasing impacts to areas with sensitive land uses east of
40 the Terminal Island Freeway. Accordingly, the northern access concept was eliminated
41 from further consideration.

1 **ES.4.5 Assessment of Other Goods Movement** 2 **Concepts**

3 A number of concepts for reducing the environmental and community impacts of the
4 proposed Project were suggested during the NOP period, in both written and oral
5 comments. The concepts considered project alternatives under CEQA were presented in
6 sections ES.4.3 and ES.4.4. The remaining concepts are not considered alternatives
7 because they either 1) do not eliminate the need for a near-dock intermodal facility, or 2)
8 address other aspects of the goods movement chain than handling intermodal rail traffic,
9 or 3) rely on modifying other aspects of the goods movement chain based on prototype or
10 future technologies and infrastructure. These concepts, which are described in detail in
11 Section 5.2, fall into two major groups:

- 12 • Concepts for avoiding building a near-dock railyard; and
- 13 • Other approaches to moving containers in the region.

14 These concepts focus on eliminating diesel trucks from local and regional highways
15 either by using trains for short-haul transport or by using advanced technologies to move
16 containers.

17 **ES.4.5.1 Approaches to Avoiding Building a Near-Dock Railyard**

18 Two basic concepts have been advanced for avoiding the need to build a near-dock
19 facility, namely 1) building more on-dock yards and 2) building a railyard well inland of
20 the ports and conveying the cargo to it on short-haul trains.

21 **ES.4.5.1.1 Additional On-Dock Railyards**

22 As discussed in detail in Section 1.1.5.3, additional on-dock capacity or use beyond the
23 volumes already planned for cannot be achieved. The Ports have maximized the size of
24 planned and proposed on-dock railyards and support rail infrastructure via detailed
25 master planning, rail system computer modeling/simulation, preliminary engineering, and
26 final design for some of the infrastructure. The rail network within the Ports will reach
27 capacity with forecasted operations from existing and planned on-dock facilities by 2035,
28 even with implementation of all planned rail improvement projects. Accordingly,
29 additional on-dock facilities would not yield higher capacity or greater utilization of rail
30 transport.

31 **ES.4.5.1.2 Inland Port/Remote Railyard**

32 In this concept, imported containers would be transported by shuttle train from the marine
33 terminals to an inland railyard, essentially a remote off-dock yard. At the inland facility
34 containers would be sorted according to final destination: a) eastbound cargo would be
35 either sorted directly onto common-destination trains or transloaded into larger containers
36 for later trains; b) regional import cargo would be loaded onto trucks for transport
37 throughout the Southwest; c) Los Angeles Basin import cargo would be drayed back into
38 the basin by truck. Export cargo would move in reverse, loaded onto trains at the inland
39 port bound for the marine terminals.

40 This concept would eliminate the port-area truck trips associated with draying containers
41 to near-dock and off-dock railyards, thus reducing port-area traffic impacts and some
42 truck emissions. It is not clear, given the complexities of operating shuttle trains on the
43 regional rail network, whether locomotive emissions would be reduced. Traffic and air

1 emissions would be increased in the Inland Empire as a result of additional, possibly
2 longer, truck trips, grade crossing blockages, and truck and locomotive emissions. Export
3 cargo from the western part of the Los Angeles Basin would have to be drayed east to the
4 inland facility, then hauled back west to the ports, on a shuttle train, and import cargo
5 destined for the western area would have to be drayed back west after the train trip east to
6 the inland facility. Furthermore, it is unlikely that the railroad mainlines have adequate
7 capacity to handle substantial numbers of shuttle trains east of the Alameda Corridor.

8 This alternative would require: a) acquiring land and entitlements and constructing a new
9 railyard in the Inland Empire near the existing BNSF and/or UP mainline tracks; b)
10 enhancing the Alameda Corridor and the BNSF and UP mainlines; and c) converting
11 marine terminals in the port area to emphasize on-dock railyards over on-site container
12 management and local delivery. The first two would be challenging and expensive, given
13 the likely substantial community opposition in the Inland Empire and the scale of
14 infrastructure modifications, but are likely feasible. In fact, ACTA is planning to
15 implement a pilot program rail shuttle service between the ports' on-dock rail facilities
16 and a rail facility in Colton, although the exact operating details and financial
17 arrangements are still uncertain (POLA, 2012). The third requirement, converting marine
18 terminals, would be extremely expensive, time-consuming, and highly disruptive to the
19 goods movement industry as marine terminals were taken out of service. Virtually every
20 study conducted to date shows that such facilities are not feasible purely from a business
21 enterprise standpoint, and in any case the ports lack the authority to mandate such a
22 fundamental change.

23 **ES.4.5.2 Alternative Container Transport Systems**

24 Concepts have been proposed for reducing the extent to which the southern California
25 goods movement system relies on diesel trucks for moving containers between the marine
26 terminals in the ports of Los Angeles and Long Beach and their immediate destinations at
27 intermodal railyards and major distribution centers throughout the region. This “Zero
28 Emissions Container Movement System”, or ZECMS concept could be viewed as either
29 an alternative to the proposed Project or an alternative project element. In the first case, a
30 ZECMS technology would replace the proposed SCIG facility and link the marine
31 terminals directly to a final destination. In the latter case, it would replace truck trips
32 from marine terminals to the proposed Project site. ZECMS has not yet reached the point
33 of being technologically or economically feasible, and therefore cannot be carried
34 through this EIR as an alternative in either form. Nevertheless, ZECMS concepts are
35 considered here as an indication of potential future developments related to the ZECMS
36 concept, and in furtherance of continued demonstration of these technologies, the Board
37 may require a project condition (PC AQ-11) that BNSF participate in a ZECMS
38 demonstration program (see Section 3.2.5 for details).

39 Section 5.2.2 contains a detailed description of the process the ports have gone through to
40 evaluate potential ZECMS technologies and summarizes the ZECMS concepts. Two
41 basic approaches to ZECMS technologies are in the evaluation process: 1) systems based
42 on new, dedicated fixed guideways (e.g., elevated monorails), and 2) systems based on
43 existing guideways (i.e., roads and rail lines). In the dedicated guideway approach,
44 magnetic levitation and linear synchronous motor technology, both of which are entirely
45 electric, are being considered for motive power. In the existing guideway approach, linear
46 synchronous motor technology is being considered for rail-based guideways and fuel
47 cells and electric trucks are being considered for road-based guideways.

1 The dedicated guideways would be purpose-built, which would likely require right-of-
2 way acquisition, and would likely be elevated, which implies high capital costs. The
3 existing guideway approach would require specialized vehicles and could require
4 electricity infrastructure, but would not require right-of-way acquisition or major
5 construction.

6 In 2009 the two ports initiated their Alternative Container Transportation Technology
7 Study by soliciting concepts for designing, building, financing, operating, and
8 maintaining a ZECMS between the Ports and the existing ICTF and proposed near-dock
9 rail facilities (i.e., the SCIG facility). The seven responses included all of the ZECMS
10 concepts described above. The evaluation panel concluded that none of the responses
11 demonstrated that the intended ZECMS objectives could be achieved, and that none of
12 the concepts could be deemed ready at this time for application in the port environment.
13 A similar effort undertaken for the I-710 Corridor Project EIS/EIR reached a similar
14 conclusion from its technology review.

15 The zero emissions container transport concepts, while not feasible at this time, are
16 nonetheless promising future options for development by the ports and other elements of
17 the goods movement industry. To this end, the ports and ACTA continue to investigate
18 promising technologies for transporting containers between port terminals and near-dock
19 railyards, including a linear synchronous motor proof-of-concept demonstration and the
20 development and deployment of all-electric and fuel-cell trucks. In a related effort, the I-
21 710 Corridor Project is also investigating promising alternatives to conventional truck
22 drayage.

23 Additionally, through the CAAP the Ports have committed to evaluating, and if feasible
24 bringing to commercial reality, alternative technologies with the intention of encouraging
25 the application in the port area of clean technologies for moving cargo. It is the express
26 charge of the CAAP's Technology Evaluation Program both to solicit proposals to
27 develop specific technologies and to evaluate unsolicited proposals for emerging
28 technologies.

29 **ES.5 Environmental Impacts**

30 This Draft EIR has been prepared to evaluate potentially significant impacts associated
31 with the proposed Project, and to evaluate if the proposed Project would result in
32 cumulative impacts with other development projects in the surrounding area. A
33 significant impact is an impact determination under CEQA and refers to a substantial or
34 potentially substantial significant change in any of the physical conditions within the area
35 affected by the Project compared to baseline conditions (see Section ES.2.3). This Draft
36 EIR also considers alternatives to the proposed Project that could reduce impacts while
37 meeting most of the Project objectives. Mitigation measures have been proposed to
38 reduce or eliminate potentially significant impacts. The level of impact after
39 implementation of mitigation is described as the residual impact.

40 **ES.5.1 Resource Areas Considered in this Draft EIR**

41 The NOP identified issue areas in which the proposed Project had potentially significant
42 impacts. The NOP also determined that several resource areas would not be affected. In
43 accordance with CEQA, issues found in the NOP/IS that have no impact do not require
44 further evaluation. Therefore, this Draft EIR does not address impacts to agricultural or
45 mineral resources or to recreation.

1 **ES.5.1.1 Resource Areas Included in the Draft EIR**

2 The LAHD has determined that the following chapters (including sections) and
3 appendices do not require recirculation because the new information added or changes
4 made to those portions of the Draft EIR did not trigger any of the requirements under
5 CEQA Guidelines Section 15088.5(a).

- 6 • Section 3.3 Biological Resources
- 7 • Section 3.4 Cultural Resources
- 8 • Section 3.5 Geology and Soils
- 9 • Section 3.11 Public Services and Utilities
- 10 • Section 3.12 Water Resources
- 11 • Chapter 8 Growth-Inducing Impacts
- 12 • Chapter 9 Significant Irreversible Changes
- 13 • Chapter 11 List of Preparers and Contributors
- 14 • Appendix A Notice of Intent/Notice of Preparation/Initial Study
- 15 • Appendix B Aesthetics Visual Resource Methodology
- 16 • Appendix D SCIG Cultural and Paleontological Reports
- 17 • Appendix E SCIG Environmental Site Assessments
- 18 • Appendix F2 Combined Analysis of SCIG and ICTF Facilities – Supporting Noise
19 Data
- 20 • Appendix G3 Traffic Grade Crossing Delay Methodology.

21 **ES.5.1.2 Resource Areas Included in the Recirculated Draft EIR**

22 Consistent with CEQA Guidelines Section 15088.5(c), this Recirculated Draft EIR
23 contains only the portions of the Draft EIR that have been revised and replaced. The
24 revised chapters (including sections) and appendices include:

- 25 • Executive Summary
- 26 • Chapter 1 Introduction
- 27 • Chapter 2 Project Description
- 28 • Chapter 3 Environmental Analysis
- 29 • Section 3.1 Aesthetics/Visual Resources
- 30 • Section 3.2 Air Quality and Meteorology
- 31 • Section 3.6 Greenhouse Gas Emissions and Climate Change
- 32 • Section 3.7 Hazards and Hazardous Materials
- 33 • Section 3.8 Land Use
- 34 • Section 3.9 Noise
- 35 • Section 3.10 Transportation/Circulation
- 36 • Chapter 4 Cumulative Analysis
- 37 • Chapter 5 Alternatives
- 38 • Chapter 6 Environmental Justice
- 39 • Chapter 7 Socioeconomics and Environmental Quality
- 40 • Chapter 10 References
- 41

- Chapter 12 Acronyms
- Appendix C1 through C3 (Air Quality Appendices)
- Appendix F1 SCIG Noise Technical Study
- Appendix G1 SCIG Transportation Appendix
- Appendix G2 SCIG Rail Simulation Modeling Study
- Appendix G4 Intermodal Rail Analysis
- Appendix H Summary of Changes

Summary descriptions of the impacts, mitigation measures, and residual impacts for the proposed Project (and alternatives) are provided in Table ES-3 near the end of this chapter.

ES.5.2 Significant and Unavoidable Impacts

This EIR has determined that implementation of the proposed Project would result in significant and unavoidable impacts on:

- Aesthetics (Impact AES-1)
- Air Quality (Impacts AQ-1, AQ-2, AQ-3, AQ-4, AQ-7, AQ-8)
- Cultural Resources (Impact CR-2)
- Greenhouse Gases (Impacts GHG-1 and GHG-2)
- Land Use (Impact LU-2 and LU-4)
- Noise (Impact NOI-6)
- Transportation (Impact TRANS-4)
- Utilities and Public Services (Impact PS-6).

Aesthetics Both the proposed Project and the Reduced Project Alternative would have a significant aesthetic impact related to demolition of the historic Sepulveda Boulevard railroad bridge (AES-1). Mitigation is available but would not reduce this impact to less than significant. Accordingly, impacts after mitigation would remain significant and unavoidable.

Air Quality Construction of both the proposed Project and the Reduced Project Alternative would result in emissions of criteria air pollutants that would exceed SCAQMD significance thresholds and air pollutant concentrations that exceed local, state and national ambient air quality standards (AQ-1, AQ-2); since mitigation measures would not reduce those emissions below the thresholds, they would remain significant and unavoidable. Operation of the No Project Alternative would result in emissions that would exceed an AQMD threshold of significance (AQ-3), and because no mitigation can be imposed, the impact would remain significant and unavoidable. Operation of the proposed Project and both alternatives would cause exceedances of one or more of the SCAQMD ambient thresholds for NO₂, PM₁₀, and PM_{2.5}, and the NAAQS for NO₂ (AQ-4). Mitigation measures applied to the proposed Project and the Reduced Project Alternative would not reduce the impacts below the thresholds, and no mitigation can be applied to the No Project Alternative. Accordingly, impacts after mitigation would remain significant and unavoidable. Operation of the No Project Alternative would expose receptors to significant levels of TACs (AQ-7). Because no mitigation can be applied to the No Project Alternative, impacts would remain significant and unavoidable. Finally, the No Project Alternative would conflict with implementation of regional plans for reducing air emissions in the SCAB by promoting more efficient movement of goods

1 (AQ-8). Because no mitigation can be applied to the No Project Alternative, impacts
2 would remain significant and unavoidable.

3 **Cultural Resources** Both the proposed Project and the Reduced Project Alternative
4 would have a significant cultural impact related to demolition of the Sepulveda
5 Boulevard railroad bridge (CR-2). Mitigation is available but would not reduce this
6 impact to less than significant. Accordingly, impacts after mitigation would remain
7 significant and unavoidable.

8 **Greenhouse Gases** The proposed Project and both alternatives would generate emissions
9 of greenhouse gases (GHG) that would exceed the LAHD's threshold of zero increase.
10 Accordingly, the proposed Project and alternatives would have significant impacts related
11 to GHGs (GHG-1). The mitigation measures that would be applied to the proposed
12 Project and the Reduced Project Alternative would not reduce GHG emissions to less
13 than significant, and no mitigation can be applied to the No Project Alternative.
14 Accordingly, impacts after mitigation of the proposed Project and alternatives would
15 remain significant and unavoidable. The No Project Alternative would conflict with state
16 and local plans and policies aimed at reducing GHG emissions through more efficient
17 transportation of goods (GHG-2). Because no mitigation can be applied to the No Project
18 Alternative, impacts would remain significant and unavoidable.

19 **Land Use** The No Project Alternative would be inconsistent with LAHD goals with
20 respect to avoiding or mitigating environmental impacts associated with moving goods
21 (LU-2). No mitigation can be applied to the No Project Alternative to reduce this impact
22 to less than significant. Accordingly, the impact would remain significant and
23 unavoidable. Both the proposed Project and the Reduced Project Alternative would have
24 a significant secondary impact on land uses (LU-4) in the project area as a result of
25 significant air and noise impacts. The mitigation measures that would be applied to the
26 proposed Project and the Reduced Project Alternative would not reduce these impacts to
27 less than significant. Accordingly, impacts after mitigation would remain significant and
28 unavoidable.

29 **Noise** Both the proposed Project and the Reduced Project Alternative would have a
30 significant impact on sensitive receptors in west Long Beach related to nighttime
31 operational noise (NOI-6). Mitigation measures applied to the proposed Project and the
32 Reduced Project Alternative would not reduce the impacts to less than significant.
33 Accordingly, impacts after mitigation would remain significant and unavoidable.

34 **Transportation** The No Project Alternative would add trucks to the freeway system as a
35 result of future increases in intermodal cargo. These additional trips would cause LOS to
36 exceed the significance threshold at two locations on I-710, which is a significant impact
37 (TRANS-4). No mitigation can be applied to the No Project Alternative to reduce this
38 impact to less than significant. Accordingly, the impact would remain significant and
39 unavoidable.

40 **Utilities and Public Services** The No Project Alternative would result in continued
41 generation of solid waste, which has the potential to exceed landfill capacity in the future
42 (PS-6). No mitigation can be applied to the No Project Alternative to reduce this impact
43 to less than significant. Accordingly, the impact would remain significant and
44 unavoidable.

ES.5.3 Summary of Significant Impacts that Can Be Mitigated to Less Than Significant

Table ES-3 identifies the significant impacts that can be mitigated to less than significant. This EIR has determined that implementation of the proposed Project or one or more of the alternatives (see Section 5.5.3 for more detail) would result in significant impacts that can be mitigated on:

- Air Quality (AQ-7)
- Biological Resources (BIO-1)
- Cultural Resources (CR-1, CR-3)
- Utilities and Public Services (PS-6)
- Water Resources (WR-1).

Air Quality Operation of the proposed Project and the Reduced Project Alternative would expose receptors to significant levels of TACs (AQ-7). Mitigation measures that would be applied would reduce these impacts to less than significant.

Biological Resources Construction of the proposed Project and the Reduced Project Alternative could adversely affect nesting habitat of bird and bat species protected under the Migratory Bird Treaty Act and the Endangered Species Act, and could adversely affect biota in the Dominguez Channel during widening of the railroad bridge. These effects would be a significant impact (BIO-1). Mitigation measures that would be applied during construction would reduce these impacts to less than significant. **Cultural Resources** Both the proposed Project and the Reduced Project Alternative would have significant cultural impacts related to disturbance of cultural (CR-1) and paleontological (CR-3) resources during construction. Mitigation measures that would be applied during construction would reduce these impacts to less than significant.

Utilities and Public Services The proposed Project and Reduce Project Alternative would result in continued generation of solid waste, which has the potential to exceed landfill capacity in the future (PS-6). Mitigation measures would reduce this impact to less than significant.

Water Resources Construction of the proposed Project and the Reduced Project Alternative would potentially cause pollution of the Dominguez Channel from construction site runoff or spills, which would be a significant impact (WR-1). Mitigation applied during construction would reduce the impact to less than significant.

ES.5.4 Summary of Less than Significant Impacts

Table ES-3 identifies the less-than-significant impacts for which no mitigation is necessary. This EIR has determined that implementation of the proposed Project or one or more of the alternatives (see Section 5.5.3 for more detail) would result in less-than-significant impacts on:

- Aesthetics (AES-2)
- Air Quality (AQ-3, AQ-5, AQ-6)
- Biology (BIO-4)
- Geology (GEO-1 through GEO-4, GEO-6, GEO-8)
- Hazards and Hazardous Materials (RISK-1 through RISK-5 and RISK-7)

- 1 • Land Use (LU-1 through LU-3)
- 2 • Noise (NOI-1 through NOI-4 and NOI-6 through NOI-12)
- 3 • Transportation (TRANS-1 through TRANS-3, TRANS-5)
- 4 • Utilities (PS-1 through PS-5 and PS-7)
- 5 • Water Resources (WR-2 through WR-7).

6 **Aesthetics** The proposed Project and Reduced Project Alternative would install new
7 lighting at the proposed railyard. Because of the modern design of the lighting and the
8 distance of the facility from sensitive receivers, the impact under AES-2 would be less
9 than significant. Although not required to reduce an impact, mitigation measure AES-2
10 requires compliance with the Port's terminal lighting guidelines during final design and
11 follow-up monitoring and corrective measures to further reduce the impact.

12 **Air Quality** The proposed Project and the Reduced Project Alternative would generate
13 criteria pollutant emissions (AQ-3) but those emissions would not exceed SCAQMD
14 thresholds. The proposed Project would generate on-road traffic that would in turn
15 generate CO emissions from on-road vehicles at intersections, but those emissions would
16 not cause CO standards to be violated (AQ-5). The proposed Project and the Reduced
17 Project Alternative would generate odors associated with diesel trucks and locomotives
18 (AQ-6), but those odors would not be objectionable at sensitive receptors.

19 **Biology** The Project site and relocation sites do not contain wildlife migration corridors
20 or nursery areas. Construction and operation of the proposed Project and Reduced Project
21 Alternative would not affect any such resources. Operation would include a new source
22 of night lighting, but the impact of that lighting on wildlife movements in the context or
23 an already brightly-lighted industrial area would be less than significant.

24 **Geology** Construction of the proposed Project and the Reduced Project Alternative would
25 occur on a site that is subject to seismic activity (GEO-1) and a remote chance of
26 tsunamis (GEO-2), and could encounter soil settlement and subsidence (GEO-3),
27 expansive soils (GEO-4), and ground water (GEO-6), and cause erosion (GEO-8).
28 However, appropriate design and construction, as well as emergency planning, would
29 result in less than significant impacts.

30 **Hazards and Hazardous Materials** Construction and operation of the proposed Project
31 and Reduced Project Alternative would cause increased risks of accidents and upsets as a
32 result of the use and transport of hazardous materials and the possibility of ruptures and
33 spills during construction and operation, and could expose workers and the public to
34 hazardous wastes (RISK-1 through RISK-3). With the application of standard controls
35 and precautions such as emergency planning and response, as well as standard POLA
36 lease measures for site remediation and contamination contingency planning; these
37 impacts would be less than significant. Because the site is not on a list of hazardous
38 materials sites or within one-quarter mile of a school the impacts of the proposed Project
39 and Reduced Project Alternative would be less than significant (RISK-4 and RISK-6).
40 The risk of terrorist actions would not be increased by construction or operation of the
41 proposed Project and Reduced Project Alternative. Accordingly, impacts under RISK-7
42 would be less than significant for the proposed Project and Reduced Project Alternative.

43 **Land Use** The proposed Project and the Reduced Project Alternative would be consistent
44 with existing zoning (LU-1), would not affect any areas designated for environmental
45 preservation, would be consistent with the General Plan and other plan goals and policies
46 (LU-2), and would not physically divide or isolate any communities (LU-3).
47 Accordingly, both would have less than significant impacts. The No Project's

1 inconsistency with the environmental goals of the Port of Los Angeles Plan, the SCAG
2 RTP, and the Goods Movement Action Plan would constitute a less than significant
3 impact (LU-2).

4 **Noise** Construction and operation of both the proposed Project and the Reduced Project
5 Alternative would have less than significant noise, vibration, sleep disturbance, and
6 classroom speech interference impacts related to sensitive receptors in the City of Los
7 Angeles (NOI-1 through NOI-5). Operation of the No Project Alternative would have
8 less than significant noise vibration, and sleep disturbance impacts related to sensitive
9 receptors in the City of Los Angeles (NOI-3 through NOI-4). Construction and operation
10 of both the proposed Project and the Reduced Project Alternative, and operation of the
11 No Project Alternative, would cause increased vibration, sleep disturbance, and
12 classroom speech interference in the City of Long Beach, but the increases would not
13 exceed allowable thresholds and would therefore be less than significant impacts (NOI-7
14 through NOI-9). Construction of the proposed Project and Reduced Project Alternative,
15 and operation of all three alternatives would cause noise, vibration, and sleep disturbance
16 in the City of Carson (NOI-10 through NOI-12), but the increases would not exceed
17 thresholds of significance, and the impacts would be less than significant.

18 **Transportation** Construction of the proposed Project and the Reduced Project
19 Alternative would cause temporary increases in traffic that would represent a less than
20 significant impact (TRANS-1). Operation of the proposed Project and the Reduced
21 Project Alternative would result in decreases in traffic at study intersections, representing
22 a less-than-significant impact (TRANS-2). Operation of the No Project Alternative would
23 increase traffic at study intersections, but the increases would constitute less-than-
24 significant impacts (TRANS-2). An increase in on-site employees in the operation of all
25 three alternatives would result in a less than significant increase in public transit use
26 (TRANS-3). Operation of all three alternatives would change regional truck traffic
27 patterns. In the case of the proposed Project and Reduced Project Alternative, the change
28 would represent a less than significant impact on freeways and local intersections and in
29 the case of the No Project Alternative the impact on local intersections would be less than
30 significant (TRANS-4). Operation of all three alternatives would increase rail traffic as a
31 result of future increases in cargo throughput at the ports. However, the increased traffic
32 would not exceed the capacity of the regional rail network and would not significantly
33 increase delay at at-grade rail crossings. Accordingly, the proposed Project and both
34 alternatives would have less than significant impacts on the regional rail system
35 (TRANS-5).

36 **Utilities and Public Services** The proposed Project and the Reduced Project Alternative
37 would result in continued demand for police and fire protection, water, and electricity,
38 and would generate wastewater and runoff water. Because these demands could be met
39 by existing infrastructure, impacts would be less than significant (PS-1 through PS-5, and
40 PS-7).

41 **Water Resources** With the application of standard controls and best management
42 practices, compliance with rules and regulations as well as standard POLA lease
43 measures for site remediation and contamination contingency planning, construction and
44 operation of the proposed Project and Reduced Project Alternative would have less than
45 significant impacts related to construction-phase erosion, alteration of drainage patterns,
46 site runoff, discharges of pollutants into waterways, ground water contamination,
47 flooding, and exposure of contaminated soils that could be deleterious to human health
48 (WR-2 through WR-7).

ES.5.5 Lease Measures

The following lease measures would be applied to the Project.

LM RISK-1: Site Remediation Lease Measure

Unless otherwise directed by the lead regulatory agency for any given site, the Tenant shall remediate all contaminated media within proposed Project boundaries that are encountered and managed during demolition and grading activities. Any discolored and/or odorous soil encountered during excavation shall be handled and disposed in compliance with local, state, and federal regulations, as described in Section 3.12.3, and as directed by the Los Angeles Fire Department, DTSC, and/or RWQCB. Excavated contaminated soil shall not be placed in another location on-site; it must be properly disposed of off-site. All imported soil to be used as backfill in excavated areas should be sampled to ensure that the soil is free of contamination. Current Los Angeles Harbor Department import soil guidance documents must be followed and all import soil must meet criteria as defined in those documents. Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination shall be remediated prior to, or in conjunction with, project demolition, grading, and construction.

Existing groundwater contamination encountered during the excavation within the boundary of the proposed Project shall continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB or lead regulatory agency.

LM RISK-2: Contamination Contingency Plan Lease Measure

The following contingency plan shall be implemented by the Tenant to address previously unknown contamination during demolition, grading, and construction:

- a) All excavation and filling operations within the boundaries of the construction area shall be observed for the presence of free petroleum products, chemicals, or otherwise chemically impacted soil (CIS). Deeply discolored soil, suspected contaminated soil, or soil registering greater than 50 ppmv when measured with a photoionization detector (PID) or organic vapor analyzer (OVA) shall be segregated from clean soil. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor shall notify the Los Angeles Harbor Department's Chief Harbor Engineer and Director of Environmental Management (EMD). Harbor Department EMD personnel shall confirm the presence of the suspect material and direct the contractor to remove, stockpile or contain, and characterize the suspect material(s). Continued work at a contaminated site shall require the approval of the Chief Harbor Engineer.
- b) A photoionization detector (or other similar devices) shall be present during grading and excavation of suspected chemically impacted soil.
- c) Excavation of VOC-impacted soil (defined as soil which registers a concentration of 50 ppm or greater of Volatile Organic Compounds as measured before suppression materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane) will require the Tenant to obtain and comply with a South Coast Air Quality Management District Rule 1166 permit.

- 1 d) The remedial option(s) selected shall be dependent upon a number of criteria (including
2 but not limited to types of chemical constituents, concentration of the chemicals, health
3 and safety issues, time constraints, cost, etc.) and shall be determined on a site-specific
4 basis. Both off-site and on-site remedial options shall be evaluated.
- 5 e) The extent of removal actions shall be determined on a site-specific basis. At a minimum,
6 the chemically impacted area(s) within the boundaries of the construction area shall be
7 remediated to the satisfaction of the lead regulatory agency for the site and/or to ensure
8 protection of project workers. The Port Project Manager overseeing removal actions shall
9 inform the contractor when the removal action is complete.
- 10 f) Copies of hazardous waste manifests or other documents indicating the amount, nature,
11 and disposition of such materials shall be submitted to the Chief Harbor Engineer within
12 30 days of project completion.
- 13 g) In the event that contaminated soil is encountered, all on-site personnel handling or
14 working in the vicinity of the contaminated material shall be trained in accordance with
15 Occupational Safety and Health and Administration (OSHA) regulations for hazardous
16 waste operations. These regulations are based on CFR 1910.120 (e) and 8 CCR 5192,
17 which states that “general site workers” shall receive a minimum of 40 hours of
18 classroom training and a minimum of three days of field training. This training provides
19 precautions and protective measures to reduce or eliminate hazardous materials/waste
20 hazards at the work place.
- 21 h) In cases where potential chemically impacted soil is encountered, a real-time aerosol
22 monitor shall be placed on the prevailing downwind side of the impacted soil area to
23 monitor for airborne particulate emissions during soil excavation and handling activities.
- 24 i) All excavations shall be filled with structurally suitable fill material which is free from
25 contamination (i.e., meets the criteria in current LAHD import soil guidance documents).

26 ES.5.6 Cumulative Impacts

27 ES.5.6.1 Proposed Project

28 The proposed Project was analyzed in conjunction with other related projects in the area
29 for its potential to contribute to significant cumulative impacts. Cumulative impact
30 evaluations for each resource are included in Chapter 4 of this Recirculated Draft EIR.
31 The proposed Project would not result in cumulatively considerable contributions to
32 significant cumulative impacts (after applicable mitigation) for the following resource
33 areas:

- 34 • Geology and Soils
- 35 • Hazards and Hazardous Materials
- 36 • Transportation
- 37 • Water Resources.

38 The proposed Project would result in cumulatively considerable impacts for the following
39 resource areas:

- 40 • Aesthetics
- 41 • Air Quality
- 42 • Biological Resources

- 1 • Cultural Resources
- 2 • Greenhouse Gases
- 3 • Land Use
- 4 • Noise
- 5 • Transportation
- 6 • Utilities and Public Services.

7 The cumulative impacts related biological resources, cultural resources (ethnographic and
8 paleontological) and transportation can be mitigated to less than significant, but those
9 related to aesthetics, air quality, cultural resources (historical) , greenhouse gases, land
10 use, noise, and utilities and public services cannot.

11 **ES.5.6.2 No Project Alternative**

12 The No Project Alternative would not involve construction but would involve more truck
13 trips between the ports and Hobart Yard than the proposed Project. As described in
14 Section 5.4.1, it would make a considerable contribution to significant cumulative
15 impacts related to:

- 16 • Air Quality
- 17 • Greenhouse Gases
- 18 • Land Use
- 19 • Utilities and Public Services.

20 As no mitigation can be applied to the No Project Alternative, these cumulative impacts
21 would remain significant.

22 **ES.5.6.3 Reduced Project Alternative**

23 The Reduced Project Alternative would have the same cumulative impacts as the
24 proposed Project (ES.5.2.4.1) except under TRANS-2 that can be mitigated to less than
25 significant as described in Section 5.6.2.

26 **ES.5.7 Environmental Justice**

27 The potential for the proposed Project and Alternatives to cause disproportionately high
28 and adverse human health and environmental effects on low-income and minority
29 populations is discussed in the Environmental Justice analysis in the Recirculated Draft
30 EIR (Chapter 6). The proposed Project and the Reduced Project Alternative would result
31 in disproportionate effects on minority and low-income populations as a result of
32 significant unavoidable impacts related to Aesthetics, Air Quality, Cultural Resources,
33 and Noise. Significant impacts related to biology, greenhouse gases, land use, public
34 services, and water resources would either be reduced through mitigation, or would not
35 fall on human populations, or would not fall disproportionately on minority and low-
36 income populations.

37 The No Project Alternative would not have new, significant effects with respect to
38 minority and low-income populations.

39

1

2 **ES.5.8 Socioeconomic and Growth-Inducing Impacts**

3 As discussed in the Recirculated Draft EIR Chapter 7 and the Draft EIR Chapter 8,
4 because the proposed Project and the Alternatives would be industrial facilities, they are
5 not expected to stimulate population growth, remove obstacles to population growth, or
6 necessitate the construction of new community facilities that would lead to additional
7 growth in the surrounding area. In addition, because none of the Alternatives, including
8 the proposed Project, includes the development of new housing or population-generating
9 uses, they would not trigger or cause substantial new residential development in the
10 proposed Project area.

11 Construction of the proposed Project and the Reduced Project Alternative would generate
12 approximately 1,500 primary and secondary jobs in the regional economy, with an
13 aggregate annual payroll of approximately \$65 million and annual tax revenues of \$11
14 million. Operation of the proposed Project would generate up to 1,096 primary and
15 secondary jobs at full capacity, with an annual aggregate payroll of up to \$80 million and
16 tax revenues of up to \$15 million. Operation of the Reduced Project Alternative would
17 generate approximately 40 percent fewer jobs and proportionately less revenue than the
18 proposed Project. Although the proposed Project and the Reduced Project Alternative
19 would result in some business displacement, even if these businesses are unable to
20 relocate, their loss is not likely to translate into a permanent loss of jobs in the region.
21 The nature of the jobs at such businesses is driven by port trade that would continue in
22 the region and such jobs would be needed at other companies in the region. Therefore,
23 any job or business loss that would occur if these businesses could not find relocation
24 sites would be made up through increased from other businesses., Furthermore, those
25 displacements are not expected to lead to urban blight because the displacements would
26 be minimal in the broader context of the surrounding community. Likewise, the
27 significant aesthetic, air quality, and noise impacts would not be expected to lead to
28 blight because they would occur in an industrial context that already experiences similar
29 impacts.

30 The No Project Alternative would generate no construction jobs and up to 10 percent
31 more operational-phase jobs than under baseline conditions.

32 **ES.5.9 Significant Irreversible Changes to the** 33 **Environment**

34 The proposed Project and the Reduced Project Alternative would require the use of
35 nonrenewable resources, principally fossil fuels and nonrenewable construction materials,
36 to develop the site for Port-related activities. Fossil fuels and energy, both largely
37 irretrievable, would be consumed during both the construction and the operational
38 phases. Although the increase in the amount of materials used would be limited, they
39 would nevertheless be unavailable for other uses. These irreversible changes would be
40 justified by the increased efficiency in cargo handling at the ports that the proposed
41 Project and the Reduced Project Alternative would provide.

42

1 **ES.5.10 Environmentally Preferred and**
2 **Environmentally Superior Alternative**

3 As described in Section 5.6.5, the proposed Project and the Reduced Project Alternative
4 are the alternatives with the least significant impacts. Impacts exist under both scenarios,
5 although the specific impacts occur in different locations and differ in severity. Since the
6 Reduced Project Alternative has, by definition, less activity than the proposed Project, it
7 is the Environmentally Superior Alternative.

1 **Table ES-3. Summary of Potential Significant Impacts and Mitigation for the Proposed Project and Alternatives.**

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|---|------------------------------------|
| 3.1 Aesthetics | | | | |
| Proposed Project | AES-1: The proposed Project would cause a substantial degradation of the existing visual character or quality of the site and its surroundings. | Significant impact | MM CR-2: Archival Documentation and Interpretative Display MM CR-3: Salvage Plan for Noteworthy Elements See Cultural Resources summary, below, for text of MM CR-2 and MM CR-3 | Significant and unavoidable |
| Alternative 1 (No Project) | AES-1: Alternative 1 would not cause a substantial degradation of the existing visual character or quality of the site and its surroundings. | No impact | Mitigation not required. | No impact |
| Alternative 2 (Reduced Project) | AES-1: Alternative 2 would cause a substantial degradation of the existing visual character or quality of the site and its surroundings. | Significant impact | MM CR-2: Archival Documentation and Interpretative Display MM CR-3: Salvage Plan for Noteworthy Elements See Cultural Resources summary, below, for text of MM CR-2 and MM CR-3 | Significant and unavoidable |
| Proposed Project | AES-2: The proposed Project would result in a new source of light or glare that would not adversely affect day or nighttime views in the area. | Less than significant impact | Mitigation not required. | Less than significant impact |
| Alternative 1 (No Project) | AES-2: Alternative 1 would not result in a new source of light or glare that would adversely affect day or nighttime views in the area. | No impact | Mitigation not required. | No impact |
| Alternative 2 (Reduced Project) | AES-2: Alternative 2 would result in a new source of light or glare that would adversely affect day or nighttime views in the area. | Less than significant impact | Mitigation not required. | Less than significant impact |
| Proposed Project | AES-3: The proposed Project would not result in substantial shadow effects on nearby shadow-sensitive land uses. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | AES-3: Alternative 1 would not result in substantial shadow effects on nearby shadow-sensitive land uses. | No impact | Mitigation not required. | No impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--|---|---------------------------|--|------------------------------------|
| Alternative 2 (Reduced Project) | AES-3: Alternative 2 would not result in substantial shadow effects on nearby shadow-sensitive land uses. | No impact | Mitigation not required | No impact |
| 3.2 Air Quality and Meteorology | | | | |
| Proposed Project | AQ-1: The proposed Project would result in construction-related emissions that exceed an SCAQMD threshold of significance. | Significant impact | <p>MM AQ-1: Fleet Modernization for Construction Equipment</p> <ul style="list-style-type: none"> • Tier Specifications: <ol style="list-style-type: none"> a) <u>From January 1, 2012, to December 31, 2014:</u> All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-3 off-road emission standards at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-verified Level 3 DECS. 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. This mitigation measure was quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15. b) <u>From January 1, 2015 on:</u> All off-road diesel-powered construction equipment greater than 50 hp, except marine vessels and harbor craft, will meet Tier-4 off-road emission standards at a minimum. 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 <u>diesel</u> emissions control strategy for a similarly sized engine as defined by CARB regulations. This mitigation measure was quantified and included in the mitigated construction emissions in Tables 3.2-14 and 3.2-15. • A copy of each unit’s certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of | Significant and unavoidable |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--------------------------|-----------------------|----------------------|---|--------------------------|
| | | | <p>mobilization of each applicable unit of equipment. The above “Tier Specifications” measures shall be met, unless one of the following circumstances exists, and the contractor is able to provide proof that any of these circumstances exists:</p> <ul style="list-style-type: none"> • A piece of specialized equipment is unavailable as specified in 3(a), 3(b) or 3(c) within 200 miles of the Port of Los Angeles, including through a leasing agreement. If this circumstance exists, the equipment must comply with one of the options contained in the Step Down Schedule as shown in Table A below. At no time shall equipment meet less than a Tier 1 engine standard with a CARB-verified Level 2 DECS. • The availability of construction equipment shall be reassessed in conjunction with the years listed in the above Tier Specifications (Prior to December 31, 2011, January 1, 2012 and January 15, 2015) on an annual basis. For example, if a piece of equipment is not available prior to December 31, 2011, the contractor shall reassess this availability on January 1, 2012. • Construction equipment shall incorporate, where feasible emissions-savings technology such as hybrid drives and specific fuel economy standards. This mitigation measure was not quantified in the mitigated construction emissions. • Idling shall be restricted to a maximum of 5 minutes when not in use. This mitigation measure was not quantified in the mitigated construction emissions. <p>MM AQ-2: Fleet Modernization for On-Road Trucks Trucks used in construction will be required to comply with EPA Standards as described below. These standards were quantified and included in the</p> | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--------------------------|-----------------------|----------------------|---|--------------------------|
| | | | <p>mitigated construction emissions in Tables 3.2-14 and 3.2-15:</p> <ul style="list-style-type: none"> a. On-Road Trucks except for Import Haulers and Earth Movers: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used at the Port of Los Angeles will comply with EPA 2007 on-road emission standards for PM10 and NOx (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively). b. For Import Haulers Only: From January 1, 2012 on: All on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt to and from the construction site via public roadways at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively). c. For Earth Movers Only: From January 1, 2012 on: All heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used to move dirt within the construction site at the Port of Los Angeles will comply with EPA 2004 on-road emission standards for PM10 and NOx (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively). d. A copy of each unit’s certified EPA rating and each unit’s CARB or SCAQMD operating permit, will be provided at the time of mobilization of each applicable unit of equipment. The above standards/specifications shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists: <ul style="list-style-type: none"> • A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement; • A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--------------------------|-----------------------|----------------------|---|--------------------------|
| | | | <p>proposed Project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or</p> <ul style="list-style-type: none"> • A contractor has ordered a control device for a piece of equipment planned for use on the proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed Project has the controlled equipment available for lease. • Trucks hauling material such as debris or any fill material will be fully covered while operating off Port property. This mitigation measure was not quantified in the mitigated construction emissions. • Idling will be restricted to a maximum of 5 minutes when not in use. This mitigation measure was not quantified in the mitigated construction emissions. <p>MM AQ-3: Additional Fugitive Dust Controls SCAQMD’s Best Available Control Technology (BACT) measures must be followed on all projects. They are outlined on Table 1 in Rule 403. Large construction projects (on a property which contains 50 or more disturbed acres) shall also follow Rule 403 Tables 2 and 3.</p> <p>Active grading sites shall be watered three times per day.</p> <ul style="list-style-type: none"> • Contractors shall apply approved non-toxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas. • Contractors shall provide temporary wind fencing around sites being graded or cleared. • Trucks hauling dirt, sand, or gravel shall be | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--------------------------|-----------------------|----------------------|--|--------------------------|
| | | | <p>covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. (“Spilling Loads on Highways”).</p> <ul style="list-style-type: none"> • 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. • Open storage piles (greater than 3 feet tall and a total surface area of 150 square feet) shall be covered with a plastic tarp or chemical dust suppressant. • Stabilize the materials while loading, unloading and transporting to reduce fugitive dust emissions. • Belly-dump truck seals should be checked regularly to remove trapped rocks to prevent possible spillage. • Comply with track-out regulations and provide water while loading and unloading to reduce visible dust plumes. • Waste materials should be hauled off-site immediately. • Pave road and road shoulders where available. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable. • Require the use of clean-fueled sweepers pursuant | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--------------------------|-----------------------|----------------------|--|--------------------------|
| | | | <p>to SCAQMD Rule 1186 and Rule 1186.1 certified street sweepers. Sweep streets at the end of each day if visible soil is carried onto paved roads on-site or roads adjacent to the site to reduce fugitive dust emissions.</p> <ul style="list-style-type: none"> • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation. <p>MM AQ-4: Best Management Practices The following measures are required on construction equipment (including onroad trucks):</p> <ul style="list-style-type: none"> • Use diesel oxidation catalysts and catalyzed diesel particulate traps. • Maintain equipment according to manufacturers' specifications. • Restrict idling of construction equipment to a maximum of 5 minutes when not in use. • Install high-pressure fuel injectors on construction equipment vehicles. • LAHD shall implement a process by which to select additional BMPs to further reduce air emissions during construction. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list. • Because the effectiveness of this measure has not been established and includes some emission reduction technology which may already be incorporated into equipment as part of the Tier level requirement in MM AQ-1, it is not quantified in this study. <p>MM AQ-5: General Construction Mitigation Measure For any of the above construction mitigation measures (MM AQ-1 through AQ-3), if a CARB-certified technology becomes available and is shown to be equal or more effective in terms of emissions performance than the existing measure, the technology could replace the existing measure</p> | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|---------------------------|--|------------------------------------|
| | | | pending approval by the LAHD. Because the effectiveness of this measure cannot be established, it is not quantified in this study. MM AQ-6: Special Precautions near Sensitive Sites When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor shall notify each of these sites in writing at least 30 days before construction activities begin. Because the effectiveness of this measure has not been established, it is not quantified in this study. | |
| Alternative 1 (No Project) | AQ-1: The No Project Alternative would not result in construction-related emissions that exceed an SCAQMD threshold of significance. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | AQ-1: Alternative 2 would result in construction-related emissions that exceed an SCAQMD threshold of significance. | Significant impact | MM AQ-1: Fleet Modernization for Construction Equipment MM AQ-2: Fleet Modernization for On-Road Trucks MM AQ-3: Additional Fugitive Dust Controls MM AQ-4: Best Management Practices MM AQ-5: General Mitigation Measure MM AQ-6: Special Precautions near Sensitive Sites | Significant and unavoidable |
| Proposed Project | AQ-2: The proposed Project construction would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance. | Significant impact | MM AQ-1: Fleet Modernization for Construction Equipment MM AQ-2: Fleet Modernization for On-Road Trucks MM AQ-3: Additional Fugitive Dust Controls | Significant and unavoidable |
| Alternative 1 (No Project) | AQ-2: Alternative 1 would not result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance because no construction would occur. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced) | AQ-2: Alternative 2 construction would result in offsite ambient air pollutant | Significant impact | MM AQ-1: Fleet Modernization for Construction Equipment | Significant and unavoidable |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|------------------------------|--|-------------------------------------|
| Project) | concentrations that exceed a SCAQMD threshold of significance. | | MM AQ-2: Fleet Modernization for On-Road Trucks MM AQ-3: Additional Fugitive Dust Controls | |
| Proposed Project | AQ-3: The proposed Project would not result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance. | Less than significant | Mitigation not applicable | Less than significant |
| Alternative 1 (No Project) | AQ-3: Alternative 1 would not result in operational emissions that exceed 10 tons per year of VOCs but would exceed a SCAQMD thresholds of significance. | Significant impact | No feasible mitigation available. | Significant and unavoidable. |
| Alternative 2 (Reduced Project) | AQ-3: Alternative 2 would not result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance. | Less than significant | Mitigation not applicable | Less than significant |
| Proposed Project | AQ-4: The proposed Project operations would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance. | Significant impact | MM AQ-7: On-site sweeping at SCIG facility BNSF shall sweep the SCIG facility on-site, along routes used by drayage trucks, yard hostlers, service trucks and employee commuter vehicles, on a weekly basis using a commercial street sweeper or any technology with equivalent fugitive dust control. | Significant and unavoidable |
| Alternative 1 (No Project) | AQ-4: Alternative 1 operations would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance. | Significant impact | No feasible mitigation available | Significant and unavoidable |
| Alternative 2 (Reduced Project) | AQ-4: Alternative 2 operations would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance. | Significant impact | MM AQ-7: On-site sweeping at SCIG facility. | Significant and unavoidable |
| Proposed Project | AQ-5: The proposed Project would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | AQ-5: Alternative 1 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|---|------------------------------|
| | CO standards. | | | |
| Alternative 2 (Reduced Project) | AQ-5: Alternative 2 would not generate on-road traffic that would contribute to an exceedance of the 1-hour or 8-hour CO standards. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | AQ-6: The proposed Project would not create objectionable odors at the nearest sensitive receptor. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | AQ-6: Alternative 1 would not create objectionable odors at the nearest sensitive receptor. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | AQ-6: Alternative 2 would not create objectionable odors at the nearest sensitive receptor. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | AQ-7: The proposed Project would expose receptors to significant levels of TACs. | Significant impact | <p>MM AQ-1: Fleet Modernization for Construction Equipment</p> <p>MM AQ-2: Fleet Modernization for On-Road Trucks</p> <p>MM AQ-8: Low-Emission Drayage Trucks</p> <p>This proposed measure would require drayage trucks calling on the SCIG facility to meet an emission reduction in diesel particulate matter emissions (DPM) of 95% by mass relative to the federal 2007 on-road heavy-duty diesel engine emission standard (“low-emission” trucks). The requirement for the percentage of trucks calling on the SCIG facility to be low-emission trucks is as follows: 10 percent in 2016; 12 percent in 2017; 15 percent in 2018; 20 percent in 2019; 25 percent in 2020; 35 percent in 2021; 50 percent in 2022; 75 percent in 2023; 80 percent in 2024; 85% in 2025; and 90 percent in 2026.</p> <p>BNSF will be required to install Radio-Frequency Identification (RFID) readers to control access at the gate to the SCIG facility. Truck logs will be provided to the LAHD Environmental Management Division for tracking and reporting.</p> <p>MM AQ-9: Period Review of New Technology and Regulations</p> | Less than significant impact |

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| | | | <p>Potential technologies that may further reduce emission and/or result in cost-savings benefits for BNSF may be identified through future work on the CAAP. Over the course of the lease, BNSF and the Port shall work together to identify potential new technology. Such technology shall be studied for feasibility, in terms of cost, technical and operational feasibility.</p> <p>As partial consideration for the Port agreement to issue the permit to BNSF, BNSF shall implement not less frequently than once every five (5) years following the effective date of the permit, new air quality technological advancements, subject to mutual agreement on operational feasibility and cost sharing, which shall not be unreasonably withheld. The effectiveness of this measure depends on the advancement of new technologies and the outcome of future feasibility or pilot studies.</p> <p>MM AQ-10: Substitution of New Technology</p> <p>If any kind of technology becomes available and is shown to be as good or as better in terms of emissions reduction performance than an existing measure, the technology could replace the existing measure pending approval by the Port. The technology’s emissions reductions must be verifiable through USEPA, CARB, or other reputable certification and/or demonstration studies to the Port’s satisfaction.</p> | |
| Alternative 1 (No Project) | AQ-7: Alternative 1 would expose receptors to significant levels of TACs. | Significant impact | No feasible mitigation available | Significant and unavoidable |
| Alternative 2 (Reduced Project) | AQ-7: Alternative 2 would expose receptors to significant levels of TACs. | Significant impact | <p>MM AQ-1: Fleet Modernization for Construction Equipment</p> <p>MM AQ-2: Fleet Modernization for On-Road Trucks</p> <p>MM AQ-8: Low-Emission Drayage Trucks</p> <p>MM AQ-9: Period Review of New Technology and Regulations</p> <p>MM AQ-10: Substitution of New Technology</p> | Less than significant impact |

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| Proposed Project | AQ-8: The proposed Project would not conflict with or obstruct implementation of an applicable air quality plan. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | AQ-8: Alternative 1 would conflict with or obstruct implementation of an applicable air quality plan. | Significant impact | No feasible mitigation available | Significant and unavoidable |
| Alternative 2 (Reduced Project) | AQ-8: Alternative 2 would not conflict with or obstruct implementation of an applicable air quality plan. | No impact | Mitigation not required | No impact |
| 3.3 Biological Resources | | | | |
| Proposed Project | BIO-1: Construction and operation of the proposed Project would result in the loss of individuals of, or have a substantial adverse effect, either directly or through habitat modifications, on federally listed critical habitat or species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS. | Significant impact | MM BIO-1a: Migratory Bird Nest Surveys and Protection Measures Should tree or vegetation removal, or bridge replacement and renovation, occur within the BSA during the breeding season for migratory non-game native bird species (generally March 1 – September 1 but as early as February 15 and as late as September 15 for raptors), weekly bird surveys shall be conducted to detect any protected native birds in the vegetation to be removed and other suitable nesting habitat within 300 feet of the construction work area (500 feet for raptors). The surveys shall be conducted 30 days prior to the disturbance of suitable nesting habitat by a qualified biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the Operator shall delay all clearance/construction activities within 300 feet of nesting habitat (within 500 feet for raptor nesting habitat) until August 31 or continue surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) will be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest shall be established in the field with flagging and stakes or construction fencing. | Less than significant impact |

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| | | | <p>Construction personnel will be instructed on the sensitivity of the area. The results of this measure shall be recorded to document compliance with applicable State and Federal laws pertaining to the protection of native birds.</p> <p>MM BIO-1b: Bat Roosting and Nesting Surveys and Protection Measures</p> <p>The following activities shall be required with regard to bat roosting habitat:</p> <ul style="list-style-type: none"> a) Prior to construction, a qualified biologist shall conduct three focused bat surveys between March and November to conclude presence/absence of roosting bats within Pacific Coast Highway Bridge and Dominguez Channel Bridge. A pre-construction survey for roosting bats shall be performed within 30 days prior to removal of palms within the BSA. If no active roosts are found, then no further action will be needed. If either a maternity roost or hibernacula (structures used by bats for hibernation) is present, the measures below will be implemented to avoid and reduce impacts to roosting bats; b) Prior to the anticipated bat roosting season (March to November) exclusionary devices will be installed. Installation of these devices will be completed prior to February 1 (beginning of bird breeding season) and will remain until construction is completed. A pre-clearance survey will be conducted at least one day prior to installing exclusionary devices to determine if bats are present. Exclusionary devices installed will include plastic sheeting, plastic or wire mesh, expanding foam, or plywood sheets. A pre-construction survey will also be completed at least one week prior to construction to verify exclusionary devices are successful and no bats are present. If bats are detected, an agency-approved bat biologist will be consulted to discuss additional measures to exclude bats. c) If active maternity roosts or hibernacula are found in trees or structures to be removed or renovated as | |

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| | | | <p>part of project construction, the project should be redesigned to avoid the loss of the occupied roost if it is possible to do so. If an active maternity roost is located and the project cannot be redesigned to avoid removal of the occupied palm or structure, demolition should commence before maternity colonies form (i.e., prior to March 1) or after young are flying, i.e., after July 31). Disturbance-free buffer zones as determined by a qualified biologist in consultation with CDFG should be observed during the maternity roost season (March 1 – July 31).</p> <p>d) If a non-breeding bat hibernacula is found in a structure scheduled for removal, the individuals should be safely evicted, under the direction of a qualified biologist (as determined by a MOU to be negotiated with CDFG), by opening the roosting area to allow airflow through the cavity. Demolition will take place at least one night after initial disturbance for airflow. This action should allow bats to leave during darkness, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Structures with roosts that need to be removed will first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours.</p> <p>e) During bridge construction, alternative bat habitat (e.g., large bat houses) suitable for these species will be provided and installed prior to the roosting season (March to November), in coordination with a qualified biologist, CDFG, and the City of Los Angeles. The design of the alternative bat habitat will be approved by a wildlife biologist familiar with bat roosting requirements. The acceptance of artificial roosts appears to have a higher success rate if the artificial habitat is treated with guano. Guano shall be collected immediately after the bats have vacated the roost in order to maximize the collection of guano. Upon construction of artificial habitat features or artificial structures, they will be</p> | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
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| | | | <p>treated with an application of guano slurry to maximize their potential for use by bats returning to roost in the bridge.</p> <p>f) Use of the bat alternative habitat will be monitored by a bat specialist every 2 weeks. During the known annual monitoring period (March to November) a determination will be made on the bats' use of the alternative habitat, which species are present, and the duration of use. If no bats are found to use the alternative habitat by April 31, surveys in the vicinity of the previously occupied bridge will be conducted to determine if bats have relocated to establish another roosting location. A bat specialist will be consulted to determine the limits of this survey area. If no bats are found within the area, it will be assumed they have relocated to an area outside of the vicinity of the bridge or palms, and no additional mitigation shall be required.</p> <p>g) Bridge design will incorporate suitable bat habitat. The bridge design will include roughened concrete and incorporate appropriately sized (0.75 to 1.25 inches wide, at least 12 inches deep) longitudinal crevices.</p> <p>h) A post-construction survey conducted during the bat roosting season (March to November) will be required to ensure success of the new bat habitat within the restored bridge.</p> | |
| Alternative 1 (No Project) | BIO-1: Construction and operation of Alternative 1 would not result in the loss of individuals of, or have a substantial adverse effect, either directly or through habitat modifications, on federally listed critical habitat or species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced) | BIO-1: Construction and operation of Alternative 2 would result in the loss of individuals of, or have a substantial | Significant impact | MM BIO-1a: Migratory Bird Nest Surveys and Protection Measures | Less than significant impact |

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| Project) | adverse effect, either directly or through habitat modifications, on federally listed critical habitat or species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS. | | MM BIO-1b: Bat Roosting and Nesting Surveys and Protection Measures | |
| Proposed Project | BIO-2: Construction and operation of the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | BIO-2: Construction and operation of Alternative 1 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | BIO-2: Construction and operation of Alternative 2 would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS. | No impact | Mitigation not required | No impact |
| Proposed Project | BIO-3: Construction/demolition activities associated with the proposed Project would not alter or have a substantial adverse effect on any federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. | No impact | Mitigation not required | No impact |

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| Alternative 1 (No Project) | BIO-3: Alternative 1 would not involve construction and therefore there would be no effects on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Operation of Alternative 1 would not adversely affect those resources. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | BIO-3: Construction activities associated with Alternative 2 could potentially alter, but would not have a substantial adverse effect on, federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Operation of the Reduced Project Alternative would not adversely affect those resources. | No impact | Mitigation not required | No impact |
| Proposed Project | BIO-4: Construction/demolition activities associated with the proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | BIO-4: No features would be constructed under Alternative 1; operation of Alternative 1 would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife | No impact | Mitigation not required | No impact |

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| | corridors, or impede the use of native wildlife nursery sites. | | | |
| Alternative 2 (Reduced Project) | BIO-4: Construction and operation of Alternative 2 would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. | Less than significant impact | Mitigation not required | Less than significant impact |
| 3.4 Cultural Resources | | | | |
| Proposed Project | CR-1: Construction of the proposed Project would potentially disturb, destroy, or degrade unknown archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of such resources as defined in §15064.5. | Significant impact | MM CR-1: Archaeological and Ethnographic Monitoring and Recovery An archaeological monitor shall be present during all initial grading and excavation activities at the proposed Project site. In the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by a qualified archaeologist in accordance with the provisions of CEQA §15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures. The treatment plan may include methods for: (1) subsurface testing after demolition of existing buildings, (2) data recovery of archaeological or ethnographic deposits, and (3) post-construction documentation. A detailed historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant would be included in the treatment plan, as well as anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation. A preconstruction information and safety meeting should be held to make construction personnel aware of archaeological monitoring procedures and the types of archaeological resources that might be encountered. | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
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| | | | <p>All construction equipment operators shall attend a pre-construction meeting presented by a professional archaeologist retained by LAHD that shall review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.</p> <p><u>Human Remains:</u> Prior to beginning construction, BNSF and LAHD shall ensure that applicable Native American groups (e.g., the Gabrieliño-Tongva Tribal Council) have been consulted regarding proposed ground-disturbing activities and offered an opportunity to monitor the construction along with the project archeologist. If human remains are encountered, there shall be no further excavation or disturbance of the site within 100 feet of the find or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner shall be contacted to determine the age and cause of death of the deceased. If the remains are not of Native American heritage, construction in the area may recommence after authorized by the coroner.</p> <p>If the remains are determined to be Native American, state laws relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC §5097) will be implemented by the appropriate parties. The coroner must contact the NAHC to determine the most likely living descendant(s). BNSF and LAHD shall consult with the 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§5097.98.</p> <p>If the NAHC is unable to identify a most likely descendant, the descendant fails to make a recommendation within 24 hours of being notified by the NAHC and LAHD and the descendant are not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods shall be reburied with appropriate dignity on the proposed Project site in a location not subject to further</p> | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
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| | | | subsurface disturbance. | |
| Alternative 1 (No Project) | CR-1: As no features would be constructed under Alternative 1, no physical disturbance to the project site that could affect archaeological, historic, or paleontological resources would occur. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | CR-1: Construction of Alternative 2 could potentially disturb, destroy, or degrade unknown archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of an archaeological or ethnographic resource as defined in §15064.5. | Significant impact | MM CR-1: Archaeological and Ethnographic Monitoring and Recovery | Less than significant impact |
| Proposed Project | CR-2: Construction of the proposed Project would require demolition of the existing Sepulveda Boulevard Bridge, and thus cause a substantial adverse change in the significance of a historical resource as defined in §15064.5. | Significant impact | <p>MM CR-2: Archival Documentation and Interpretative Display</p> <p>Prior to the start of construction of the new Sepulveda Boulevard railroad bridge, BNSF will prepare archival documentation and an interpretative display of the historical resource.</p> <p>Documentation: A Historic American Engineering Record (Level II or less) will be prepared to provide a physical description of the historic bridge, discuss its significance under applicable CRHR criteria, and address the historical context for its construction, purpose, and function. Large-format black and white photographs will be taken showing the Sepulveda Boulevard Bridge in context, as well as details of its historic engineering features. The photographs will be fully captioned and processed for archival permanence. Copies of the report will be offered to the local historical society and any other repository or organization determined by LAHD.</p> <p>Interpretive Display: An interpretive exhibit, in the form of a permanent plaque, will be prepared, and once construction of the new bridge is complete, the plaque will be installed at the bridge site that provides a brief history of the structure, a description of its</p> | Significant and unavoidable |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
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| | | | <p>engineering features and characteristics, and the reasons for and date of its demolition and replacement.</p> <p>MM CR-3: Salvage Plan for Noteworthy Elements Prior to the start of the Sepulvada Bridge component of the proposed Project, BNSF shall prepare a plan for salvaging noteworthy elements of the structure for re-use either elsewhere or in the new bridge. The plan shall identify the elements to be salvaged, which shall be determined in consultation with a qualified architectural historian. Suitable re-use would include as decorative elements either on the new bridge or elsewhere in the region, or as an interpretive display. The plan shall be approved by LAHD, and the existing bridge and abutments shall not be demolished or altered until said approval has been granted.</p> | |
| Alternative 1 (No Project) | CR-2: As no features would be constructed under Alternative 1, no physical disturbance to the project site that could affect cultural resources would occur. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | CR-2: Construction of the Alternative 2 would cause a substantial adverse change in the significance of a historical resource as defined in §15064.5. | Significant impact | <p>MM CR-2: Archival Documentation and Interpretative Display</p> <p>MM CR-3: Salvage Plan for Noteworthy Elements</p> | Significant and unavoidable |
| Proposed Project | CR-3: Construction of the proposed Project would potentially disturb, destroy, or degrade unknown paleontological resource, and thus directly or indirectly destroy a unique paleontological resource. | Significant impact | <p>MM CR-4: Paleontological Monitoring and Recovery Paleontological monitoring of ground disturbing activities shall be conducted by a qualified paleontologist. Ground disturbing activities include, but are not limited to, pavement/asphalt removal, boring, trenching, grading, excavating, and the demolition of building foundations. A preconstruction information and safety meeting should be held to make construction personnel aware of paleontological monitoring procedures and paleontological sensitivity.</p> <p>In the event that paleontological resources are encountered, the contractor shall stop construction within 10 meters (30 feet) of the exposure. A qualified paleontologist will evaluate the significance of the</p> | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
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| | | | resource. Additional monitoring recommendations may be made at that time. If the resource is found to be significant, the paleontologist shall systematically remove and stabilize the specimen in anticipation of its preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum. | |
| Alternative 1 (No Project) | CR-3: As no features would be constructed under Alternative 1, no physical disturbance to the project site that could affect paleontological resources would occur. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | CR-3: Construction of Alternative 2 would potentially disturb, destroy, or degrade unknown paleontological resource, and thus directly or indirectly destroy a unique paleontological resource. | Significant impact | MM CR-4: Paleontological Monitoring and Recovery | Less than significant impact |
| 3.5 Geology | | | | |
| Proposed Project | GEO-1: Seismic activity along the Palos Verdes and Newport-Inglewood faults, as well as other regional faults, have the potential to produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure but would not expose the population and structures to substantial risk from construction and operation of the proposed Project. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | GEO-1: No features would be constructed under Alternative 1; Seismic activity along the Palos Verdes and Newport-Inglewood faults, as well as other regional faults, have the potential to produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure but would not expose the population and structures to substantial risk from | No impact | Mitigation not required | No impact |

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| | operation of Alternative 1. | | | |
| Alternative 2 (Reduced Project) | GEO-1: Seismic activity along the Palos Verdes and Newport-Inglewood faults, as well as other regional faults, have the potential to produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure but would not expose the population and structures to substantial risk from construction and operation of Alternative 2 | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | GEO-2: Construction and operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from tsunamis and seiches. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | GEO-2: No features would be constructed under Alternative 1; operation of Alternative 1 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from tsunamis and seiches. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | GEO-2: Construction and operation of Alternative 2 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from tsunamis and seiches. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | GEO-3: Construction and operation of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from subsidence/soil settlement. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | GEO-3: No features would be constructed under Alternative 1; | No impact | Mitigation not required | No impact |

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| | operation of Alternative 1 would not result in damage to structures or infrastructure, or expose people to risk of injury from subsidence/soil settlement. | | | |
| Alternative 2 (Reduced Project) | GEO-3: Construction and operation of Alternative 2 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from subsidence/soil settlement. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | GEO-4: Construction and operational activities related to the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from soil expansion. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | GEO-4: No features would be constructed under Alternative 1; operational activities related to Alternative 1 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from soil expansion. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | GEO-4: Construction and operational activities related to Alternative 2 would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from soil expansion. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | GEO-5: Construction and operation of the proposed Project would not result in or expose people or property to a substantial risk of earth movement or slides including landslides, rockslides or mud-flows. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | GEO-5: No features would be constructed under Alternative 1; | No impact | Mitigation not required | No impact |

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| | operation of Alternative 1 would not result in or expose people or property to a risk of earth movement or slides including landslides, rockslides or mud-flows. | | | |
| Alternative 2 (Reduced Project) | GEO-5: Construction and operation of Alternative 2 would not result in or expose people or property to a substantial risk of earth movement or slides including landslides, rockslides or mud-flows. | No impact | Mitigation not required | No impact |
| Proposed Project | GEO-6: Shallow groundwater, which would cause unstable soil conditions, may be encountered during demolition and construction, but would not expose people or structures to substantial risk of injury or damage. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | GEO-6: No features would be constructed under Alternative 1; accordingly, shallow groundwater and unstable soils would not be encountered. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | GEO-6: Shallow groundwater, which would cause unstable soil conditions, may be encountered during demolition and construction, but would not expose people or structures to substantial risk of injury or damage. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | GEO-7: Construction and operation of the proposed Project would not cause destruction, permanent coverage, material or adverse modification to one or more distinct and prominent geologic topographic features. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | GEO-7: No features would be constructed; operation of Alternative 1 would not cause destruction, permanent coverage, material or adverse | No impact | Mitigation not required | No impact |

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| | modification to one or more distinct and prominent geologic topographic features. | | | |
| Alternative 2 (Reduced Project) | GEO-7: Construction and operation of Alternative 2 would not cause destruction, permanent coverage, material or adverse modification to one or more distinct and prominent geologic topographic features. | No impact | Mitigation not required | No impact |
| Proposed Project | GEO-8: Construction and operation of the proposed Project would not result in substantial erosion or loss of topsoil. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | GEO-8: No features would be constructed under Alternative 1; operation of Alternative 1 would not result in substantial erosion or loss of topsoil. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | GEO-8: Construction and operation of Alternative 2 would not result in substantial erosion or loss of topsoil. | Less than significant impact | Mitigation not required | Less than significant impact |
| 3.6 Greenhouse Gas Emissions and Climate Change | | | | |
| Proposed Project | GHG-1: The proposed Project would result in an increase in construction-related and operation-related GHG emissions. | Significant impact | <p>MM GHG-1: Idling Restriction and Electrification for Construction Equipment. Construction equipment idling will be restricted to a maximum of 5 minutes when not in use and when feasible, and the use of electrified construction equipment where feasible.</p> <p>MM GHG-2: Solar Panels. The Port shall require installation of solar panels on all buildings constructed on POLA property where feasible. The Port, in consultation with the Tenant, will undertake a feasibility review and will make a determination as part of the Tenants final design on the solar panel requirement.</p> <p>MM GHG-3: Recycling. The tenant shall ensure a minimum of 40 percent of all waste generated during project construction is recycled and 60 percent of all waste generated in all buildings is recycled by the facility opening year of 2016. Recycled materials shall</p> | Significant and unavoidable |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
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| | | | <p>include: (a) white and colored paper; (b) post-it notes; (c) magazines; (d) newspaper; (e) file folders; (f) all envelopes including those with plastic windows; (g) all cardboard boxes and cartons; (h) all metal and aluminum cans; (i) glass bottles and jars; and; (j) all plastic bottles.</p> <p>MM GHG-4: Tree Planting. The applicant shall plant shade trees around the main administration building and the tenant shall maintain all trees through the life of the lease.</p> <p>MM GHG-5: Water Conservation. As part of the facility construction, the applicant shall install a water recirculation system at potential wash racks, install low-flow devices in new buildings and low irrigation landscaping, and maintain these through the life of the lease.</p> <p>MM GHG-6: Energy Efficient Light Bulbs. In addition to the SCIG facility main administration building, which would be LEED certified, all other interior buildings shall exclusively use energy efficient light bulbs (compact florescent, LED, or other equally efficient) for ambient lighting. The businesses on their alternate locations on Port-owned property shall also maintain and replace any Port-supplied energy efficient light bulbs. CFL and LED bulbs produce less waste heat and use substantially less electricity than incandescent light bulbs.</p> <p>MM GHG-7: Energy Audit. The applicant 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 to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.</p> <p>MM GHG-8: Solar Canopy on Parking Area. The Tenant shall construct a canopy or canopies over the employee parking area at the SCIG facility that shall be equipped with photovoltaic (PV) solar panels for generating on-site electrical power.</p> <p>MM GHG-9: Alternative Fuel Service Trucks. The Tenant shall utilize only alternative-fuel service trucks</p> | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--|---|------------------------------|---|------------------------------------|
| | | | within the SCIG facility. | |
| Alternative 1 (No Project) | GHG-1: Alternative 1 would result in an increase in operation-related GHG emissions. | Significant impact | No feasible mitigation available | Significant and unavoidable |
| Alternative 2 (Reduced Project) | GHG-1: Alternative 2 would result in an increase in construction-related and operation-related GHG emissions. | Significant impact | MM GHG-1: Idling Restriction and Electrification for Construction Equipment MM GHG-2: Solar Panels MM GHG-3: Recycling MM GHG-4: Tree Planting MM GHG-5: Water Conservation MM GHG-6: Energy Efficient Light Bulbs MM GHG-7: Energy Audit MM GHG-8: Solar Canopy on Parking Area MM GHG-9: Alternative Fuel Service Trucks | Significant and unavoidable |
| Proposed Project | GHG-2: The proposed Project would not conflict with State and local plans and policies. The proposed Project would not be subject to significant sea level rise impacts from climate change. | Less than significant impact | No feasible mitigation is available | Less than significant impact |
| Alternative 1 (No Project) | GHG-2: Alternative 1 would conflict with State and local plans and policies. Alternative 1 would be subject to sea level rise impacts from climate change. | Significant impact | No feasible mitigation is available | Significant and unavoidable |
| Alternative 2 (Reduced Project) | GHG-2: Alternative 2 would not conflict with State and local plans and policies. Alternative 2 would not be subject to significant sea level rise impacts from climate change. | Less than significant impact | No feasible mitigation is available | Less than significant impact |
| 3.7 Hazards and Hazardous Materials | | | | |
| Proposed Project | RISK-1: The proposed Project would not substantially increase the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance. | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|------------------------------|-------------------------|------------------------------|
| Alternative 1 (No Project) | RISK-1: Alternative 1 would not increase the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | RISK-1: Alternative 2 would not substantially increase the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | RISK-2a: Construction of the proposed Project would increase the probable frequency and severity of consequences to people from exposure to health hazards. RISK-2b: Operation of the proposed Project would not increase the probable frequency and severity of consequences to people from exposure to health hazards. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | RISK-2: No features would be constructed; operation of Alternative 1 would increase the probable frequency and severity of consequences to people from exposure to health hazards. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | RISK-2a: Construction of the Reduced Project Alternative would increase the probable frequency and severity of consequences to people from exposure to health hazards. RISK-2b: Operation of the Reduced Project Alternative would not increase the probable frequency and severity of consequences to people from exposure to health hazards. | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|-------------------------|------------------------------|
| Proposed Project | RISK-3: The proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | RISK-3: No features would be constructed; operation of Alternative 1 would not change the routine transport, use, or disposal of hazardous materials. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | RISK-3: Alternative 2 would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | RISK-4: The proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | RISK-4: No features would be constructed; Alternative 1 is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | RISK-4: Alternative 2 would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | RISK-5: The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|-------------------------|------------------------------|
| | one-quarter mile of an existing or proposed school. | | | |
| Alternative 1 (No Project) | RISK-5: Alternative 1 would not materially change hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | RISK-5: Alternative 2 would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | RISK-6: The proposed Project would not increase the probability of an accidental spill due to project-related modifications, if a tsunami were to occur. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | RISK-6: Alternative 1 would not increase the probability of an accidental spill due to project-related modifications, if a tsunami were to occur. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | RISK-6: Alternative 2 would not increase the probability of an accidental spill due to project-related modifications, if a tsunami were to occur. | No impact | Mitigation not required | No impact |
| Proposed Project | RISK-7: The proposed Project would not result in a measurable increase in the probability of a terrorist attack due to project-related modifications, which would result in adverse consequences to the proposed Project site and nearby areas. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | RISK-7: Alternative 1 would not result in any increase in the probability of a terrorist attack because there would be no project-related modifications. | No impact | Mitigation not required | No impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|----------------------------------|------------------------------------|
| Alternative 2 (Reduced Project) | RISK-7: Alternative 2 would not result in a measurable increase in the probability of a terrorist attack due to project-related modifications, which would result in adverse consequences to the project site and nearby areas. | Less than significant impact | Mitigation not required | Less than significant impact |
| 3.8 Land Use | | | | |
| Proposed Project | LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | LU-1: No features would be constructed; baseline land use conditions would continue at the site. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | LU-1: Alternative 2 would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or mitigating an environmental impact. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | LU-2: Alternative 1 would be inconsistent with policies of the Los Angeles Harbor Department with respect to avoiding or mitigating environmental impact associated with goods movement. | Significant impact | No feasible mitigation available | Significant and unavoidable |
| Alternative 2 (Reduced Project) | LU-2: Alternative 2 would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans adopted for the purpose of avoiding or | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|--|------------------------------------|
| | mitigating an environmental impact. | | | |
| Proposed Project | LU-3: The proposed Project would not isolate or divide existing neighborhoods, communities, or land uses. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | LU-3: No features would be constructed; baseline land use conditions would continue at the site. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | LU-3: Alternative 2 would not isolate or divide existing neighborhoods, communities, or land uses. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | LU-4: The proposed Project would cause secondary impacts to surrounding land uses. | Significant impact | MM AQ-1: Fleet Modernization for Construction Equipment MM AQ-2: Fleet Modernization for On-Road Trucks MM AQ-3: Additional Fugitive Dust Controls MM AQ-4: Best Management Practices MM AQ-5: General Mitigation Measure MM AQ-6: Special Precautions near Sensitive Sites MM AQ-7: On-site sweeping at SCIG facility. MM AQ-8: Low-emission drayage trucks MM AQ-9: Period Review of New Technology and Regulations MM AQ-10: Substitution of New Technology See Air Quality, above MM NOI-1: 12-Foot High Sound wall. MM NOI-2: Construction Noise Reduction Measures MM NOI-3: 24-Foot-High Sound Barrier. (See Noise, below) | Significant and unavoidable |
| Alternative 1 (No Project) | LU-4: Alternative 1 would not cause secondary impacts to surrounding land uses. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | LU-4: Alternative 2 would cause secondary impacts to surrounding land uses. | Significant impact | MM AQ-1: Fleet Modernization for Construction Equipment | Significant and unavoidable |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|------------------------------|---|------------------------------|
| | | | <p>MM AQ-2: Fleet Modernization for On-Road Trucks MM AQ-3: Additional Fugitive Dust Controls MM AQ-4: Best Management Practices MM AQ-5: General Mitigation Measure MM AQ-6: Special Precautions near Sensitive Sites MM AQ-7: On-site sweeping at SCIG facility. MM AQ-8: Low-emission drayage trucks MM AQ-9: Period Review of New Technology and Regulations MM AQ-10: Substitution of New Technology See Air Quality, above MM NOI-1: 12-Foot High Sound Wall. MM NOI-2: Construction Noise Reduction Measures MM NOI-3: 24-Foot-High Sound Barrier. (See Noise, below)</p> | |
| 3.9 Noise | | | | |
| Proposed Project | NOI-1: The proposed Project would not cause noise levels from daytime construction lasting more than 1 day to exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; or for construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use in the City of Los Angeles. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | NOI-1: No features would be constructed under Alternative 1. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | NOI-1: Alternative 2 would not cause noise levels from daytime construction lasting more than 1 day to exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; or for construction activities lasting | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|-------------------------|------------------------------|
| | more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use in the City of Los Angeles. | | | |
| Proposed Project | NOI-2: Construction activities would not exceed the ambient noise level by 5 dBA at a noise sensitive use in the City of Los Angeles between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | NOI-2: No features would be constructed under Alternative 1. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | NOI-2: Construction activities would not exceed the ambient noise level by 5 dBA at a noise sensitive use in the City of Los Angeles between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | NOI-3: The proposed Project would not cause the ambient noise level measured at the property line of affected uses within the City of Los Angeles 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. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | NOI-3: Operation of Alternative 1 would not cause ambient noise levels measured at the property line of affected uses within the City of Los Angeles to increase by 3 dBA in CNEL to or within the ‘normally unacceptable’ or ‘clearly unacceptable category,’ or any 5 dBA | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|------------------------------|-------------------------|------------------------------|
| | or greater noise increase. | | | |
| Alternative 2 (Reduced Project) | NOI-3: Alternative 2 would not cause the ambient noise level measured at the property line of affected uses within the City of Los Angeles 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. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | NOI-4: Construction and operation of the proposed Project would not cause sleep awakenings at residences within the City of Los Angeles. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | NOI-4: No construction would occur; operation of Alternative 1 would not cause sleep awakenings at residences within the City of Los Angeles. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | NOI-4: Construction and operation of Alternative 2 would not cause sleep awakenings at residences within the City of Los Angeles | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | NOI-5: Operation of the proposed Project would not expose City of Los Angeles schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | NOI-5: Operation of Alternative 1 would not expose City of Los Angeles schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | NOI-5: Operation of Alternative 2 would not expose City of Los Angeles schools to interior noise levels above 52 | No impact | Mitigation not required | No impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--------------------------|--|----------------------------------|--|---|
| | <p>dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations.</p> | | | |
| <p>Proposed Project</p> | <p>NOI-6: Construction and operation of the proposed Project would cause ambient noise levels to be increased by three dBA or more, or maximum noise levels allowed by the Long Beach Municipal Code would be exceeded.</p> | <p>Significant impact</p> | <p>MM NOI-1: 12-Foot High Sound Wall Prior to the start of construction of the proposed Project, BNSF shall first construct a permanent 12-foot high soundwall along the easterly right-of-way of the Terminal Island Freeway, from West 20th Street to Sepulveda Boulevard, as shown in Figure 3.9-6, to reduce construction noise. The final height and location of the soundwall shall be verified by an acoustical consultant as part of the final engineering design of the soundwall. After construction of the soundwall, BNSF shall install landscaping along the length of the soundwall. The final landscaping plan with selected native plant species and irrigation shall be determined as part of the final engineering design. Upon completion, BNSF will be responsible for long-term maintenance. Right-of-way acquisition necessary for the soundwall and landscaping shall be the responsibility of BNSF.</p> <p>MM NOI-2: Construction Noise Reduction Measures The following noise control measures shall be implemented during construction of the proposed Project. This mitigation measure applies to BNSF and the businesses moved to the designated alternate sites. These measures were not quantitatively evaluated.</p> <p>a) Construction Hours. Limit construction to the hours of 7:00 am to 9:00 pm on weekdays, between 8:00 am and 6:00 pm on Saturdays, and prohibit construction equipment noise anytime on Sundays and holidays as prescribed in the City of Los Angeles Noise Ordinance, except where nighttime construction is necessary on the PCH grade separation. For construction activities that occur within the City of Long Beach (e.g. the North Lead Track construction and sound wall construction), limit construction to the hours of 7:00am and 7:00pm on weekdays and between 9:00am and 6:00pm on Saturdays, as prescribed in the City of Long Beach</p> | <p>Significant and unavoidable</p> |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
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| | | | <p>Noise Ordinance.</p> <p>b) Construction Days. Do not conduct noise-generating construction activities on weekends or holidays unless critical to a particular activity (e.g., concrete work).</p> <p>c) Temporary Noise Barriers. When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) shall be located between noise-generating construction activities and sensitive receptors.</p> <p>d) Construction Equipment. Properly muffle and maintain all construction equipment powered by internal combustion engines.</p> <p>e) Idling Prohibitions. Prohibit unnecessary idling of internal combustion engines near noise sensitive areas.</p> <p>f) Equipment Location. Locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as is practical from existing noise sensitive land uses.</p> <p>g) Quiet Equipment Selection. Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.</p> <p>h) Notification. Notify residents adjacent to the proposed Project site of the construction schedule in writing.</p> <p>i) Portable Generators. Avoid the use of portable generators if electricity can be obtained from the local power grid.</p> <p>j) Noise Complaints. Assign a disturbance counselor to respond to noise complaints. Post contact information at the construction site.</p> <p>k) Pile Driving Hours. Restrict pile driving to the hours between 9 AM and 5 PM, Monday through Friday, and from 10 AM to 4 PM on Saturdays.</p> <p>l) A Construction Noise Monitoring and Management Plan will be required to evaluate the construction process prior to the commencement.</p> | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|-------------------------------|--|------------------------------------|
| | | | <p>The plan should evaluate each piece of construction equipment and the need for administrative and engineering noise control for each construction element. A noise monitoring plan should be prepared to document construction noise levels during the process.</p> <p>MM NOI-3: 24-Foot-High Sound Barrier</p> <p>Prior to the start of construction, BNSF shall first construct a permanent 24-foot high sound barrier as an extension to the existing 24-ft high sound barrier along the easterly right-of-way of the Terminal Island Freeway north of Sepulveda Blvd, as shown in Figure 3.9-6. The barrier would close the present gap between the existing barrier and a warehouse to the south, removing line-of-sight from the Project site to receiver R1 (the residence at 2789 Webster) and receiver R30 (Stephens Middle School). The final height and location of the soundwall shall be verified by an acoustical consultant as part of the final engineering design of the soundwall. Right-of-way acquisition necessary for the soundwall shall be the responsibility of BNSF.</p> | |
| Alternative 1 (No Project) | NOI-6: No features would be constructed under Alternative 1; operation of Alternative 1 would not cause ambient noise levels to be increased by three dBA or more, or maximum noise levels allowed by the Long Beach Municipal Code to be exceeded.. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | NOI-6: Construction and operation of Alternative 2 would cause ambient noise levels to be increased by three dBA or more, or maximum noise levels allowed by the Long Beach Municipal Code would be exceeded. | Significant impact | <p>MM NOI-1: 12-Foot High Sound Wall.</p> <p>MM NOI-2: Construction Noise Reduction Measures</p> <p>MM NOI-3: 24-Foot-High Sound Barrier.</p> <p>See Section 3.9 for mitigation measure details</p> | Significant and unavoidable |
| Proposed Project | NOI-7: Construction and operation of the proposed Project would not have a significant vibration impact on ground | Less than significant impact. | Mitigation not required. | Less than significant impact. |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|-------------------------|------------------------------|
| | vibration levels for residential structures within the City of Long Beach that would exceed the acceptability limits prescribed by the FTA. | | | |
| Alternative 1 (No Project) | NOI-7: No features would be constructed; operation of Alternative 1 would not have a significant vibration impact on ground vibration levels for residential structures within the City of Long Beach that would exceed the acceptability limits prescribed by the FTA. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | NOI-7: Construction and operation of Alternative 2 would not have a significant vibration impact on ground vibration levels for residential structures within the City of Long Beach that would exceed the acceptability limits prescribed by the FTA. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | NOI-8: Operation of the proposed Project would not expose City of Long Beach residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | NOI-8: Operation of Alternative 1 would not expose City of Long Beach residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | NOI-8: Operation of Alternative 2 would not expose City of Long Beach residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | NOI-9: Operation of the proposed Project would not expose City of Long Beach schools to interior noise levels above 52 dBA, sufficient for | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|-------------------------------|--------------------------|-------------------------------|
| | momentary disruption of speech intelligibility in classroom teaching situations. | | | |
| Alternative 1 (No Project) | NOI-9: Operation of Alternative 1 would not expose City of Long Beach schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | NOI-9: Operation of Alternative 2 would not expose City of Long Beach schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | NOI-10: Construction and operation of the proposed Project would not increase ambient noise levels by three dBA or more; or maximum noise levels allowed by the City of Carson would be exceeded. | Less than significant impact. | Mitigation not required. | Less than significant impact. |
| Alternative 1 (No Project) | NOI-10: No features would be constructed; operation of Alternative 1 would not increase ambient noise levels by three dBA or more; or exceed maximum noise levels allowed by the City of Carson. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | NOI-10: Construction and operation of Alternative 2 would not increase ambient noise levels by three dBA or more; or exceed maximum noise levels allowed by the City of Carson. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | NOI-11: Construction and operation of the proposed Project would not cause ground vibration levels for residential structures within the City of Carson to exceed the acceptability limits prescribed by the FTA. | Less than significant impact. | Mitigation not required. | Less than significant impact. |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|------------------------------|-------------------------|------------------------------|
| Alternative 1 (No Project) | NOI-11: No features would be constructed; baseline land use conditions would continue at the site, and there would be no change in the noise environment. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | NOI-11: Construction and operation of Alternative 2 would not cause ground vibration levels for residential structures within the City of Carson to exceed the acceptability limits prescribed by the FTA. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | NOI-12: Operation of the proposed Project would not expose City of Carson residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | NOI-12: Operation of Alternative 1 would not expose City of Carson residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | NOI-12: Operation of Alternative 2 would not expose City of Carson residences to interior nighttime SEL above 80 dBA SEL, sufficient to awaken at least 10 percent of residents. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | NOI-13: Operation of the proposed Project Alternative would not expose City of Carson schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | NOI-13: Operation of Alternative 1 would not expose City of Carson schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in | No impact | Mitigation not required | No impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
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| | classroom teaching situations. | | | |
| Alternative 2 (Reduced Project) | NOI-13: Operation of Alternative 2 would not expose City of Carson schools to interior noise levels above 52 dBA, sufficient for momentary disruption of speech intelligibility in classroom teaching situations. | No impact | Mitigation not required | No impact |
| 3.10 Transportation/Circulation | | | | |
| Proposed Project | TRANS-1: Construction would result in a short-term, temporary increase in truck and auto traffic. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | TRANS-1: As construction would not take place, there would be no increase in traffic. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | TRANS-1: Construction would result in a short-term, temporary increase in truck and auto traffic. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | TRANS-2: Vehicular traffic associated with operation of the proposed Project would not have a significant adverse impact on at least one study intersection's volume/capacity ratios or level of service. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | TRANS-2: Vehicular traffic associated with operation of the Alternative 1 would not have a significant adverse impact on at least one study intersection's volume/capacity ratios or level of service. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | TRANS-2: Vehicular traffic associated with operation of the Alternative2 would not have a significant adverse impact on at least one study intersection's volume/capacity ratios or level of service. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed | TRANS-3: An increase in on-site | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|------------------------------|-------------------------------------|------------------------------------|
| Project | employees due to proposed Project operations would result in a less than significant increase in related public transit use. | | | |
| Alternative 1 (No Project) | TRANS-3: An increase in on-site employees due to Alternative 1 operations would result in a less than significant increase in related public transit use. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | TRANS-3: An increase in on-site employees due to Alternative 2 operations would result in a less than significant increase in related public transit use. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | TRANS-4: Proposed Project operations would result in a less than significant increase in freeway congestion. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | TRANS-4: Alternative 1 operations would result in a less than significant increase in freeway congestion. | Significant impact | No feasible mitigation is available | Significant and unavoidable |
| Alternative 2 (Reduced Project) | TRANS-4: Alternative 2 operations would result in a less than significant increase in freeway congestion. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | TRANS-5: Project operations would not cause an increase in rail activity, causing potential delays in regional traffic. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | TRANS-5: Alternative 1 operations would not cause an increase in rail activity, and would not cause delays in regional traffic. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 2 (Reduced Project) | TRANS-5: Alternative 2 operations would neither cause traffic delay at at-grade crossings nor generate enough trains to exceed the capacity of the regional rail infrastructure. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | TRANS-6: Proposed Project operations would not substantially increase hazards | No impact | Mitigation not required | No impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---|--|----------------------|-------------------------|--------------------------|
| | due to a design feature. | | | |
| Alternative 1 (No Project) | TRANS-6: Alternative 1 operations would not substantially increase hazards due to a design feature. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | TRANS-6: Alternative 2 operations would not substantially increase hazards due to a design feature. | No impact | Mitigation not required | No impact |
| Proposed Project | TRANS-7: Proposed Project operations would not result in inadequate emergency access. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | TRANS-7: Alternative 1 operations would not result in inadequate emergency access. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | TRANS-7: Alternative 2 operations would not result in inadequate emergency access. | No impact | Mitigation not required | No impact |
| Proposed Project | TRANS-8: Proposed Project operations would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. | No impact | Mitigation not required | No impact |
| Alternative 1 (No Project) | TRANS-8: Alternative 1 operations would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | TRANS-8: Alternative 2 operations would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. | No impact | Mitigation not required | No impact |
| 3.11 Utilities and Public Services | | | | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|-------------------------|------------------------------|
| Proposed Project | PS-1: The proposed Project would not burden existing police staff levels and facilities such that the police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | PS-1: No features would be constructed; baseline conditions would continue at the site, and there would be no substantial change in the demand for public services. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | PS-1: Alternative 2 would not burden existing police staff levels and facilities such that the police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | PS-2: Development of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | PS-2: No features would be constructed; baseline conditions would continue at the site, and there would be no substantial change in the demand for public services. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | PS-2: Development of Alternative 2 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | PS-3: The proposed Project would not result in a substantial increase in water supply demand that would exceed the capacity of existing facilities in the Project area. | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|------------------------------|-------------------------|------------------------------|
| Alternative 1 (No Project) | PS-3: No features would be constructed; baseline conditions would continue at the site, and there would be no change in the demand for water used at the site. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | PS-3: Alternative 2 would not result in a substantial increase in water supply demand that would exceed the capacity of existing facilities in the Project area. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | PS-4: The proposed Project would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board or exceed the capacity of existing treatment facilities. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | PS-4: No features would be constructed; baseline conditions would continue at the site, and there would be no substantial change in the demand for wastewater treatment facilities. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | PS-4: Alternative 2 would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board or exceed the capacity of existing treatment facilities. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | PS-5: The proposed Project would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | PS-5: No features would be constructed; baseline conditions would continue at the site, and there would be no change in the demand for stormwater facilities. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced) | PS-5: Alternative 2 would not generate substantial surface runoff that would | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|---|------------------------------------|
| Project) | exceed the capacity of existing municipal storm drain systems. | | | |
| Proposed Project | PS-6: Operation of the proposed Project would generate solid waste that is assumed to exceed landfill capacity after 2030. | Significant impact | <p>MM PS-1: Recycling of Construction Materials Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided onsite.</p> <p>MM PS-2: Materials with Recycled Content Materials with recycled content shall be used in Project construction where feasible. Chippers onsite during construction shall be used to further reduce excess wood for landscaping cover.</p> <p>MM PS-3: Compliance With City of Los Angeles Solid Waste Integrated Resources Plan (SWIRP) To ensure adequate long-term solid waste management, the proposed Project will be required to comply with policies and standards set forth in the City’s Solid Waste Integrated Resources Plan (SWIRP) following 2025.</p> | Less than significant impact |
| Alternative 1 (No Project) | PS-6: No features would be constructed; baseline conditions would continue at the site and would generate solid waste to landfills that are projected to be at or near capacity. | Significant impact | No feasible mitigation available | Significant and unavoidable |
| Alternative 2 (Reduced Project) | PS-6: Operation of Alternative 2 would generate solid waste that is assumed to exceed landfill capacity after 2030. | Significant impact | <p>MM PS-1: Recycling of Construction Materials.</p> <p>MM PS-2: Materials with Recycled Content.</p> <p>MM PS-3: Compliance With City of Los Angeles Solid Waste Integrated Resources Plan (SWIRP).</p> | Less than significant impact |
| Proposed Project | PS-7: Implementation of the proposed Project would not generate increases in energy demands or require new, offsite energy supply and distribution infrastructure, or capacity enhancing alterations to existing facilities that are not anticipated by adopted plans, programs, or the proposed Project. | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|--|------------------------------|
| Alternative 1 (No Project) | PS- 7: No features would be constructed or operated; baseline conditions would continue at the site, and there would be no change in the demand for public services or the amounts of water, wastewater, solid waste, and energy used or generated at the site. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | PS-7: Implementation of the Alternative 2 would not generate increases in energy demands or require new, offsite energy supply and distribution infrastructure, or capacity enhancing alterations to existing facilities that are not anticipated by adopted plans, programs, or the proposed Project. | Less than significant impact | Mitigation not required | Less than significant impact |
| 3.12 Water Resources | | | | |
| Proposed Project | WR-1: Construction could create discharges that cause pollution, contamination, or a nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permits or Water Quality Control Plan for the receiving water body. | Significant impact | MM WR-1: Construction Controls in the Dominguez Channel <ol style="list-style-type: none"> 1. No construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to erosion or could flow into the channel. Construction materials shall not be stored in contact with the soil. 2. Floating booms shall be used to assist in containing debris discharged into Dominguez Channel, and any debris discharged shall be removed as soon as possible but no later than the end of each day. 3. A silt curtain shall be utilized to help control turbidity during reconstruction of the Dominguez Channel Bridge. BNSF shall limit, to the greatest extent possible the suspension of benthic sediments into the water column. 4. Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or construction equipment or power tools into the Dominguez Channel. Such measures include deployed oil booms and a silt curtain around the proposed construction zone at all | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|--|------------------------------|--|------------------------------|
| | | | times to minimize the spread of any accidental fuel spills, turbid construction-related water discharge, and debris; training construction workers on emergency spill notification procedures; proper storage of fuels and lubricants; and provisions for on-site spill response kits. | |
| Alternative 1 (No Project) | WR-1: No features would be constructed. Operation would not cause pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or violate regulatory water quality standards or waste discharge requirements. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | WR-1: Construction of Alternative 2 could potentially cause pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or violate regulatory water quality standards or waste discharge requirements. | Significant impact | MM WR-1: Construction Controls in the Dominguez Channel | Less than significant impact |
| Proposed Project | WR-2: Construction and operation would not accelerate natural processes of wind and water erosion and sedimentation resulting in sediment runoff or deposition that would not be contained or controlled onsite | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | WR-2: No features would be constructed. Operation would not accelerate natural processes of wind and water erosion and sedimentation resulting in sediment runoff or deposition that would not be contained or controlled onsite. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | WR-2: Construction and operation would not accelerate natural processes of wind and water erosion and sedimentation resulting in sediment runoff or deposition that would not be contained or controlled onsite. | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|------------------------------|-------------------------|------------------------------|
| Proposed Project | WR-3: Construction and operation would not substantially alter the existing drainage pattern of the site or area in a manner which would produce a substantial change in the current or direction of water flow. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | WR-3: No features would be constructed. Operation would not substantially alter the existing drainage pattern of the site or area in a manner which would produce a substantial change in the current or direction of water flow. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | WR-3: Construction and operation would not substantially alter the existing drainage pattern of the site or area in a manner which would produce a substantial change in the current or direction of water flow. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | WR-4: Construction would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | WR-4: No features would be constructed. Operation would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | WR-4 Construction and operation would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. | Less than significant impact | Mitigation not required | Less than significant impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|---------------------------------|---|------------------------------|-------------------------|------------------------------|
| Proposed Project | WR-5: Construction and operation would not place within a 100-year floodplain structures which would impede or redirect flood flows or have the potential to harm people or damage property. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | WR-5: No features would be constructed. Operation would not place within a 100-year floodplain structures which would impede or redirect flood flows or have the potential to harm people or damage property. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | WR-5: Construction and operation would not place within a 100-year floodplain structures which would impede or redirect flood flows or have the potential to harm people or damage property. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | WR-6: Construction could expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, which would be deleterious to humans, based on regulatory standards established by the lead agency for the site. Operation would not expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, which would be deleterious to humans, based on regulatory standards established by the lead agency for the site. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | WR-6: No features would be constructed. Operation would not expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, which would be deleterious to humans, based on regulatory standards established by the lead agency for the site. | No impact | Mitigation not required | No impact |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--|---|------------------------------|-------------------------|------------------------------|
| Alternative 2 (Reduced Project) | WR-6: Construction of Alternative 2 could expose soils containing toxic substances and petroleum hydrocarbons that would be deleterious to humans, based on regulatory standards established by the lead agency. Operation would not expose soils containing toxic substances and petroleum hydrocarbons, associated with prior operations, which would be deleterious to humans, based on regulatory standards established by the lead agency for the site. | Less than significant impact | Mitigation not required | Less than significant impact |
| Proposed Project | WR-7: Construction and operation would not cause changes in the rate or direction of movement of existing groundwater contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination, which would increase risk of harm to humans. | Less than significant impact | Mitigation not required | Less than significant impact |
| Alternative 1 (No Project) | WR-7: No features would be constructed. : Operation would not cause changes in the rate or direction of movement of existing groundwater contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination, which would increase risk of harm to humans. | No impact | Mitigation not required | No impact |
| Alternative 2 (Reduced Project) | WR-7: Construction and operation would not cause changes in the rate or direction of movement of existing groundwater contaminants, expansion of the area affected by contaminants, or increased level of groundwater contamination, which would increase risk of harm to humans. | Less than significant impact | Mitigation not required | Less than significant impact |
| 4.0 Cumulatively Considerable Impacts | | | | |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--|--|--|--|--|
| Proposed Project and Reduced Project Alternative | Aesthetics: The proposed Project and Reduced Project Alternative would cause a cumulatively substantial degradation of the existing visual character or quality of the site and its surroundings (AES-1) | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Cumulatively considerable and unavoidable |
| Proposed Project and Reduced Project Alternative | Air Quality: Construction of the proposed Project and Reduced Project Alternative would produce a cumulatively considerable increase of emissions of a criteria pollutant for which the region is in nonattainment under a national or state ambient air quality standard. (AQ-1) | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Cumulatively considerable and unavoidable |
| Proposed Project and Reduced Project Alternative | Air Quality: The proposed Project and Reduced Project Alternative construction would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance. (AQ-2) | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Cumulatively considerable and unavoidable |
| Proposed Project and Reduced Project Alternative | Air Quality: Operation of the proposed Project and Reduced Project Alternative would increase emissions of CO relative to the baseline but less than the CEQA thresholds. (AQ-3) | Cumulatively considerable and unavoidable | No reasonable mitigations considered for operational emissions with displaced businesses as their future locations are unknown | Cumulatively considerable and unavoidable |
| No Project | Air Quality: Operation of the No Project Alternative would result in a significant cumulative impact related to exceedances of the significant thresholds for criteria pollutants. (AQ-3) | Cumulatively considerable and unavoidable | No mitigation beyond the No Project Alternative described above is proposed. | Cumulatively considerable and unavoidable |
| Proposed Project and Reduced Project Alternative | Air Quality: Operation of the proposed Project and Reduced Project Alternative would produce emissions that, with related projects, would result in offsite ambient air pollutant concentrations that would exceed a SCAQMD threshold of significance. (AQ-4) | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Cumulatively considerable and unavoidable |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--|--|--|---|--|
| No Project | Air Quality: Operation of the No Project Alternative would produce emissions that, with related projects, would result in offsite ambient air pollutant concentrations that would exceed a SCAQMD threshold of significance. (AQ-4) | Cumulatively considerable and unavoidable | No mitigation beyond the No Project Alternative described above is proposed. | Cumulatively considerable and unavoidable |
| Proposed Project and Reduced Project Alternative | Air Quality: Operation of the proposed Project and Reduced Project Alternative would contribute to exposing receptors to significant levels of toxic air contaminants. (AQ-7) | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed | Cumulatively considerable and unavoidable |
| No Project | Air Quality: Operation of the No Project Alternative would contribute to exposing receptors to significant levels of toxic air contaminants. (AQ-7) | Cumulatively considerable and unavoidable | No mitigation beyond the No Project Alternative described above is proposed. | Cumulatively considerable and unavoidable |
| Proposed Project and Reduced Project Alternative | Biology: Construction and operation of the proposed Project and Reduced Project Alternative would potentially result in the loss of individuals of, or have a substantial adverse effect, either directly or through habitat modifications, on federally listed critical habitat or species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS (BIO-1) | Cumulatively considerable but avoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Not cumulatively considerable after mitigation |
| Proposed Project and Reduced Project Alternative | Cultural: The proposed Project and Reduced Project Alternative would substantially contribute to disturbance, damage, or degradation of unknown archaeological or ethnographic resources, and thus cause a substantial adverse change in the significance of such resources. (CR-1) | Cumulatively considerable but avoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Not cumulatively considerable after mitigation |
| Proposed Project and | Cultural: The proposed Project and Reduced Project Alternative would have | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described | Cumulatively considerable and unavoidable |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--|--|--|---|--|
| Reduced Project Alternative | cumulatively substantial adverse effects on the significance of historic resources. (CR-2) | | above is proposed. | |
| Proposed Project and Reduced Project Alternative | Cultural: The proposed Project and Reduced Project Alternative would contribute substantially to the disturbance, destruction, or elimination of access to unknown unique paleontological resources. (CR-3) | Cumulatively considerable but avoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Not cumulatively considerable after mitigation |
| Proposed Project and Reduced Project and No Project Alternatives | Greenhouse Gas: The proposed Project and Reduced Project and No Project Alternatives would result in a cumulatively substantial increase in construction-related and operation-related GHG emissions (GHG-1) . | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Cumulatively considerable and unavoidable as measures cannot be quantified. |
| Proposed Project and Reduced Project Alternative | Land Use: The proposed Project and Reduced Project Alternative contribute to cumulatively significant secondary impacts to surrounding land uses. (LU-4) | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Cumulatively considerable and unavoidable |
| No Project Alternative | Land Use: The No Project Alternative would result in cumulatively considerable contribution to a significant cumulative secondary impact related to land use. (LU-4) | Cumulatively considerable and unavoidable | No mitigation beyond the No Project Alternative described above is proposed. | Cumulatively considerable and unavoidable |
| Proposed Project and Reduced Project Alternative | Noise: Construction and operation of the proposed Project and Reduced Project Alternative contribute to a cumulative increase in ambient noise levels by three dBA or more, or to an exceedance of maximum noise levels allowed by the Long Beach Municipal Code (NOI-6) | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Cumulatively considerable and unavoidable |
| Reduced Project Alternative | Transportation: The proposed Project and Reduced Project Alternative would contribute cumulatively to a significant cumulative impact on one study intersection (TRANS-2) . | Cumulatively considerable but mitigable | MM TRANS-1: In 2046, BNSF shall contribute funding for the reconfiguration of the northbound shared left/through lane of Anaheim Street at Henry Ford Avenue to a through lane, and to changing the northbound and southbound phasing from split phasing | Not cumulatively considerable after mitigation |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--|--|---|---|---|
| | | | to protected left-turn phasing. BNSF's contribution shall be proportionate to its share of the impact at that intersection. | |
| Proposed Project and Reduced Project Alternative | Utilities and Public Services: The proposed Project and Reduced Project Alternative would contribute to cumulatively considerable impacts on existing solid waste handling and disposal facilities. (PS-6) | Cumulatively considerable and unavoidable | No mitigation beyond the proposed Project and Reduced Project Alternative mitigation described above is proposed. | Cumulatively considerable and unavoidable |
| No Project Alternative | Utilities and Public Services: The No Project Alternative would result in cumulatively considerable impacts to utilities and public services (PS-6) . | Cumulatively considerable and unavoidable | No mitigation beyond the No Project Alternative described above is proposed. | Cumulatively considerable and unavoidable |
| 5.0 Environmental Justice¹ | | | | |
| Proposed Project | Aesthetics (AES-1): Construction of a new Sepulveda Boulevard railroad bridge would result in a substantial change in the visual environment | Disproportionately high and adverse effect on minority and low-income populations | No mitigation beyond the proposed Project mitigation described above is proposed. | Disproportionately high and adverse effect on minority and low-income populations |
| Proposed Project | Air Quality (AQ-1): Construction of the proposed Project would produce emissions that exceed an SCAQMD threshold of significance. | Disproportionately high and adverse effect on minority and low-income populations | No mitigation beyond the proposed Project mitigation described above is proposed. | Disproportionately high and adverse effect on minority and low-income populations |
| Proposed Project | Air Quality (AQ-2): Construction of the proposed Project would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance. | Disproportionately high and adverse effect on minority and low-income populations | No mitigation beyond the proposed Project mitigation described above is proposed. | Disproportionately high and adverse effect on minority and low-income populations |
| Proposed Project | Air Quality (AQ-4): Operation of the proposed Project would result in offsite ambient air pollutant concentrations that exceed a SCAQMD threshold of significance. | Disproportionately high and adverse effect on minority and low-income populations | No mitigation beyond the proposed Project mitigation described above is proposed. | Disproportionately high and adverse effect on minority and low-income populations |
| Proposed Project | Air Quality (AQ-7): The proposed Project would expose receptors to significant levels of TACs. | Disproportionately high and adverse effect on minority and low-income populations | No mitigation beyond the proposed Project mitigation described above is proposed. | Disproportionately high and adverse effect on minority and low-income populations |
| Proposed | Cultural Resources (CR-2): The | Disproportionately high and | No mitigation beyond the proposed Project mitigation | Disproportionately high and |

| Project and Alternatives | Environmental Impacts | Impact Determination | Mitigation Measures | Impacts after Mitigation |
|--------------------------|---|---|---|---|
| Project | proposed Project would demolish and replace a historical resource, the Sepulveda Boulevard Bridge. In replacing the bridge, the Project would eliminate the historic materials and integrity of the bridge. | adverse effect on minority and low-income populations | described above is proposed. | adverse effect on minority and low-income populations |
| Proposed Project | Land Use (LU-4): The proposed Project would cause secondary impacts to surrounding land uses. | Disproportionately high and adverse effect on minority and low-income populations | No mitigation beyond the proposed Project mitigation described above is proposed. | Disproportionately high and adverse effect on minority and low-income populations |
| Proposed Project | Noise (NOI-6): Construction of the proposed Project would produce an increase in noise of more than 5 dBA at several sensitive receptors, and could result in nighttime sleep disturbance. Operation would increase noise by more than 3 dBA for two sensitive receptors near three highway intersections. | Disproportionately high and adverse effect on minority and low-income populations | No mitigation beyond the proposed Project mitigation described above is proposed. | Disproportionately high and adverse effect on minority and low-income populations |

Note that unless otherwise indicated, all impact descriptions for each of the alternatives are the same as those described for the proposed Project.

¹ Not required by CEQA

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2

1 **ES.6 Project Conditions Subject to Approval**

2 The following project conditions are recommended for inclusion in the lease between the
3 LAHD and BNSF for the proposed SCIG facility. These project conditions are not
4 required as CEQA mitigation measures but are important because they advance important
5 LAHD environmental goals and objectives.

6 **ES.6.1 PC AES-1: Intensive Landscaping on West** 7 **Side of Terminal Island Freeway**

8 PC-AES-1 is a proposal to improve the SCIG facility's visual context in the local
9 community. BNSF shall, by all means feasible and in good faith, work with the City of
10 Long Beach to obtain long-term access to the land required to construct an area of
11 intensive landscaping on the west side of the Terminal Island Freeway between PCH and
12 Sepulveda Boulevard, including removing existing tenant leases and clearing away
13 existing physical barriers on that land. Access may be by easement, lease, or title, but
14 should be secure for a period of at least 50 years (the operations period of the SCIG
15 facility). If successful, BNSF shall construct the intensive landscaping simultaneously, or
16 as nearly so as practicable, with construction of the SCIG facility during the time period
17 of 2013-2015. The intensive landscaping shall contain native plant tree species, with an
18 established irrigation system and a long-term maintenance plan that would be the
19 responsibility of BNSF. The final landscaping design plan shall be reviewed and
20 approved by the LAHD, the City of Long Beach, and other entities if necessary.

21 **ES.6.2 PC AES-2: Compliance with Terminal Lighting** 22 **Design Guidelines**

23 PC AES-2 relates to compliance with lighting and glare guidelines. All proposed lighting
24 installed at the proposed Project and at the alternate sites shall be in compliance with the
25 applicable requirements of POLA's Terminal Lighting Design Guidelines. As part of this
26 compliance, POLA shall ensure that light levels are measured at strategic points prior to
27 the installation of new lighting systems and at the same points after the new lighting
28 system is installed and operational to evaluate offsite light spill. If light and glare exceed
29 POLA's guidelines, the Tenant shall implement those corrective measures deemed
30 necessary by the POLA.

31 **ES 6.3 PC AQ-11: Zero Emission Technologies** 32 **Demonstration Program**

33 This project condition would require BNSF to work with the Port of Los Angeles to
34 advance zero emission technologies, consistent with the Port's 2012-2017 Strategic Plan
35 objective for the advancement of technology and sustainability, as follows:

- 36 • Provide match funding to the Clean Air Action Plan Technology Advancement
37 Program (TAP) zero emissions programs in an amount equal to that provided by the
38 Port of Los Angeles up to a maximum of \$3 million for purposes of zero emission
39 drayage truck, cargo handling equipment, and proof-of-concept rail technologies
40 demonstration.

- 1 • Agree to an expeditious phase-in of zero emission drayage trucks and other zero
2 emission technologies into the specification for vehicles serving SCIG operations
3 based on a determination of technical and commercial feasibility made by the Ports
4 of Los Angeles and Long Beach Boards of Harbor Commissions consistent with
5 criteria developed by the TAP Advisory Committee (TAP AC) in consultation with
6 the project applicant and approved by the Ports of Los Angeles and Long Beach
7 Boards of Harbor Commissions. The phase-in shall:
- 8 ○ Occur at a rate recommended by the TAP AC consistent with the feasibility
9 criteria;
- 10 ○ Be approved by the Ports of Los Angeles and Long Beach Board of Harbor
11 Commissions consistent with the feasibility criteria; and
- 12 ○ Lead to the requirement that only zero emission drayage trucks would operate at
13 the SCIG facility.
- 14 **Long-term goal:** All drayage trucks operating at the SCIG facility shall be 100%
15 zero emissions by the end of 2020.
- 16 • Participate in a zero emissions technologies industry stakeholder group that would
17 assist in the development of technical and commercial criteria for determination of
18 feasibility of zero emission equipment, and advise and support demonstrations of
19 zero emission drayage truck, cargo handling equipment, and proof of concept rail
20 technologies in port-related operations as coordinated and directed by staff of the two
21 ports through the TAP.
- 22 • Such demonstrations shall be performed using an appropriate railyard identified by
23 the TAP until such time that SCIG is built, and thereafter BNSF shall allow zero
24 emission technologies tested under the TAP zero emissions program to operate using
25 the SCIG facility once it is constructed. BNSF shall allow TAP representatives
26 access into portions of the SCIG facility where the zero emission equipment is being
27 tested for the purpose of test evaluation, all subject to reasonable notice, compliance
28 with the BNSF safety and operational rules, and without interference with facility
29 operation.
- 30 • Criteria for evaluation of the results of all demonstrations shall be developed by the
31 TAP AC in consultation with the project applicant regarding any equipment to be
32 serving the SCIG facility and submitted for approval to the Ports of Los Angeles and
33 Long Beach Board of Harbor Commissions. Such criteria shall include, but not be
34 limited to: technical practicability, commercial reasonableness, operationally proven,
35 and commercial availability. Evaluation of the results of demonstration testing shall
36 be performed by the TAP. Recommendations regarding the technical and
37 commercial feasibility of these vehicles shall be presented by the TAP to the Ports of
38 Los Angeles and Long Beach Board of Harbor Commissions for approval.
- 39 **Near-term goal:** The TAP will develop an action plan by 2014 that outlines key
40 strategies for the advancement of zero emission drayage trucks, including all criteria
41 for evaluation of technical, commercial and operational feasibility, and identification
42 of an appropriate railyard to support zero emission drayage truck demonstration
43 projects starting in 2015.
- 44 • **Near-term and long-term goal:** Starting in 2015, the TAP shall conduct periodic
45 evaluations of zero emission truck demonstrations on a reoccurring basis at least
46 every two years until such time that the Ports of Los Angeles and Long Beach Board
47 of Harbor Commissioners determine that the vehicles are technically and

1 commercially feasible. The results of the regular evaluations shall be documented,
2 including the analysis and conclusions as verified by the TAP, and shall be presented
3 to the Ports of Los Angeles and Long Beach Board of Harbor Commissioners.

4 **ES.6.4 PC AQ-12: San Pedro Bay Ports CAAP** 5 **Measure RL-3**

6 CAAP measure RL-3 establishes the goal that the Class 1 locomotive fleet associated
7 with new and redeveloped near-dock rail yards use 15-minute idle restrictors, use ULSD
8 or alternative fuels, and meet a minimum performance requirement of an emissions
9 equivalent of at least 50 percent Tier 4 line-haul locomotives and 40% Tier 3 line-haul
10 locomotives when operating on port properties by 2023. In March of 2008, USEPA
11 finalized a regulation which established a 2015 date for introduction of Tier 4
12 locomotives. There is no regulatory mechanism in place that would mandate the
13 introduction of Tier 4 locomotives prior to 2015. Implementation of the RL-3 goal for the
14 locomotives calling at SCIG while on port properties would be based on the commercial
15 availability of operationally proven Tier 4 locomotives in 2015 and any adjustment in
16 that date will require equivalent adjustment in the goal achievement date. The RL-3
17 emissions goal for locomotives calling on SCIG while on port properties may also be
18 achieved by BNSF's reduction in air emissions anywhere in the South Coast Air Basin
19 equivalent to the RL-3 goal for locomotives calling at SCIG while on port properties
20 through any other alternative means. RL-3 further establishes the goal that, by the end of
21 2015, all Class 1 switcher locomotives operating on port property will meet USEPA Tier
22 4 non-road standards. In September 2009, CARB adopted its "Staff Recommendations to
23 Provide Further Locomotive and Rail yard Emission Reductions" (CARB, 2009) which
24 identified several high priority strategies for reducing emissions from locomotive
25 operations in California, including providing support for the ports "to accelerate the
26 turnover of cleaner Tier 4 line-haul locomotives serving port properties as expeditiously
27 as possible following their introduction in 2015, with the goal of 95 percent Tier 4 line-
28 haul locomotives serving the ports by 2020." Thus, with the assistance of the ports'
29 regulatory agency partners and in concert with CARB's stated goals, measure RL3 will
30 support the achievement of accelerating the natural turnover of the line-haul locomotive
31 fleet.

32 This project condition was not quantified for mass emissions, air pollutant concentration
33 or health risk benefit.

34 **ES.7 Areas of Controversy Raised by** 35 **Commenters**

36 During the scoping process and public review of the Draft EIR, various agencies,
37 individuals, and organization representatives provided written and oral comments on the
38 scope and content of the EIR. Areas of known controversy include: impacts of Port
39 activities on air quality, public health, and traffic; the public's desire that cargo enter and
40 leave the ports via on-dock railyards to the maximum extent practicable; the impacts of
41 railroad facilities and operations on neighboring communities, including light and glare,
42 noise, air emissions, and traffic congestion; the desire to find and implement alternatives
43 to diesel truck and train transport of cargo, including zero emission container movement
44 systems; the need for a revised baseline; revised cargo forecast; the assumptions

1 regarding movement of cargo in the proposed Project and alternatives, and in the larger
2 context of the transportation network in Southern California (including
3 Hobart/Commerce Railyard, the ICTF and the I-710 Freeway); hazards associated with
4 truck and rail operations and transport of cargo; the disposition of existing businesses and
5 job loss; and the feasibility of mitigation measures.

6 **ES.7.1 Issues to be Resolved**

7 The environmental issues and concerns identified through the scoping process and the
8 public review of the Draft EIR have been addressed or discussed in the EIR. A number of
9 issues to be resolved were identified through the impact analyses, including the
10 significant and unavoidable impacts associated with aesthetics (AES-1), air quality (AQ-
11 1, AQ-2, AQ-4), cultural resources (CR-2), greenhouse gases (GHG-1), hazards and
12 hazardous materials (RISK-2b), land use (LU-4), noise (NOI-6), and utilities and public
13 services (PS-6). These issues are described in the relevant impact sections in Chapter 3.
14 Mitigation measures, lease measures, and project conditions have been identified to
15 reduce significant environmental impacts to the extent feasible as described in detail in
16 Table ES-3. The selection of alternatives is summarized in Section ES.5.10.

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