Mitigation Monitoring and Reporting Program

Wilmington Waterfront Development Project

Prepared for:

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MITIGATION MONITORING AND REPORTING PROGRAM

Introduction

Assembly Bill 3180 (AB 3180) codified in Section 21081.6 of the California Public Resources Code, became effective January 1, 1989, and requires a Lead or Responsible Agency to adopt a mitigation monitoring and reporting program (MMRP) when approving or carrying out a project. The purpose of this program is to ensure that when an environmental document, either an EIR or a negative declaration, identifies measures to reduce potential adverse environmental impacts to less-than significant levels that those measures are implemented as detailed in the environmental document. As lead agency for the Wilmington Waterfront Development Project, and pursuant to AB 3180, the Los Angeles Harbor Department (LAHD) is responsible for implementation of this MMRP.

An Environmental Impact Report (EIR) has been prepared for the project that addresses the potential environmental impacts, and where appropriate, recommends measures to mitigate these impacts. As such, this MMRP is required to ensure that adopted mitigation measures are successfully implemented and a monitoring strategy was prepared for each mitigation measure identified in the Wilmington Waterfront Development Project. Once the Board of Harbor Commissioners adopts the MMRP, the applicable LAHD division(s) will incorporate the mitigation monitoring/reporting requirements in the appropriate permits (i.e., engineering specifications, engineering construction permits, real estate entitlements, and/or coastal development permits). Therefore, in accordance with the aforementioned requirements, this document lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties as detailed below in the MMRP Implementation section.

Project Overview

The proposed Project involves development of a variety of land uses within the three distinct areas of the proposed project site: (1) the Avalon Development District, which includes Area A within the Wilmington–Harbor City Community Plan (CP) area north of Harry Bridges Boulevard and Area B within the proposed Port of Los Angeles Plan (Port Plan) and Port Master

Plan (PMP) areas south of Harry Bridges Boulevard; (2) the Avalon Waterfront District; and (3) the Waterfront Red Car Line Extension and multi-modal California Coastal Trail (CCT) linkage area. See Section 1.4 below for greater detail regarding proposed project elements.

Existing Conditions

Regional Setting

The Port is located at the southernmost portion of the City of Los Angeles (City) and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is bounded by the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south.

The Port is an area of mixed uses, supporting various maritime-themed activities. Port operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, auto, and intermodal rail shipping. In addition to the large shipping industry at the Port, there is also a cruise ship industry and a commercial fishing fleet. The Port also accommodates boat repair yards and provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sportfishing and harbor cruises. The Port has retail shops and restaurants, primarily along the west side of the Main Channel. It also has recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, and the Los Angeles Maritime Museum.

Proposed Project Setting

The proposed project site is generally bounded by Lagoon Avenue to the west, Broad Avenue to the east, C Street to the north, and Slip 5 to the south, where over-water viewing piers and floating docks would be proposed. The site includes the Waterfront Red Car Line and the multi-modal CCT linkages beginning in the west at Swinford Street, moving along Front Street to John S. Gibson Boulevard, and then along Harry Bridges Boulevard until it terminates at Avalon Boulevard in the east.

Existing Site Conditions

The intersection of Avalon and Harry Bridges Boulevards serves as the gateway to the center of Wilmington's business district (heading north on Avalon Boulevard) and the gateway to the community's waterfront (heading south on Avalon Boulevard). The corridor in this vicinity contains modest one- and two-story commercial and industrial buildings, with many vacant and/or underutilized lots. The Avalon Triangle Park development is proposed on the southeastern corner of the site.

The Avalon Development District is composed of industrial commercial buildings and vacant lots along the north side of Harry Bridges Boulevard, between Lagoon and Broad Avenues south of C Street, as well as a single block located south of Harry Bridges Boulevard between Avalon

Boulevard and Marine Avenue. Existing industrial structures on privately owned, LAHD-leased, and LAHD-owned lots are scattered throughout this district. The historic 14,500-square-foot Bekins building is located at 245 North Fries Avenue/312–326 West C Street. Existing businesses located on private parcels from west to east include Wilmington Iron Works at 432 West C Street; Tenzera, Inc., at 227 North Island Avenue; Harpur's Marine Engines at 502 West C Street; Marine Wholesale & WHSE, CO, at 220 North Fries Avenue; Avalon Rafts at 218 and 221–227 North Avalon Boulevard; LA Bunker Surveyors, Inc, at 214 N. Marine Avenue; Monterey Inn (residential) at 233 North Avalon Boulevard; and Smokey's Cycle Parts at 236 North Avalon Boulevard. Other buildings present in the Avalon Development District, but whose functions are unknown include 414 West C Street, 246 North Fries Avenue, and 229 North Broad Avenue. None of the above privately owned parcels are targeted for modification by the proposed Project with the exception of the historic Bekins buildings, which are planned for rehabilitation in accordance with the Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings.

The Avalon Waterfront District area would include the waterfront promenade area and a Land Bridge with an elevated park. Existing buildings in the waterfront promenade area include the 10,000-square-foot Banning's Landing Community Center built in 1996, the National Polytechnic University (College of Oceaneering) building (which would remain), the 30,860-square-foot Catalina Freight building (which would be demolished), and the 2,370-square-foot National Polytechnic College of Science Hyperbaric Chamber building and 1,800-square-foot welding pier immediately south of Water Street (both of which would be demolished).

The major land use in the area of the proposed Land Bridge and elevated park is the existing Los Angeles Department of Water & Power (LADWP) Marine Tank Farm site, on Lot 35, a 348,865-square-foot parcel north of Pacific Harbor Rail Line and south of A Street. Structures on this parcel include two operational 58,965-square-foot liquid bulk storage tanks, which hold up to 450,000 barrels (bbl), one of which contains raw gas oil and the other hydro-treated gas oil; a smaller operational 30,000 bbl containing hydro-treated gas oil; and six other ancillary structures, which total 18,500 square feet. The Marine Tank Farm's liquid bulk storage tanks and ancillary structures are leased and operated by the Valero Corporation. In addition to this large parcel, LADWP owns Lot 36, a vacant 99,775-square-foot parcel south of the rail line, and Lot 34, a vacant 41,389-square-foot site immediately north of A Street. All LADWP-owned land mentioned above would be dedicated to park use, and existing buildings and structures would be demolished.

The proposed Project includes a programmatic assessment of the relocation of the LADWP Marine Tank Farm to the offsite Olympic Tank Farm, which currently contains nine existing liquid bulk storage tanks. The land is void of natural vegetation. The two areas large enough to accommodate the Marine Tank Farm storage tanks have previously supported storage tanks. The site is located approximately 1.5 miles northeast of the proposed project site, at the southeastern corner of Alameda and Robidoux Streets.

Surrounding Uses

Although most of the proposed Project is within the existing boundary of the Wilmington–Harbor City Community Plan, the majority of the Wilmington community lies north of the propose

project. Wilmington covers approximately 11.4 square miles and is composed of varied land uses. However, the community land uses that surround the proposed project site are almost exclusively light industrial with a small pocket of heavy commercial. The nearest residential area is within 1 mile of the proposed project site.

The Wilmington Industrial Park is located northeast of the proposed project site and is bounded (approximately) by Anaheim Street on the north, Harry Bridges Boulevard on the south, Alameda Street on the east, and Broad Avenue on the west. The industrial park is designated and zoned for light industry use, and is developed with a number of industrial uses, as well as some container and truck storage facilities. Some large areas of land remain vacant and available for development. Directly east of the proposed project site is the 85-acre Wallenius Wilhelmsen Lines (WWL) Auto Terminal site. WWL deals mainly in vehicle processing and logistics services, and can store up to 8,000 vehicles on site. An extensive rail yard for loading and unloading auto racks is located on site. WWL customers at this site include Nissan and Infiniti. WWL Auto has been a tenant at the Port since 1969 (LAHD 2008).

The 34.7-acre Vopak site is situated south of WWL Auto Terminal and the proposed Project. The Vopak site stores liquid bulk chemical products in approximately 60 storage tanks with a total holding capacity of 700,000 bbls. Onsite storage includes organic and inorganic chemicals, petroleum, animal fats and vegetable oils, and dry bulk goods. The Vopak site also supports a bulk cement distribution facility with an 86,000-square-foot warehouse.

Immediately west of the proposed project site is the LADWP Harbor Generating Station (HGS). The HGS is located to the west of Fries Avenue at the intersection of Fries Avenue and A Street. In addition, there are five combustion turbines (also known as Peaker Units) associated with the Harbor Generating Station that are located to the east of Fries Avenue. The HGS is owned and operated by LADWP and is located on an 18.3 acre site outside the existing jurisdiction of the Port Plan and the PMP. It was originally constructed in the late 1940s, with the Peaker Units added in 2001, to provide local in-basin generation, voltage and VAR (Volts Ampere Reactive) support, transmission support, southern system security, and emergency support for the LADWP electrical system. The basic power generation activities and corresponding facility areas are power generation units, electrical switching and receiving, and fuel storage tanks. However, the HGS does have diesel fixed generators to provide emergency power. More detail on the HGS is provided in Section 3.7 of the Draft EIR.

Farther west of the proposed project site is the 173-acre Trans Pacific (TraPac) Container site, which has 11 post-Panamax cranes with 100-foot-gauge and 40-long-ton main hoist capacity. The terminal features a 28,000-square-foot maintenance shop, 546 reefer plugs (wheels), 48 grounded plugs, 3 portable generators that maintain an additional 96 plugs, a wash system for the exterior of containers, a wash system for the interior of containers, 10 transtainers, 12 side-handlers, and 4 toplifts. Shipping lines served by TraPac include Mitsui O.S.K., China Shipping, Norasia, Compañia Sudamericana de Vapores, Zim, Wan Hai, APL, Hyundai Merchant Marine Co., and CMA-CGM.

The Los Angeles Board of Harbor Commissioners recently approved the TraPac Container Terminal expansion, located between Berths 136 and 147, west of the proposed project site. The expansion will allow TraPac to expand cargo handling in an efficient manner from 900,000 twenty-foot equivalent units (TEUs) (baseline year 2003) to 2.4 million TEUs by 2025. It is

expected that particulate matter of less than 2.5 microns ($PM_{2.5}$) will be reduced by 75% and nitrogen oxides (NO_X) will drop by 55% below baseline levels as a result of mitigation measures applied during proposed project operations. By 2015, total proposed project emissions of volatile organic compounds (VOCs), NO_X, sulphur oxides (SO_X), and particulate matter (PM_{10} and $PM_{2.5}$) will be reduced approximately 50%. The health risks associated with the modernized terminal operations will be well below regulatory standards of significance and will reduce the estimated cancer risk associated with terminal operations to below baseline levels in large parts of Wilmington.

Much of the proposed project planning is based upon the larger Wilmington Waterfront Master Plan/Development Program (Program), which is described in detail in Section ES.7.1, of the Draft EIR's Executive Summary, "Project Planning History and Community Involvement." In addition to the Avalon Development District and the Avalon Waterfront District, the Program encompasses the Harry Bridges Buffer Area project located west of Lagoon Avenue. This area, which lies to the northwest of the proposed project site, is intended to provide an open space buffer and visual screening between the Wilmington community and Port industrial operations. Like the Avalon Triangle Park development project, the construction of the Harry Bridges Buffer Area project is proceeding independently and separate from the proposed Project. The Buffer, which is located north of Berths 136-147, was evaluated as part of the Berth 136-147 [TraPac] Container Terminal EIS/EIR.

Proposed Project

Project Purpose

The Port of Los Angeles is specifically recognized in the California Coastal Act of 1976 (PRC §§ 30000 et seq.) as a primary economic and coastal resource, essential to the national maritime industry (PRC § 30701(a)). The State of California granted the tidelands comprising the Port in trust to the City of Los Angeles in 1929 by statute commonly referred to as the "Los Angeles Tidelands Trust Grant" (Chapter 651, Statutes of 1929, as amended). As trustee of the Port, LAHD operates it in accordance with the Los Angeles City Charter, the Los Angeles Tidelands Trust Grant, the Public Trust Doctrine, and the California Coastal Act. These legal mandates require that LAHD use the Port for the purposes of promoting and accommodating waterborne commerce, navigation, fishery and related purposes.

The overall purposes of the proposed Project are to increase public access to the waterfront; improve pedestrian connectivity from Wilmington to the waterfront; allow additional visitor-serving commercial and recreational development at the Waterfront District; improve the local economy and economic sustainability of the community by improving the industrial corridor along Harry Bridges and Avalon Boulevards; and to enhance automobile, truck, and rail transportation within and around the immediate area of the Port. The proposed Project seeks to achieve these goals by improving existing infrastructure and providing new infrastructure facilities, providing waterfront linkages and pedestrian enhancements, developing neighborhood and regional recreational open space, and providing increased development and redevelopment opportunities in the Avalon Development District and Avalon Waterfront District.

CEQA Objectives

CEQA Guidelines (Section 15124(b)) require that the project description contain a statement of objectives, including the underlying purpose of the proposed Project. The proposed Project is intended to fulfill the overall project purpose of the LAHD. The proposed project objectives were developed based on the community planning process discussed below in Section 1.4.2. These objectives are to:

- create a project that will serve as a regional draw and attract visitors to the Wilmington Waterfront;
- design and construct a waterfront park, promenade, and dock to enhance the connection of the Wilmington community with the waterfront while integrating design elements related to the Port's and Wilmington's past, present, and future;
- construct an independent project that integrates design elements consistent with other area community development plans to create a unified Los Angeles waterfront through the integration of publicly oriented improvements;
- enhance the livability and economic viability of the Los Angeles Harbor area, Wilmington community, and surrounding region by promoting sustainable economic development and technologies within the existing commercial Avalon Development District; and
- integrate environmental measures into design, construction, and operation to create an environmentally responsible project.

Proposed Project Elements

The proposed Project is composed of several actions or elements spread over approximately 94 acres. Development under the proposed Project would occur in the following three areas:

- Avalon Development District (Areas A and B);
- Avalon Waterfront District; and
- Waterfront Red Car Line/Multi-Modal California Coastal Trail

In each of these three areas sustainable design elements and features are proposed to help reduce energy and water requirements and to contribute to an improved project design. Jurisdictional boundary adjustments are proposed for the Port Element of the City's General Plan, the Wilmington–Harbor City Community Plan (WHC CP), and the Port Master Plan. The redesignation of land uses and rezoning within the proposed project area would also occur under the proposed Project within the three areas identified above.

The proposed Project would be constructed and implemented in two phases. The first—Phase I: Interim Plan—would occur between 2009 and 2015; the second—Phase II: Full Buildout Plan—would occur between 2015 and 2020. Section 2.8, "Phasing and Demolition and Construction Plan," in the Draft EIR provides additional details regarding the proposed project phasing.

The proposed project actions or elements within the three major areas of development are described in greater detail below.

Avalon Development District (Areas A and B)

The Avalon Development District is an industrial area located in south Wilmington. The Avalon Boulevard commercial corridor, which bisects the Avalon Development District, is the primary commercial corridor in Wilmington, with the "center of town" located around the intersection of Avalon Boulevard and Anaheim Street about ½ mile from Harry Bridges Boulevard. Avalon Boulevard currently terminates in the proposed project area at the water's edge. The Avalon Development District includes approximately 31.5 acres and has been divided into two areas, A and B, defined by the proposed boundary change of the Port and Wilmington–Harbor City Community Plan areas. The elements or actions associated with the Avalon Development District primarily include the following:

Area A (within the Wilmington–Harbor City Community Plan Area)

- **Light Industrial Development**—programmatic assessment of infrastructure improvements (including stormwater improvements, dry utility lines, potable waterlines, and wastewater lines) to support up to 150,000 square feet of light industrial development, consistent with current zoning, generally located between Broad Avenue (east) and Lagoon Avenue (west), C Street (north) and Harry Bridges Boulevard (south).
- **Park Development**—a 1-acre passive park located on the vacant Railroad Green located between Island and Fries Avenues.
- **Waterfront Red Car Museum**—adaptive reuse of the historic 14,500-square-foot Bekins Storage property located at 245 Fries Avenue/312–326 West C Street for a Waterfront Red Car Museum.
- **Pedestrian Enhancements**—sidewalk and pedestrian-oriented enhancements along Lagoon, Island, Fries, and Marine Avenues, Harry Bridges and Avalon Boulevards, and C Street.

Area B (within the proposed Port Plan and Port Master Plan areas)

- **Commercial Development**—development of up to 58,000 square feet of maritime visitor-serving commercial uses, such as an open air Mercado, south of Harry Bridges Boulevard, east of Marine Avenue, west of Avalon Boulevard, and north of A Street.
- **Street Realignments and Enhancements**—realignment and improvement of Avalon Boulevard and Broad Avenue (also part of the Avalon Waterfront District).

Industrial and Commercial Land Uses

Development proposed around Avalon Boulevard, in the industrial area between Lagoon and Broad Avenues, north of Harry Bridges Boulevard and south of C Street, which is referred to as Area A to denote that it would remain under the jurisdictional boundary of the Wilmington–Harbor City Community Plan, would build upon the area's existing character, providing opportunities for in-fill development of light industrial uses. The proposed Project would provide pedestrian amenities such as enhanced sidewalks and street trees along Island, Fries, and Marine Avenues, Avalon and Harry Bridges Boulevards, and C Street. Infrastructure improvements would be completed to allow for up to 150,000 square feet of light industrial uses over the next 12 years with a buildout year of 2020. In addition to the infrastructure improvements within the industrial areas, the proposed Project would develop up to 58,000 square feet of commercial development, such as a pedestrian-oriented Mercado, one block south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue in the location denoted as Area B due to its proposed incorporation into the Port Plan and PMP boundary areas, both of which would expand north to Harry Bridges Boulevard.

Nearly all development within the Avalon Development District would occur on vacant land. Site clearing, demolition of paved sites, and rough grading would be required. Except for a few parcels (as detailed below), privately owned parcels and buildings would not be modified. Most of these existing uses would see streetscape improvements and pedestrian enhancements that may temporarily affect individual building accessibility due to construction activities.

In a few cases, existing privately owned parcels in the Avalon Development District and in small portions of the Avalon Waterfront District would need to be acquired by LAHD in order to implement the proposed realignment of Avalon Boulevard. Parcels that would be subject to acquisition, either through negotiations, which may include the exchange of land within the Avalon Development District or if necessary through eminent domain, would include parcels located at 115, 121, 131, and 133 North Avalon Boulevard. Table 1-1 lists parcels that would be acquired in the Avalon Development District Area B.

Table 1-1. Parcels Located within Avalon Development District (Area B) to be Acquired and Structures Removed

Address or APN	*Square Footage (Lot/Bldg)*	*Existing Use or Business Name*	*Potential Relocation Site*	*Potentially Historic*	*Purpose of Removal*
115 North Avalon Boulevard	12,850 /5,578	Industrial building	N/A - No Existing Use	No	Realignment of Avalon Boulevard
121 North Avalon Boulevard	9,150 /1,102	Dockside Machine & Ship Repair	141 and 211 North Marine Avenue	No	Realignment of Avalon Boulevard
131 North Avalon Boulevard	17,860 /6,195	Dockside Machine & Ship Repair	141 and 211 North Marine Avenue	No	Realignment of Avalon Boulevard

Address or APN	*Square Footage (Lot/Bldg)*	*Existing Use or Business Name*	*Potential Relocation Site*	*Potentially Historic*	*Purpose of Removal*
133 North Avalon Boulevard	8,276 /3,000	Dockside Machine & Ship Repair	141 and 211 North Marine Avenue	No	Realignment of Avalon Boulevard
Lot 34 (LADWP) 7440-006-908	41,369 /None	Vacant	**N/A -** No Existing Use	No	Realignment of Avalon Boulevard
7440-006-014	11,781 /N/A	Vacant—O'Donall Oil, LLC	**N/A -** No Existing Use	No	Commercial
7440-006-017	8,451 /N/A	Vacant—Norma J. Hanson, TR	**N/A -** No Existing Use	No	Commercial
7440-006-906	7,500 (est) / N/A	Vacant—LADWP	**N/A -** No Existing Use	No	Commercial

Railroad Green Park

A passive open space would be built within an existing abandoned railroad right-of-way. This approximately 1-acre Railroad Green would cross the area diagonally and provide public access, seating, and passive recreation opportunities. Landscaping and open lawn would be installed.

Waterfront Red Car Museum

A Waterfront Red Car Museum would be located one block north of the proposed Waterfront Red Car alignment at the Bekins Storage Property at 245 Fries Avenue/312–326 West C Street. The Bekins Storage Property is a collection of potentially historic buildings and warehouse structures built in 1916. These structures, including a 14,500-square-foot building, would be adaptively reused to house the Waterfront Red Car Museum. Rehabilitation would be conducted in accordance with the Secretary of the Interior's *Guidelines to Rehabilitating Historic Buildings*.

Traffic Improvements

To improve area traffic circulation, while enhancing pedestrian safety and appeal, selected streets are proposed for improvements. A portion of Avalon Boulevard, south of A Street, would be downgraded and then vacated to prioritize pedestrian use and activity at the 58,000-square-foot commercial parcel, while Broad Street would be realigned to provide vehicular traffic a dedicated route to the waterfront. Table 1-1 above lists parcels in the Avalon Development District that would be acquired for the realignment. Because the realignment also takes place within the Avalon Waterfront District, more information is provided in Section 1.4.3.2 below.

In addition, an improvement to connect Harry Bridges Boulevard near Lagoon Avenue to Pier A Street would be built during construction of the proposed Project. This improvement, known as the South Wilmington Grade Separation, is a separate project and has been previously assessed

under CEQA. It would consist of an elevated road extending from Harry Bridges Boulevard, passing over the existing railroad tracks, and connecting to Pier A Street and Fries Avenue. Once complete, it would allow better access to the proposed project area and nearby industrial sites, and would also reroute some of the truck traffic currently using Harry Bridges Boulevard.

Avalon Waterfront District

The Avalon Waterfront District is composed of the following elements:

- **Waterfront Promenade**—adding pedestrian-oriented features and improvements such as a waterfront promenade with viewing piers and 12,000 square feet of restaurant/visitor-serving retail development, a 200-foot Observation Tower with a pedestrian ramp, removing the Los Angeles Department of Water and Power (LADWP) Marine Tank site and associated pipe conveyance infrastructure, and remediating the site; this area is generally defined by the current Water Street alignment and the National Polytechnic University (College of Oceaneering) to the north, Fries Avenue to the west, and the current Avalon Boulevard alignment to the east. The Port harbor and views of the water at Slip 5 are along its southern border.
- **Land Bridge and Elevated Park**—a 10-acre Land Bridge with an elevated park and a pedestrian "water" bridge enhanced by an integrated water feature that would provide the surrounding community with open space and improved pedestrian access to the waterfront. This area is generally bounded by A Street to the north, Avalon Boulevard to the east, the Harbor Generating Station and its associated peaker unit to the west, with the Harbor Rail Line and Slip No. 5 to the south.
- **Avalon Triangle Park**—located south of Harry Bridges Boulevard, between Broad Avenue and Avalon Boulevard. Avalon Triangle Park is not part of the proposed Project, but it would be included within the area that would be encompassed by the proposed Port Plan and PMP boundary expansion.
- **Avalon Boulevard, Broad Avenue, and Water Street Realignment**—downgrade and vacate Avalon Boulevard south of A Street, realign Broad Avenue to the waterfront, and realign Water Street to run adjacent to the Pacific Harbor Rail Line, which is proposed to travel under the proposed Land Bridge to improve pedestrian circulation and provide space for the waterfront promenade.

The elements or actions associated with the Avalon Waterfront District primarily include the development of a waterfront promenade, including visitor-serving amenities such as commercial development and an observation tower; the development of a Land Bridge with open space and an elevated park; and an Entry Plaza and pedestrian water bridge connecting Harry Bridges Boulevard to the waterfront promenade. The existing LADWP Marine Tank site in the area would be demolished, and surface parking and traffic improvements are proposed.

Waterfront Promenade and Visitor-Serving Amenities

The waterfront promenade would be the central public amenity of the Avalon Waterfront District, and would be anchored by visitor-serving development and recreational attractions along the waterfront. A 7-acre outdoor plaza designed for gatherings and events would be constructed at

the location of the existing Banning's Landing Community Center parking area, which would be relocated north, under the pedestrian water bridge. Restaurant and visitor-serving retail uses totaling 12,000 square feet would be incorporated into the waterfront boardwalk in Phase II. Due to the presence of train noise, all commercial structures located at the waterfront (e.g., the 12,000-square-foot restaurant and visitor-serving retail) that would incorporate exterior uses (e.g., outside seating for restaurants) would be located more than 100 feet from the heavily used San Pedro Branch Line and TraPac intermodal container terminal facility (ICTF) lead. In addition, all commercial structures would be designed to shield any exterior uses from the existing rail line by either locating the building between the exterior use and the rail line or by using sound-attenuating barriers (i.e., clear Plexiglas) at any locations that have direct line of sight to the existing rail lines east of Fries Avenue and along realigned Water Street.

The waterfront promenade would incorporate approximately 43,220 square feet of new over-the-water viewing piers and two floating docks with a combined size of 5,870 square feet. These piers and floating docks would require approximately 750 concrete piles for support, while the replacement of approximately 17,880 square feet of existing viewing piers would require approximately 478 concrete piles.

The public floating docks would accommodate up to nine vessels. Assuming boats would dock for up to 3 hours and assuming slips would not remain vacant for more than a brief period, it was conservatively estimated that the floating docks would support up to 36 boat trips a day. At a future date, it is possible a water taxi program, similar to the Long Beach program but smaller in scale, would be proposed to travel between the proposed Project and San Pedro.

At the water's edge, the proposed Project would modify the existing bulkhead wall through a combination of concrete soil mixing and steel sheet pilings, including replacing a 550-foot length of the existing bulkhead at the head of Slip 5. The existing concrete bulkhead wall would remain in place, and on the east and west sides of the area designated for soil mixing, a new steel sheet pile wall would be installed immediately waterward from the existing wall. This action would fill 2,200 square feet of Slip 5.

Other waterfront promenade amenities could include a water feature, shade structures, signage, landscaping, and public art.

Observation Tower

The Observation Tower would be an area landmark, visible from the nearby Port businesses and the communities of Wilmington and San Pedro. It would incorporate a tall, vertical architectural element that would mimic a sail. The tower would be illuminated at night with accent lighting until midnight, similar to the Vincent Thomas Bridge.

Land Bridge and LADWP Marine Tank Site

LADWP owns the Marine Tank Farm just north of Banning's Landing between Fries Avenue and Avalon Boulevard, north of Water Street and south of A Street, which it leases to the Valero Energy Corporation. Two large liquid bulk storage tanks and a third smaller tank constrain public access to the water's edge.

Beginning in 2012, the property would be dedicated for recreational use, and the liquid bulk tanks and associated structures would be removed. Any potential soil and/or groundwater contamination would be remediated pursuant to Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other oversight agency standards. As mentioned above and listed in Table 1-2 below, several existing structures associated with the LADWP site would be demolished, including the two 450,000 bbls oil storage tanks, the smaller 30,000 bbls tank, and six other structures, totaling 18,500 square feet.

LADWP would have an opportunity to rebuild similar tanks with similar capacities at an offsite location as yet to be determined. One potentially feasible site would be the Olympic Tank Farm site 1.5 miles northeast of the proposed Project site on the southeastern corner of Alameda and Robidoux Streets. The Olympic Tank Farm is characterized by nine existing liquid bulk storage tanks. The land is void of natural vegetation. The two areas large enough to accommodate the Marine Tank Farm storage tanks have previously supported storage tanks.

Table 1-2. Parcels Located in the Avalon Waterfront District to be Acquired or Dedicated for Use of the Land Bridge and Structures to be Removed

Address or APN	*Square Footage (Lot/Bldg)*	*Existing Use or Business Name*	*Potential Relocation Site*	*Potentially Historic*	*Purpose of Removal*
Northwest corner of Parcel 33 / Northwest corner of 7440-005-809	8,000 (est) /None	Scrap Material Storage	N/A	No	Realignment of Broad Avenue
Lot 35 (LADWP) / 7440-009-905 7440-009-912 Northeast portion of 7440-009-911	348,865/18,500 (bldgs) and 135,000 (Oil Tanks) (est)	Marine Tank Farm	Alameda and Robidoux Streets, Los Angeles (Olympic site)	No	Phase II Land Bridge
Lot 36 (LADWP) / East-central portion of 7440-009-911	99,775/None	Vacant	N/A	No	Phase I Land Bridge
100 W. Water Street Southeast portion of 7440-009-911	104,700/30,860	Catalina Freight Building (Warehouse and Office)	802 South Pier A Street	No	Relocating for Business Reasons/Land Bridge and Waterfront Promenade
North edge of Slip 5 Southeast portion of 7440-009-911	Unknown /2,370	National Polytechnic College of Science Hyperbaric Chamber building	Relocation is not planned	No	Waterfront Promenade

Address or APN	*Square Footage (Lot/Bldg)*	*Existing Use or Business Name*	*Potential Relocation Site*	*Potentially Historic*	*Purpose of Removal*
North edge of Slip 5 Southeast portion of 7440-009-911	Unknown /1,800	National Polytechnic College of Science welding pier	Relocation is not planned	No	Waterfront Promenade

Prior to the removal of the Marine Tank Farm storage tanks and ancillary buildings, a major section of the proposed 10-acre Land Bridge would be constructed and operated under the Phase I: Interim Plan. The upper promenade, with a plaza and a large water feature using recycled water, would be located immediately over the railroad and Water Street crossing. It would consist of the southern portion of the future large elevated park, including terraced seating for public gatherings. Directly west of the Land Bridge, a planting screen would buffer the Land Bridge from the LADWP peaker power units to the west, which would continue to operate during construction and operation of the proposed Project.

This interim Land Bridge would include an interim pedestrian water bridge to the east of the LADWP Marine Tank Farm, connecting the landscaped Entry Plaza to the waterfront. The pedestrian water bridge would provide unimpeded pedestrian and bicycle access to the waterfront. The pedestrian bridge is referred to as a "water" bridge because of the architect-designed water feature that would run its length. It would consist of a steel structure with a linear water feature integrated into its outside edge, and would link the 1-acre Entry Plaza, located at the southeast corner of Avalon and Harry Bridges Boulevards, to the waterfront promenade.

During Phase II: Full Buildout, beginning in approximately 2015, the proposed Project would begin construction of the Land Bridge on the then decommissioned LADWP Marine Tank Farm site. This phase of construction would finish the Land Bridge and 10-acre elevated park. Sloped open lawn, ornamental gardens, and terraces with decomposed granite would landscape this portion of the Land Bridge. Shade pavilions with solar panels would be included within the Land Bridge, in addition to the waterfront promenade area, with a goal of providing up to 12.5% of the total proposed Project's operational energy needs. A 148-space surface parking area with landscaping would be accessible from A Street and located adjacent to the bridge and the operating LADWP peaker units. When completed, the Land Bridge and adjacent pedestrian water bridge would connect the Wilmington community and the waterfront promenade via the 1-acre Entry Plaza.

Surface Parking

To accommodate the new restaurant/visitor-serving retail and recreational vehicular traffic, three surface parking areas would be constructed for a total of 98,000 square feet of paved area. One area would provide 51 spaces accessible from Fries Avenue; the second would provide 71 spaces north of Banning's Landing under the pedestrian water bridge, accessible from the newly realigned Broad Avenue. Both of these surface areas would be constructed during Phase I. The third would provide 148 spaces west of the Land Bridge, on the existing LADWP Marine Tank

site, and would be accessible from A Street. The third area would be constructed during Phase II: Full Buildout after the LADWP oil tanks were demolished and the LADWP Marine Tank Farm site had undergone remediation for any potential soil or groundwater contamination.

Traffic Improvements

Vehicular circulation around the Avalon Waterfront District would undergo modifications to improve traffic flows and pedestrian access to the waterfront. To increase the amount of land available at the waterfront, Water Street would be moved north and realigned from its present east–west configuration to run alongside the Pacific Harbor Line railroad tracks, south of the LADWP Marine Tank Farm, in a diagonal northeast–southwest direction. Additionally, with the downgrade and vacation of Avalon Boulevard south of A Street (as described in Section 2.6.1 of the Draft EIR), Broad Avenue would replace Avalon Boulevard as the main access street for automobile traffic on the east side of the proposed project site and continue through to the waterfront, providing vehicular access to the waterfront promenade and Banning's Landing Community Center. As part of the proposed Project, a passenger drop-off roundabout would be constructed east adjacent to the community center. Table 1-2 above lists parcels in the Avalon Waterfront District that would be acquired to realign Avalon Boulevard and Broad Avenue.

Waterfront Red Car Line and the California Coastal Trail

The proposed Project would extend the historic Waterfront Red Car Line and multi-use pedestrian/bicycle CCT to connect to the nearby San Pedro Community. Under the proposed Project, this third development area would form the southern edge of the district along Harry Bridges Boulevard. The extension of the Waterfront Red Car Line/CCT would begin at the intersection of Swinford Street and Harbor Boulevard, proceed along Front Street, onto John S. Gibson Boulevard, and then onto Harry Bridges Boulevard where it would terminate at the intersection with Avalon Boulevard. Because specific alignment information is not yet available, the Waterfront Red Car Line was evaluated at the program level. Additional environmental analysis may be needed at later time once the specific alignment is finalized.

Port of Los Angeles Plan, Wilmington–Harbor City Community Plan, and Port Master Plan Amendments

The proposed Project would also include amendments to the City of Los Angeles General Plan, the Port Plan, the Wilmington–Harbor City CP, and the PMP as listed below:

- Extend the Port Plan jurisdictional boundary from Water Street north to Harry Bridges Boulevard and from Broad Avenue in the east to Marine Avenue in the west, to include the single block of the Avalon Development District south of Harry Bridges Boulevard, the Avalon Triangle Park development site, and the Avalon Waterfront District, resulting in a corresponding retraction of the Wilmington–Harbor City CP jurisdictional boundary.
- Extend the PMP jurisdictional boundary to match the Port Plan adjustment, which would include the single block of the Avalon Development District south of Harry Bridges Boulevard, the Avalon Triangle Park development site, and the Avalon Waterfront District to be consistent with the Port Plan jurisdictional boundary change.

- Amend the City of Los Angeles General Plan to downgrade existing Avalon Boulevard. This would include the downgrade of Avalon Boulevard from collector street to a local street from Harry Bridges Boulevard south to its terminus at Water Street. It would also include the vacation of Avalon Boulevard from Harry Bridges Boulevard to Water Street.
- Amend Port Plan existing land use designation of General/Bulk Cargo & Commercial/Industrial Uses Non-hazardous in PA 5 to add Recreation (this would include the waterfront area and the area where Triangle Park would be located).
- Amend the PMP's existing land use designations for PA 5 (General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Industrial, Institutional, Other) to add Recreation and Commercial (non-fishing related) land uses.
- Amend the Los Angeles Municipal Zoning Code (including previous and expanded boundary) to add Recreation, consistent with the Tidelands Trust to accommodate proposed project components (e.g., waterfront promenade, Land Bridge, Observation Tower). The Triangle Park area would be rezoned to Open Space.

The EIR addresses the potential effects of the administrative boundary changes and land use designation and zone changes on the environment. No physical changes (e.g., grading, construction, etc.) are proposed to the Avalon Triangle Park site.

Project Sustainability and Design Features

The Wilmington Waterfront Project is intended to showcase the LAHD's commitment to sustainability. The proposed Project would incorporate a number of sustainable elements focusing on the effort of LAHD to create a green Port. These are analyzed as part of the proposed Project within the draft EIR. Additionally, the proposed Project would incorporate several features to enhance its final design. While not required to mitigate a significant impact, these design measures also serve to further minimize the proposed Project's effect on surrounding uses and environmental resources. The following proposed Project elements and design measures are consistent with LAHD's Sustainability Program and policies:

- Use recycled water from the existing 24-inch recycled water main under Harry Bridges Boulevard for all landscaping and water feature purposes to decrease the proposed Project's use of potable water.
- Include drought-tolerant plants and shade trees in the planting palette.
- Increase permeable surfaces and improve stormwater runoff quality by installing bioswales and permeable pavement at the surface parking locations to reduce stormwater runoff and provide natural filtration of pollutants.
- Install approximately 20,000 square feet of solar panels on the shade pavilions on the Land Bridge and waterfront piers with a goal of achieving up to 12.5% of the proposed Project's energy needs.
- Provide incentives for green incubator technologies and businesses to locate within the 150,000 square feet of proposed light and limited industrial areas within the Avalon Development District.

- Require LEED™ certification for all new buildings as feasible by implementing and ensuring consistency with the LAHD's Green Building Policy, Leadership in Energy and Environmental Design (LEED) Certification (minimum Silver), which is required for all new development over 7,500 square feet.
- Follow LAHD sustainable engineering design guidelines in the siting and design of new development.
- Employ LAHD sustainability measures during construction and operation and use recycled and locally derived materials for proposed project construction, while achieving recycling goals for construction and demolition debris.
- Implement energy efficient design features to help ensure energy needs are minimized to the extent feasible during construction and operation of the proposed Project (as specified in Section 3.2, "Air Quality," and 3.12, "Utilities," in the Draft EIR).
- Implement water quality and conservation design features to help ensure water quality impacts are minimized during construction at the water's edge and in the water and operationally through the use of construction BMPs and bioswales (as specified in Chapter 3.14, "Water Quality, Sediments, and Oceanography," of the Draft EIR). Additionally, the proposed Project's use of potable water would be reduced through the use of reclaimed water for irrigation and water features (as specified in Section 3.12 "Utilities," of the Draft EIR).
- Implement noise design features**.** Site commercial uses at the waterfront (i.e. 12,000 square feet of restaurant/visitor-serving retail) more than 100 feet from the heavily used San Pedro Branch Line and TraPac ICTF lead (as specified in Section 3.9, "Noise," of the Draft EIR).
- Implement aesthetic design features. Public art, consistent with the Wilmington Waterfront Development Program Public Art Master Plan, would be integrated into the proposed project area and would include up to two major sculptural pieces. Views of the waterfront and Wilmington community would be created through the construction of the elevated park, pedestrian bridge, and Observation Tower. The proposed Project would also implement the Wilmington Waterfront Development Program Lighting Design Guidelines to improve efficiency and reduce glare (as specified in Section 3.1, "Aesthetics," of the Draft EIR).
- Implement pedestrian access and public docking design features**.** Pedestrian access to the waterfront and throughout the proposed project site would be improved through the extension of the California Coastal Trail and Waterfront Red Car Line, pedestrian water bridge, elevated park/land bridge, and waterfront promenade. Additionally, the proposed Project would create more public docking opportunities and improve waterside access to the Wilmington Waterfront. A water taxi service stop could also be accommodated.

Proposed Project Phasing and Demolition and Construction Plan

The proposed Project assumes demolition and relocation of the existing and operational LADWP Marine Tank Farm liquid bulk storage tanks. This demolition would allow the construction of the Land Bridge and elevated park that would connect to the Avalon Development District. As stated above, the proposed Project is split into two phases. A large number of the proposed project elements would be constructed under the Phase I: Interim Plan, which would commence

construction in 2009 and terminate around 2015. The remaining elements would be constructed under the Phase II: Full Buildout Plan, which would commence in approximately 2015 and terminate in 2020. The proposed project elements associated with each phase are discussed in further detail below.

Phase I: Interim Plan (2009–2015)

The elements or actions that would be constructed and operated under Phase I: Interim Plan are described below.

Avalon Development District (Areas A and B)

Area A

- Infrastructure improvements (including stormwater improvements, dry utility lines, potable waterlines, and wastewater lines) within the Avalon Development District to support the development of up to 75,000 square feet of green technology light industrial uses during Phase I
- Development of the Railroad Green, a 1-acre passive open space within an existing abandoned railroad right-of-way
- Development of a Waterfront Red Car Museum in the 14,500-square-foot Bekins Building through adaptive reuse of this historic structure consistent with the Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings
- Pedestrian sidewalk and street improvements along Lagoon, Island, Fries, Marine, and Broad Avenues, along Avalon and Harry Bridges Boulevards, and along C Street.

Area B

- Demolition of Dockside Machine & Ship Repair and other structures listed in Table ES-2 of the Draft EIR, followed by development of up to 58,000 square feet of commercial uses, south of Harry Bridges Boulevard between Avalon Boulevard and Marine Avenue and the realignment of Avalon Boulevard
- Vacation of Avalon Boulevard south of A Street, realignment and continuation of Broad Avenue to the waterfront, and realignment of Water Street to provide more waterfront area for the promenade and pedestrian open space
- Development of pedestrian-oriented features such as parks, plazas, sidewalk enhancements and landscaping, a water bridge, and a 200-foot-tall Observation Tower with an associated walkway
- Development of a waterfront promenade, new viewing piers (43,220 square feet) and replacement viewing piers (17,880 square feet), and two small floating docks for visiting vessels (for a total of 5,870 square feet)
- Initiation of the development of a 10-acre elevated park space on an expansive Land Bridge over active railroad lines and the proposed realigned Water Street

- Construction of the 1-acre Entry Plaza located at the southeast corner of Harry Bridges and Avalon Boulevards at the entrance to the pedestrian water bridge
- Construction of two off-street surface parking areas at the waterfront promenade (71 and 51 spaces, respectively)
- Construction of a passenger drop-off east of Banning's Landing Community Center
- Demolition of the Catalina Freight structures (30,860 square feet), National Polytechnic College of Science Hyperbaric Chamber Building (2,370 square feet), and associated Welding Pier (1,800 square feet)
- Dedication of the LADWP Marine Tank site north of Water Street and south of A Street between Fries Avenue and Avalon Boulevard for park and recreation use (initiated in 2011)
- Demolition and removal of the existing LADWP Marine Tank Farm 450,000 bbls liquid bulk storage tanks (58,965 square feet each), the 30,000 bbls tank, and the associated LADWP structures (6 structures totaling 18,500 square feet), followed by soil and groundwater remediation as necessary

Phase II: Full Buildout (2015–2020)

The elements or actions, which would be constructed and operated under Phase II: Full Buildout, are described below.

Avalon Development District (Area A)

- Continued enhancement of the Avalon Development District (Area A) to support the construction of an additional 75,000 square feet of green technology light industrial development during Phase II, for a total of 150,000 square feet

Avalon Waterfront District

- Completion of the 10-acre Land Bridge located on the LADWP Marine Tank site
- Construction of 12,000 square feet of restaurant/visitor-serving retail uses at the waterfront promenade
- Construction of 1 surface parking area with 148 spaces on the LADWP Marine Tank site west of the Land Bridge (access from A Street)

Waterfront Red Car Line and Multi-Modal California Coastal Trail

- Extension of the Waterfront Red Car Line and CCT along John S. Gibson and Harry Bridges Boulevards from the intersection of Swinford Street and Harbor Boulevard to the intersection of Harry Bridges and Avalon Boulevards

Relationship to Existing Statutes, Plans, Policies, and Other Regulatory Requirements

One of the primary objectives of the CEQA process is to ensure that the proposed Project is consistent with applicable statutes, plans, policies, and other regulatory requirements. Table 1-3 lists the statutes, plans, policies, and other regulatory requirements applicable to the proposed Project and its alternatives. Additional analysis of plan consistency is contained in individual resource sections of Chapter 3, "Environmental Analysis," and, in particular, in Section 3.8, "Land Use."

Table 1-3. Applicable Statutes, Plans, Policies, and Other Regulatory Requirements

Applicable Ruling	*Description*
California Coastal Act of 1976	The California Coastal Act (PRC Div. 20 Section 30700 et seq.) identifies the Port of Los Angeles and its facilities as "one of the state's primary economic and coastal resources and [is] an essential element of the national maritime industry" (PRC Section 30701(a)). In accordance with the Act, LAHD is responsible for modernizing and constructing necessary facilities to accommodate deep-draft vessels along with the demands of foreign and domestic waterborne commerce as well as other traditional and water-dependent and related facilities to preclude the necessity for developing new ports elsewhere in the state (PRC Section 30701(b)). The Coastal Act further provides that all port-related developments should "[g]ive highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities" (PRC Section 30708 (c)). Under the California Coastal Act, water areas may be diked, filled, or dredged when consistent with a certified port master plan only for specific purposes, including: (1) construction, deepening, widening, lengthening, or maintenance of ship channel approaches, ship channels, turning basins, berthing areas, and facilities that are required for the safety and the accommodation of commerce and vessels to be served by port facilities; and (2) new or expanded facilities or waterfront land for Port-related facilities. (PRC Section 30705(a) In accordance with provisions of the Coastal Act, the Port has a certified Master Plan (PMP) that provides the Port with Coastal Development Permit authority for actions/developments consistent with that Master Plan. Items that are inconsistent with the PMP such as new fills in water would require a PMP Amendment approved by the Coastal Commission. The proposed Project would require an amendment of the PMP to re-designate land uses and rezone to allow for parks consistent with the Los Angeles Tidelands Trust Grant.
Port of Los Angeles Port Master Plan	The Port of Los Angeles Master Plan (PMP) (POLA, 1979) provides for the development, expansion, and alteration of the Port (both short-term and long-term) for commerce, navigation, fisheries, port-dependent activities, and general public recreation. Those objectives are consistent with the provisions of the California Coastal Act (1976), the Charter of the City of Los Angeles, and applicable federal, state, and municipal laws and regulations. The proposed action would necessitate an amendment of the Port of Los Angeles Port Master Plan to allow for parks consistent with the Los Angeles Tidelands Trust Grant.

Applicable Ruling	*Description*
California Coastal Plan	Under provisions of the California Coastal Act, the Port of Los Angeles Master Plan is incorporated into the Local Coastal Program of the City of Los Angeles. The LAHD has coastal development permit authority for activities in the Main Channel. Therefore, if the proposed Project would be consistent with the Port of Los Angeles Master Plan, the proposed Project would also be considered consistent with the Local Coastal Program. The LAHD does not currently have coastal development permit authority for the following proposed Project element: expanding the PMP boundary, rezone, and redesignating land uses. Authority would be granted if the Port of Los Angeles Master Plan were amended to include the Project element.
Los Angeles Tidelands Trust Grant	The State of California granted the submerged lands and tidelands comprising the Port of Los Angeles in trust to the City of Los Angeles in 1929 by statute commonly referred to as the "Los Angeles Tidelands Trust Grant" (Chapter 651, Statutes of 1929, as amended). The submerged lands and tidelands are administered by the LAHD to promote and develop commerce, navigation and fisheries, and other uses of statewide interest and benefit, including but not limited to, commercial, industrial, and transportation uses, public buildings and public recreational facilities, wildlife habitat, and open space. The LAHD would fund the proposed Project with trust revenues. All property and improvements included in the proposed Project would be dedicated to maritime-related uses, including industrial, commercial, and public recreation and would, therefore, be consistent with the requirements of the Trust.
San Pedro Bay Clean Air Action Plan	The LAHD, in conjunction with the Port of Long Beach and with guidance from AQMD, CARB, and USEPA, has developed the San Pedro Bay Clean Air Action Plan (CAAP), which was approved by the Los Angeles and Long Beach Boards of Harbor Commissioners on November 20, 2006. The CAAP focuses on reducing diesel particulate matter (DPM), NO_X, and SO_X, with two main goals: (1) to reduce Port-related air emissions in the interest of public health, and (2) to disconnect cargo growth from emissions increases. The Plan includes near-term measures implemented largely through the CEQA/NEPA process and new leases at both ports. The proposed Project includes air quality control measures outlined in the CAAP, both as mitigation that will be imposed via permits and lease provisions and as standard measures that will be implemented through the lease, agreements with other agencies and business entities, and Port contracting policies.
Port of Los Angeles Real Estate Leasing Policy	The purpose of this Policy is to provide a framework that governs leasing and rental decisions as they relate to tenant retention, selecting new tenants, development of new agreements and, as appropriate, modifications to existing agreements by amendments. The proposed Project would be consistent with the Leasing Policy and incorporate CAAP provisions that would be implemented through the lease with the future leasees.
Port of Los Angeles Strategic Plan	The Port of Los Angeles Strategic Plan (USACE and POLA, 2007) identifies the mission of the Port and provides 11 strategic objectives for the next 5 years. The mission includes promotion of "grow green" philosophy combined with fiduciary responsibility and promotion of global trade. The 11 strategic objectives include, minimization of land use conflicts, maximizing the efficiency and the capacity of current and future facilities, addressing needed infrastructure requirements, maintaining financial self-sufficiency, raising environment standards and enhancing public health, promoting emerging and environmentally friendly cargo movement technology and energy sources, provide for safe and efficient operations and homeland security, strengthen local community relations and developing more and higher quality jobs. The proposed Project is consistent with the Strategic Plan because the Project would create new industrial and commercial facilities, which would raise environmental standards through the incorporation of LAHD environmental policies into a new lease and would use sustainable elements such as solar panels, stormwater recycling, and low impact drainage options such as bioswales and pervious pavement.

Applicable Ruling	*Description*
Port of Los Angeles Risk Management Plan	The Risk Management Plan, an amendment to the Port of Los Angeles Master Plan, was adopted in 1983, per requirements of the California Coastal Commission. The purpose of the Risk Management Plan is to provide siting criteria relative to vulnerable resources and the handling and storage of potentially hazardous cargo such as crude oil, petroleum products, and chemicals. The Risk Management Plan provides guidance for future development of the Port to minimize or eliminate the hazards to vulnerable resources from accidental releases (LAHD, 1983). The area surrounding the proposed Project site has been reviewed for hazardous risk under the Port Risk Management Plan, however, the proposed Project would not add a hazardous risk element requiring compliance with the Port RMP.
City of Los Angeles General Plan – Port of Los Angeles Plan	The Port of Los Angeles Plan is part of the General Plan for the City of Los Angeles (City of Los Angeles, 1982a). This plan provides a 20-year official guide to the continued development and operation of the Port. It is designed to be consistent with the Port of Los Angeles Master Plan discussed above. Amendments to the Port Plan would be required to extend the Port Plan boundary, re-designate land uses to allow for parks consistent with the Tidelands Trust, and downgrade Avalon Boulevard south of Harry Bridges Boulevard .
City of Los Angeles – Wilmington Community Plan	The Wilmington Harbor City Community Plan serves as a basis for future development of the community. It is also the land use plan portion of the City's Local Coastal Program for Wilmington. The Port of Los Angeles, although contiguous to Wilmington, is not part of the Wilmington Harbor City Community Plan area. However, the proposed project site lies partly within the Wilmington community and therefore within the jurisdictional boundary of the Wilmington Harbor City Community Plan. The proposed Project would amend the Wilmington Harbor City Community Plan to retract the jurisdictional boundary to the north of Harry Bridges Boulevard.
City of Los Angeles General Plan – Air Quality Element	The City of Los Angeles General Plan has an Air Quality Element (City of Los Angeles, 1992) that contains general goals, objectives, and policies related to improving air quality in the region. Policy 5.1.1 relates directly to the Port and requires improvements in harbor operations and facilities to reduce emissions. The LAHD is actively planning for and implementing such improvements. The proposed Project is consistent with the Air Quality Element in that it incorporates CAAP measures to reduce air quality impacts.
Water Quality Control Plan – Los Angeles River Basin	The Water Quality Control Plan for the Los Angeles River Basin (Region 4) (Basin Plan) was adopted by the Regional Water Quality Control Board, Los Angeles Region (RWQCB) in 1978 and updated in 1994 (RWQCB, 1994). The Basin Plan designates beneficial uses of the basin's water resources. The Basin Plan describes water quality objectives, implementation plans, and surveillance programs to protect or restore designated beneficial uses. The proposed Project would be operated in conformance with objectives of the Water Quality Control Plan and would require future leasees to comply with the General Industrial permit for stormwater.
Water Quality Control Policy – Enclosed Bays and Estuaries of California	In 1974, the State Water Resources Control Board (SWRCB) adopted a water quality control policy that provides principles and guidelines to prevent degradation and to protect the beneficial uses of waters of enclosed bays and estuaries (SWRCB, 1974). Los Angeles Harbor is considered to be an enclosed bay under this policy. Activities, such as the discharge of effluent, thermal wastes, radiological waste, dredge materials, and other materials that adversely affect beneficial uses of the bay and estuarine waters are addressed. Waste discharge requirements developed by the RWQCB, among other requirements, must be consistent with this policy. The proposed Project would be constructed and operated in conformance with objectives of the Water Quality Control Policy through controls on construction activities (fill, wharf construction) and on operations (stormwater and other discharges).

Applicable Ruling	*Description*
Air Quality Management Plan	The federal Clean Air Act (CAA) and its subsequent amendments establish the National Ambient Air Quality Standards (NAAQS) and delegate the enforcement of these standards to the states. In areas that exceed the NAAQS, the CAA requires states to prepare a State Implementation Plan (SIP) that details how the NAAQS will be achieved within mandated time frames. The CAA identifies emission reduction goals and compliance dates based on the severity of the ambient air quality standard violation within an area. The California Clean Air Act (CCAA) outlines a program to attain the more stringent California Ambient Air Quality Standards (CAAQS) for O_3, NO_2, SO_2, and CO by the earliest practical date. The Lewis Air Quality Act of 1976 established the South Coast Air Quality Management District (SCAQMD), created SCAQMD jurisdiction over the four-county South Coast Air Basin, and mandated a planning process requiring preparation of an Air Quality Management Plan (AQMP). The 2007 AQMP (SCAG, 2007) proposes emission reduction strategies that will enable the South Coast Air Basin to achieve the national and most state ambient air quality standards within the mandated time frames. The proposed Project would be consistent with this plan, and discussions with the Southern California Association of Governments (SCAG) determined that construction and operation of the proposed Project are consistent with SCAG regional employment and population growth forecasts, which were used in the development of the 2007 AQMP.
California Air Resources Board – Emission Reduction Plan for Ports and Goods Movement	California Air Resources Board (CARB) approved the Emission Reduction Plan for Ports and Goods Movement (CARB, 2006) on April 20, 2006. All of the proposed mitigations in this EIR were developed as part of the Port's Clean Air Action Plan (POLA and POLB, 2006; see Section 1.6). Thus, the Port Air Quality Plan complies with CARB goals and meets and/or exceeds all reduction strategies.
AB 32	On September 27, 2006, Governor Schwarzenegger signed AB 32, the Global Warming Solutions Act. The Act caps California's greenhouse gas emissions at 1990 levels by 2020. This legislation represents the first enforceable statewide program in the United States to cap all GHG emissions from major industries that includes penalties for noncompliance. It requires the State Air Resources Board to establish a program for statewide greenhouse gas emissions reporting and to monitor and enforce compliance with this program. The proposed Project's consistency with AB 32 cannot be accurately evaluated until the Air Resources Board establishes its program.
Southern California Association of Governments Regional Plans	Southern California Association of Governments (SCAG) is responsible for developing regional plans for transportation management, growth, and land use, as well as developing the growth factors used in forecasting air emissions within the South Coast Air Basin. SCAG has developed a Growth Management Plan (GMP), a Regional Housing Needs Assessment, a Regional Mobility Plan (RMP), and in cooperation with the SCAQMD, the AQMPs. The proposed Project would not generate population migration into the area or create a demand for new housing units, and thus would be consistent with these plans.
Congestion Management Plan	The Congestion Management Program (CMP) is a state-mandated program intended as the analytical basis for transportation decisions made through the State Transportation Improvement Program process (LACMTA, 1993). The CMP was developed to: (1) link land use, transportation, and air quality decisions; (2) develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and (3) propose transportation projects that are eligible to compete for state gas tax funds. The CMP includes a Land Use Analysis Program, which requires local jurisdictions to analyze the impacts of land use decisions on the regional transportation system. For development projects, an EIR is required based on local determination and must incorporate a Transportation Impact Analysis into the EIR. This EIR does include a transportation impact analysis and thus is consistent with the CMP.

Applicable Ruling	*Description*
Water Quality Regulations	The Rivers and Harbors Act of 1899, Section 10; federal Water Pollution Control Act (as amended by the Clean Water Act of 1977), Section 404; California Hazardous Waste Control Act; State Water Resources Control Board, Enclosed Bays and Estuaries Plan; Water Quality Control Plan for the Los Angeles River Basin (Region 4B), adopted by the Regional Water Quality Control Board, Los Angeles Region; and Sections 401 and 402 of the Clean Water Act of 1977.
Air Quality Regulations	Clean Air Act, Title 40 CFR Parts 50 and 51 as amended; Prevention of Significant Deterioration, Titles 40 CFR Part 51.24 and 40 CFR Part 52.21; California Clean Air Act; Air Quality Management Plan of the City of Los Angeles General Plan, Air Quality Element; and SCAQMD Regulations X111 and XV, New Source Review and Rules 212, 401, 403, and 431.2.
Transportation Regulations	California Public Utilities Commission Guidelines; Federal Railroad Administration Guidelines; Federal Highway Administration Guidelines; California Transportation Guidelines; California Administrative Code Section 65302 (f)-Noise Element; City of Long Beach Noise Control Ordinance, No. C-5371; Federal Aid Highway Program Manual 7-7-3; USACE Regulation 1105-2-100; National Environmental Compliance, 91-190; United States Coast Guard Regulations Pertaining to Navigation Safety and Waterfront Facilities; State and Federal Department of Transportation Requirements regarding Track and Rail Transportation of Hazardous Materials; NEPA of 1969 as Amended (Public Law 91-190); and USACE Regulation 1105-2-100, Economic and Environmental Principles and Guidelines for Water and Related Land Resource Implementation Studies.
Biological Resources Protection	Endangered Species Act of 1973, as amended; Marine Mammal Protection Act; Migratory Bird Conservation Act; Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972; California Endangered Species Act; Section 302 of the Marine Protection, Research, and Sanctuaries Act of 1972; United States Fish and Wildlife Act of 1956 (16 USC 742a et seq.); Fish and Wildlife Coordination Act (16 USE 661 et seq.); Magnuson-Stevens Fishery Conservation and Management Act, as amended through 1996; Executive Order 13112, Invasive Species; Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 (P.L 01-646), as amended by the National Invasive Species Act of 1996; Ballast Water Management for Control of Nonindigenous Species Act of 1999 (PRC Sections 71200-71271).
Cultural Resources Protection	National Historic Preservation Act of 1966, as amended, and its implementing regulations (36 CFR 800); the Archaeological and Historical Preservation Act and Executive Order 11593 "Protection and Enhancement of the Cultural Environment."
Environmental Justice	Executive Order 12898 requires that "to the greatest extent practicable, each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." California adopted legislation addressing environmental justice in 1999 with the passage of Senate Bill (SB) 115 (Government Code Section 65040.12[c]), which established the Governor's Office of Planning and Research as the lead agency responsible for implementation of federal and state environmental justice policies in California. SB 115 defines environmental justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws and policies." In 2000, the Governor signed the related SB 89 requiring that the Secretary for Environmental Protection convene a Working Group to assist California Environmental Protection Agency (CalEPA) in developing an environmental justice strategy.

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MITIGATION MONITORING AND REPORTING PROGRAM SUMMARY

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Table 2-1. Mitigation Monitoring and Reporting Program Summary for the Wilmington Waterfront Development Project

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
Air Quality		
MM AQ-1: Harbor Craft Engine Standards. All harbor craft used during the construction phase of the proposed Project will, at a minimum, be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2. Additionally, where available, harbor craft will meet the proposed EPA Tier 3 (which are proposed to be phased-in beginning of 2009) or cleaner marine engine emission standards.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications. The construction equipment measures shall be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists: 1. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. 2. A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available. 3. A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
	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 project has the controlled equipment available for lease.	
MM AQ-2: Dredging Equipment Electrification. All dredging equipment will be electric.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
MM AQ-3: Fleet Modernization for Onroad Trucks. 1. Trucks hauling materials such as debris or fill will be fully covered while operating off Port property. 2. Idling will be restricted to a maximum of 5 minutes when not in use. 3. EPA Standards: a. Prior to December 31, 2011: All onroad heavy-duty diesel trucks with a gross vehicle weight rating (GVWR) of 19,500 pounds or greater used at the Port of Los Angeles will comply with EPA 2004 onroad emission standards for PM_{10} and NO_X (0.10 g/bhp-hr and 2.0 g/bhp-hr, respectively). In addition, all onroad heavy heavy-duty trucks with a GVWR of 19,500 pounds or greater used at the Port of Los Angeles will be	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications. The construction equipment measures shall be met, unless one of the following circumstances exist and	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
equipped with a CARB-verified Level 3 device. b. From January 1, 2012 on: All onroad 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 onroad emission standards for PM_{10} and NO_X (0.01 g/bhp-hr and 0.20 g/bhp-hr, respectively). A copy of each unit's certified, USEPA rating and each unit's CARB or SCAQMD operating permit, shall be provided at the time of mobilization of each applicable unit of equipment.	the contractor is able to provide proof that any of these circumstances exists: 1. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. 2. A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available. 3. A contractor has ordered a control device for a piece of equipment planned for use on the 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 project has the controlled equipment available for lease.	
MM AQ-4: Fleet Modernization for Construction Equipment. 1. Construction equipment will incorporate, where feasible, emissions-savings technology such as hybrid drives and specific fuel economy standards. 2. Idling will be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: ■ Prior to December 31, 2011: All offroad diesel-powered	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
construction equipment greater than 50 horsepower (hp) will meet Tier-2 offroad emission standards, at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-certified Level 3 diesel emissions control device. ■ From January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp, except ships and barges and marine vessels, will meet Tier-3 offroad emission standards, at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-certified Level 3 diesel emissions control device. ■ From January 1, 2015 on: All offroad diesel-powered construction equipment greater than 50 hp, except ships and barges and marine vessels, will meet Tier-4 offroad emission standards, at a minimum. In addition, all construction equipment greater than 50 hp will be retrofitted with a CARB-certified Level 3 diesel emissions control device.	construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications. The construction equipment measures shall be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists: 4. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. 5. A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available. A contractor has ordered a control device for a piece of equipment planned for use on the 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 project has the controlled equipment available for lease.	

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
MM AQ-5: Additional Fugitive Dust Controls. The calculation of fugitive dust (PM_{10}) from proposed project earth-moving activities assumes a 61% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure compliance with SCAQMD Rule 403. The construction contractor will further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor will designate personnel to monitor the dust control program and to order increased watering, as necessary, to ensure a 90% control level. Their duties will include holiday and weekend periods when work may not be in progress. The following measures, at minimum, must be part of the contractor Rule 403 dust control plan: ■ Active grading sites will be watered 1 additional time per day beyond that required by Rule 403. ■ Contractors will apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas (previously graded areas inactive for ten days or more). ■ Construction contractors will provide temporary wind fencing around sites being graded or cleared. ■ Trucks hauling dirt, sand, or gravel will be covered or will maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code. ■ Construction contractors will 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. Pave road and road shoulders. ■ The use of clean-fueled sweepers will be required pursuant 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.	**Timing:** Throughout all construction phases **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
■ A construction relations officer will be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation. ■ Traffic speeds on all unpaved roads will be reduced to 15 mph or less. ■ Temporary traffic controls such as a flag person will be provided during all phases of construction to maintain smooth traffic flow. ■ Construction activities that affect traffic flow on the arterial system will be conducted during off-peak hours to the extent practicable. ■ The use of electrified truck spaces for all truck parking or queuing areas will be required.		
MM AQ-6: Best Management Practices. The following types of measures for construction equipment (including onroad trucks) will be used where applicable and feasible: 1. Use diesel oxidation catalysts and catalyzed diesel particulate traps 2. Maintain equipment according to manufacturers' specifications 3. Restrict idling of construction equipment and on-road heavy-duty trucks to a maximum of 5 minutes when not in use 4. Install high-pressure fuel injectors on construction equipment vehicles 5. Maintain a minimum buffer zone of 300 meters between truck traffic and sensitive receptors 6. Improve traffic flow by signal synchronization 7. Enforce truck parking restrictions 8. Provide on-site services to minimize truck traffic in or near residential areas, including, but not limited to, the following services: meal or cafeteria services, automated teller machines, etc. 9. Re-route construction trucks away from congested streets or sensitive receptor areas	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications. .	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
10. Use electric power in favor of diesel power where available 11. Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow 12. Schedule construction activities that affect traffic flow on the arterial system for off-peak hours, to the extent possible 13. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off site 14. Configure construction parking to minimize traffic interference LAHD will implement a process by which to select additional BMPs to further reduce air emissions during construction. LAHD will determine the BMPs once the contractor identifies and secures a final equipment list and project scope. LAHD will then meet with the contractor to identify potential BMPs and work with the contractor to include such measures in the contract. BMPs will be based on Best Available Control Technology (BACT) guidelines and may also include changes to construction practices and design to reduce or eliminate environmental impacts.		
MM AQ-7: General Mitigation Measure. For any of the above mitigation measures, if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the Port.	**Timing:** Throughout all construction phases **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
MM AQ-8: Special Precautions near Sensitive Sites. All construction activities located within 1,000 feet of sensitive receptors (defined as schools, playgrounds, daycares, and hospitals), will notify each of these sites in writing at least 30 days prior to construction activity.	**Timing:** Throughout all construction phases **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
MM AQ-9: Construction Recycling. Demolition and/or excess construction materials will be separated on-site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials will be provided on site. Materials with recycled content will be used in project construction. Chippers on site during construction will be used to further reduce excess wood for landscaping cover.	**Timing:** Throughout all construction phases **Methods:** This measure shall be incorporated into the LAHD contract specifications for all construction work to reduce the impact of construction. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
MM AQ-10: Energy Efficiency. ■ Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping, and sun screens to reduce energy use. ■ Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.	**Timing:** Prior to approving final Project design **Methods:** This measure shall be incorporated into the LAHD contract specifications for all engineering design and construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall	**Implementation:** LAHD through Engineering and Construction Contractors **Monitoring and Reporting:** Environmental Management Division, Engineering Division,

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
■ Install light colored "cool" roofs, cool pavements, and strategically placed shade trees. ■ Provide information on energy management services for large energy users. ■ Install energy efficient heating and cooling systems, appliances and equipment, and control systems. ■ Install light emitting diodes (LEDs) for outdoor lighting. ■ Limit the hours of operation of outdoor lighting. ■ Provide education on energy efficiency.	adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	Construction Management Division
MM AQ-11: Renewable Energy. ■ Require the installation of solar and/or wind power systems, solar and tankless hot water heaters, and energy efficient heating ventilation and air conditioning by Port tenants, where feasible. Educate Port tenants about existing incentives. ■ Use combined heat and power in appropriate applications.	**Timing:** Prior to approving final Project design **Methods:** This measure shall be incorporated into the LAHD contract specifications for all engineering design and construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Engineering and Construction Contractor**s** **Monitoring and Reporting:** Environmental Management Division, Engineering Division, Construction Management Division
MM AQ-12: Water Conservation and Efficiency. ■ Create water-efficient landscapes. ■ Install water-efficient irrigation systems and devices, such as soil moisture–based irrigation controls. ■ Use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water.	**Timing:** Prior to approving final Project design **Methods:** This measure shall be incorporated into the LAHD contract specifications for all engineering design and construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction	**Implementation:** LAHD through Engineering and Construction Contractor**s** **Monitoring and Reporting:** Environmental Management Division, Engineering Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
■ Design buildings to be water-efficient. Install water-efficient fixtures and appliances. ■ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. ■ Restrict the use of water for cleaning outdoor surfaces and vehicles. ■ Implement low-impact development practices that maintain the existing hydrologic character of the site to manage stormwater and protect the environment. (Retaining stormwater runoff on site can drastically reduce the need for energy-intensive imported water at the site.) ■ Devise a comprehensive water conservation strategy appropriate for the proposed Project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate. ■ Provide education about water conservation and available programs and incentives.	manager or designated building inspectors to ensure compliance with contract specifications.	
MM AQ-13: Solid Waste Measures. ■ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ■ Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers in public areas. ■ Provide education and publicity about reducing waste and available recycling services.	**Timing:** Prior to approving final Project design **Methods:** This measure shall be incorporated into the LAHD contract specifications for all engineering design and construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Engineering and Construction Contractors **Monitoring and Reporting:** Environmental Management Division, Engineering Division, Construction Management Division
MM AQ-14: Land Use Measures. ■ Incorporate public transit into project design.	**Timing:** Prior to approving final Project design **Methods:** This measure shall be incorporated into the LAHD contract specifications for all engineering	**Implementation:** LAHD through Engineering and Construction Contractors

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
■ Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio. ■ Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling, or walking.	design and construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Monitoring and Reporting:** Environmental Management Division, Engineering Division, Construction Management Division
MM AQ-15: Transportation and Motor Vehicles. ■ Limit idling time for commercial vehicles, including delivery and construction vehicles. ■ Use low- or zero-emission vehicles, including construction vehicles. ■ Promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides). ■ Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). ■ Increase the cost of driving and parking private vehicles by, for example, imposing tolls and parking fees. ■ Promote "least polluting" ways to connect people and goods to their destinations. ■ Incorporate bicycle lanes and routes into street systems. ■ Incorporate bicycle-friendly intersections into street design. ■ Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience.	**Timing:** Prior to approving final Project design **Methods:** This measure shall be incorporated into the LAHD contract specifications for all engineering design and construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Engineering and Construction Contractors **Monitoring and Reporting:** Environmental Management Division, Engineering Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
■ Create bicycle lanes and walking paths.		
Biological Resources		
MM BIO-1. Debit Inner Harbor Mitigation Bank. The loss of 2,200 square feet (0.05 acres) of Inner Harbor marine habitat will be mitigated by debiting the required credits from the Inner Harbor Mitigation Bank, per the terms and conditions established in the MOU between LAHD, CDFG, NMFS, and USFWS (City of Los Angeles 1984). The MOU provides that for each acre of marine habitat impacted within the Inner Harbor the mitigation bank will be debited 0.5 credit. Thus the 0.05 acre of marine habitat impacted in the Inner Harbor will result in a debit from the mitigation bank of 0.025 credit.	**Timing:** Prior to initiating construction **Methods:** This measure shall be the responsibility of the Environmental Management Division (EMD) and Engineering Division.	**Implementation:** LAHD **Monitoring and Reporting:** LAHD Environmental Management Division and Engineering Division.
MM BIO-2. Pile Driving Monitoring. A qualified biologist hired by the LAHD will be required to monitor the area in the vicinity of pile-driving activities for any fish kills during pile driving. If there are any reported fish kills, pile driving will be halted and the USACE and NMFS will be notified via the Port's Environmental Management Division. The biological monitor will also note (surface scan only) whether marine mammals are present within 100 meters of the pile driving and, if any are observed, temporarily halt pile driving until the observed marine mammals move beyond this distance.	**Timing:** Throughout construction. **Methods:** This measure shall be incorporated into LAHD contract specifications for all construction work. The construction contractor shall instruct construction personnel as part of normal construction procedures. LAHD shall arrange for the presence of the monitor during construction activity.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
Cultural Resources		
MM CR-1: Conduct Future Cultural Resources Studies along the Waterfront Red Car Line Once Determined. Archival research indicates that archaeological resources may be located within the Waterfront Red Car Line proposed project area. According to the records search, **t**wo prehistoric sites (CA-LAn-150 and CA-LAn -283) are located adjacent to the proposed Waterfront Red Car Line location and one archaeological site, CA-LAn-2135H, is located less than $\frac{1}{8}^{th}$ of a mile from the proposed approximate alignment. In addition, archival and historic map research has indicated the potential for subsurface archaeological deposits associated with the early development of	**Timing:** Prior to Project Construction of the Waterfront Red Car **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
Wilmington within the Avalon Development District and the Waterfront Red Car Line. The LAHD will ensure that, prior to final design approval for affected parcels, a qualified archaeologist will be retained to perform additional Phase I level archaeological surveys and research to determine the potential for prehistoric and historical archaeological deposits within these portions of the proposed project area in accordance with professional standards and guidelines.	shall contact the Construction Manager, EMD, the archeologist and/or the County Coroner.	
MM CR-2: Incorporate the Tracks into the Design Plan. The proposed Project will incorporate the Pacific Electric Railway tracks into the project design in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the Secretary of the Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (Weeks and Grimmer 1995).	**Timing:** Prior to approving final Project design **Methods:** This measure shall be incorporated into the LAHD contract specifications for all engineering design work. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD through Engineering Design Contractors **Monitoring and Reporting:** Environmental Management Division, Engineering Division, Construction Management Division
MM CR-3: Generate Monitoring/Treatment Plan Prior to Demolition and/or Ground Disturbing Activities. A phased approach to mitigation would reduce any potential impacts to archaeological resources to less-than-significant. Prior to any ground-disturbing activities and/or demolition, a treatment/monitoring plan would be generated. This document would address areas where potentially significant historical archaeological deposits are likely to be located within the proposed commercial portion of the project area. The research design/treatment plan would also include methods for: (1) archaeological monitoring during demolition of existing buildings (2) subsurface testing after demolition and (3) data recovery of archaeological deposits. A detailed historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant would be included in the document as well as anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation.	**Timing:** Prior to and during Project Construction **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist to develop a treatment plan. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction regarding the treatment plan and procedures of to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact the Construction Manager, EMD, the archeologist and/or the County Coroner.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
MM CR-4: Monitor in Vicinity of Government Depot Portion of the Wilmington Waterfront District. Because the Phase I historical resources study (ICF Jones & Stokes 2008) has identified a low potential for historical archaeological deposits associated with a Civil War era Government Depot within a portion of the *Wilmington Waterfront District* and because ground-disturbing activities a could impact potentially CRHR and/or NRHP-eligible historical archaeological deposits, prior to any ground-disturbing activities: A monitoring plan be generated that would address areas where potentially significant archaeological deposits are likely to be located within this portion of the project area and clearly demonstrates the themes under which any deposits would be determined significant. LAHD will require at least one pre-field meeting with environmental management staff, project engineers, construction contractors, and construction inspectors to discuss the monitoring protocols and issues related to treatment of identified archaeological resources. A qualified archaeologist shall monitor all ground-disturbing activities in the vicinity of the Government Depot within the *Wilmington Waterfront District* portion of the project area. The qualified archaeological monitor will have demonstrated knowledge of, and experience with the treatment of historical archaeological resources. Due to potentially hazardous soil conditions associated with the DWP facility (as included in the project description), a safety plan will be generated in conjunction with the LAHD that addresses all issues associated with contamination and remediation. It is further recommended that the qualified archaeological monitor also be 40-hour Hazwoper certified. In the event that subsurface deposits are identified during monitoring, ground disturbing activities will halt within 100 feet of the find to allow the qualified archaeologist can assess the find(s) and determine	**Timing:** Prior to and during Project Construction **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist to monitor the Government Depot Portion of the Wilmington Waterfront District. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction regarding the treatment plan and procedures of to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact the Construction Manager, EMD, the archeologist and/or the County Coroner.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
if treatment of the resource(s) is required.		
MM CR-5: Stop Work if Previously Unidentified Resources Are Encountered during Ground Disturbing Activities. In the event that any artifact or an unusual amount of bone, shell, or nonnative stone is encountered during construction, work will be immediately stopped and relocated to another area. The contractor will stop construction within 100 feet of the exposed resource until a qualified archaeologist can be retained by the Port to evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5(f)). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO Guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by the Port that will review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction. Prior to beginning construction, the Port will meet with applicable Native American Groups, including the Gabrieliño/Tongva Tribal Council to identify areas of concern. In addition to monitoring, a treatment plan will be developed in conjunction with the Native American Groups to establish the proper way of extracting and handling all artifacts in the event of an archaeological discovery.	**Timing:** Prior to and during Project Construction **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact the Construction Manager, EMD, the archeologist and/or the County Coroner.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
MM CR-6: Develop a Program to Mitigate Impacts on Nonrenewable Paleontologic Resources prior to Excavation or Construction of any Proposed Project Components. This mitigation program will be conducted by a qualified vertebrate paleontologist and will be consistent with the provisions of CEQA, as well as the proposed guidelines of the Society of Vertebrate Paleontology. This program will include, but not be limited to:	**Timing:** Prior to and during Project Construction **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified paleontologist. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management

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

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
Geology		
MM GEO-1: Seismic Design. A site-specific geotechnical investigation will be completed by a California-licensed geotechnical engineer and/or engineering geologist. The design and construction recommendations will be incorporated into the structural design of proposed project components.	**Timing:** Prior to the approval of the building plans and issuance of the building permit. **Method:** Implement design recommendations from the geotechnical investigation into new construction and site preparation.	**Implementation:** LAHD through Construction Contractor
Groundwater and Soils		
MM GW-1. **Preparation of a Soil Management Plan or Phase II Environmental Site Assessment.** LAHD will prepare a soil management plan prior to construction and will implement it during all phases of construction. Disturbed soils will be monitored for visual evidence of contamination (e.g., staining or discoloration). Soil will also be monitored for the presence of VOCs using appropriate field instruments such as organic vapor measurement with photoionization detectors or flame ionization detectors. If the monitoring procedures indicate the possible presence of contaminated soil, a contaminated soil contingency plan will be implemented and will include procedures for segregation, sampling, and chemical analysis of soil. Contaminated soil will be profiled for disposal and will be transported to an appropriate hazardous or non-hazardous waste or recycling facility licensed to accept and treat the type of waste indicated by the profiling process. The contaminated soil contingency plan will be developed and in place during all construction activities. If these processes generate any contaminated groundwater that must be disposed of outside of the dewatering/NPDES process, the groundwater will be profiled, manifested, hauled, and disposed of in the same manner. Alternatively, preparation of a Phase II ESA will be prepared. In general, the Phase II ESA will include the following: ■ A work plan that includes the number and locations of proposed soil/monitoring wells, sampling intervals, drilling and sampling methods, analytical methods, sampling rationale, site geohydrology, field screening methods, quality control/quality assurance, and reporting methods. Where appropriate, the work plan is approved by a	**Timing:** Prior to or during grading activities **Method:** Soil and groundwater remediation shall be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division, Environmental Management Division will conduct independent soil sampling as appropriate.

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
regulatory agency such as the LAFD or the RWQCB. ■ A site-specific health and safety plan signed by a Certified Industrial Hygienist. ■ Necessary permits for encroachment, boring completion, and well installation. ■ A traffic safety plan. ■ Sampling program (fieldwork) in accordance with the work plan and health and safety plan. Fieldwork is completed under the supervision of a State of California registered geologist. ■ Hazardous materials testing through a state-certified laboratory. ■ Documentation including a description of filed procedures, boring logs/well construction diagrams, tabulations of analytical results, cross-sections, an evaluation of the levels and extent of contaminants found, and conclusions and recommendations regarding the environmental condition of the site and the need for further assessment. Recommendations may include additional assessment or handling of the contaminants found though the contaminated soil contingency plan. If the contaminated soil contingency plan is inadequate for the contamination found, a remedial action plan will be developed. Contaminated groundwater will generally be handled through the NPDES/dewatering process. ■ Disposal process including transport by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat the identified type of waste.		
MM GW-2: Site Remediation. Unless otherwise authorized by the lead regulatory agency for any given site, LAHD will remediate all contaminated soils within proposed project boundaries prior to or during demolition and grading activities. Remediation will occur in compliance with local, state, and federal regulations as described in Section 3.6.3 and as directed by the LACFD, DTSC, and/or RWQCB. Soil remediation will be completed such that contamination levels are below health screening levels established by OEHHA of CalEPA and/or applicable	**Timing:** Prior to or during grading activities **Method:** Soil and groundwater remediation shall be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) in upland areas and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency. Existing groundwater contamination throughout the proposed project boundary will continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB. Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination that will be remediated prior to or in conjunction with proposed project demolition, grading, and construction will include, but not be limited to, the properties within and adjacent to the proposed Project as listed in the HMA and filed as Appendix F of this EIR.	result of encapsulation (i.e., paving) and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.	Division, Environmental Management Division will conduct independent soil sampling as appropriate.
MM GW-2a: Remediate Former Oil Wells in the Industrial District (Area A), Waterfront District (Area B), and within the Immediate Vicinity of the Waterfront Red Car Line/CCT (Area C). Locate the well using geophysical or other methods. Contact the Division of Oil, Gas, and Geothermal Resources (DOGGR) to review abandonment records and inquire whether re-abandonment is necessary prior to any future construction related to the proposed project. Implement corrective measures as directed by DOGGR. Successful site remediation will require compliance with MM GW-2.	**Timing:** Prior to construction activities at or within close proximity to oil wells identified in the HMA. **Method:** Consult with DOGGR to determine abandonment status and determine workplan to remediate the wells in accordance with MM GW-2.	**Implementation:** LAHD through Environmental Management LAHD will coordinate with DOGGR.
MM GW-2b: Remediate Soil along Existing and Former Rail Lines. Soil along and immediately adjacent to existing and former rail lines that will be disturbed during construction will be assessed for the presence of herbicides, petroleum hydrocarbons, and metals. Successful site remediation will require compliance with MM GW-2.	**Timing:** Prior to or during grading activities **Method:** Soil and groundwater remediation shall be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division, Environmental Management Division will conduct independent soil

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
		sampling as appropriate.
MM GW-2c: Health Based Risk Assessment for the Marine Tank Farm. LAHD will prepare a HBRA to determine whether remediation of soil and/or groundwater is needed at the Marine Tank Farm site and, if so, determine the appropriate work plan to ensure the site would comply with applicable local, state, and federal laws. Successful site remediation will require compliance with MM GW-2.	**Timing:** Prior to construction activities at the Marine Tank Farm. **Method:** Prepare a Health Based Risk Assessment for the Marine Tank Farm to determine necessary remediation. A workplan will be developed in accordance with MM GW-2.	**Implementation:** Environmental Management Division in coordination with the appropriate regulatory agencies. **Monitoring and Reporting:** Environmental Management Division
MM GW-3: Contamination Contingency Plan for Non-Specific Facilities and Unidentified Sources of Hazardous Materials. LAHD will prepare a hazardous materials contingency plan addressing the potential for discovery of unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. The following will be implemented to address previously unknown contamination during demolition, grading, and construction: a) All trench excavation and filling operations will be observed for the presence of free petroleum products, chemicals, or contaminated soil. Deeply discolored soil or suspected contaminated soil will be segregated from light colored soil. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor will notify LAHD's Chief Harbor Engineer, the Director of Environmental Management, and Risk Management's Industrial Hygienist. LAHD will confirm the presence of the suspect material; direct the contractor to remove, stockpile, or contain the material; and characterize the suspect material identified within the boundaries of the construction area. Continued work at a contaminated site will require the approval of the Chief Harbor Engineer. b) A photoionization detector (or other similar devices) will be present during grading and excavation of suspected chemically impacted soil. c) Excavation of VOC-impacted soil will require obtaining and complying with a SCAQMD Rule 1166 permit. d) The remedial option(s) selected will be dependent upon a number of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints,	**Timing:** Prior to construction activities. **Method:** LAHD will prepare a hazardous materials contingency plan addressing the potential for discovery of unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction.	**Implementation:** LAHD through Construction Contractor, who could come into contact with historical soil or groundwater contamination. **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
cost, etc.) and will be determined on a site-specific basis. Both off-site and onsite remedial options will be evaluated. e) The extent of removal actions will be determined on a site-specific basis. At a minimum, the chemically impacted area(s) within the boundaries of the construction area will be remediated to the satisfaction of the lead regulatory agency for the site. The LAHD Project Manager overseeing removal actions will inform the contractor when the removal action is complete. f) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials will be submitted to the Chief Harbor Engineer within 30 days of project completion. g) In the event that contaminated soil is encountered, all onsite personnel handling or working in the vicinity of the contaminated material will be trained in accordance with Occupational Safety and Health and Administration (OSHA) regulations for hazardous waste operations. These regulations are based on CFR 1910.120 (e) and 8 CCR 5192, which states that "general site workers" will receive a minimum of 40 hours of classroom training and a minimum of 3 days of field training. This training provides precautions and protective measures to reduce or eliminate hazardous materials/waste hazards at the work place. h) In cases where potential chemically impacted soil is encountered, a real-time aerosol monitor will be placed on the prevailing downwind side of the impacted soil area to monitor for airborne particulate emissions during soil excavation and handling activities. i) All excavations will be filled with structurally suitable fill material that is free from contamination. j) Prior to dewatering activities, LAHD will obtain a NPDES permit. In areas of suspected contaminated groundwater, special conditions will apply with regard to acquisition of the NPDES permit, including testing and monitoring, as well as discharge limitations under the NPDES permits. k) Soil along and immediately adjacent to existing and former rail lines that will be disturbed during construction will be assessed for the presence of herbicides, petroleum hydrocarbons, and metals. l) Demolition of chemical/fuel storage facilities will include decommissioning and removal of USTs and ASTs in accordance with		

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
local and state regulatory agencies. These agencies will likely require soil and groundwater sampling. This sampling will be conducted in accordance with local and state regulatory agency requirements. m) Prior to construction activities, LAHD, or its contractors, will conduct an evaluation of all buildings (built prior to 1980) to be demolished to evaluate the presence of asbestos-containing building materials and lead-based paint. Remediation will be implemented in accordance with the recommendations of these evaluations. n) Upon discovery of soil or groundwater contamination, the lead agency responsible for site remediation will determine if the identified contaminants pose a health risk to the general public, operation personnel, or other possible human receptors present at Phase 1 operational locations. If it is determined that an adverse risk to the general public, operation personnel, or other human receptors is present, Phase 1 Project elements in operation will be closed as a precaution to prevent human exposure to toxic substances.		
Noise		
MM NOI-1: The following procedures will help reduce noise impacts from construction activities: a) **Temporary Noise Barriers**. When construction occurs within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receptors. b) **Construction Hours**. Construction will be limited to between 7:00 a.m. and 6:00 p.m. on weekdays; between 8:00 a.m. and 6:00 p.m. on Saturdays; and there will be no construction equipment noise anytime on Sundays. If extended construction hours are needed during weekdays under special circumstances, the LAHD and contractor will provide at least 72 hours notice to Banning's Landing Community Center. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code. c) **Construction Days.** Noise-generating construction activities will not occur on weekends or holidays unless critical to a particular	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into contract specifications for all construction work to reduce noise the impacts. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications. The construction contractor shall ensure that the proposed pile driving equipment and measures are used during construction. The LAHD shall evaluate the contractor proposals with regard to reducing pile driving noise. The LAHD would subsequently perform periodic inspections to ensure that the	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
activity (e.g., concrete work). d) **Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained. e) **Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited. f) **Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses. g) **Quiet Equipment Selection.** Quiet construction equipment will be selected whenever possible. Where feasible, noise limits established in the City of Los Angeles Noise Ordinance will be fully complied with. h) **Notification.** Sensitive receptors including residences within 2,000 feet of the proposed project site will be notified of the construction schedule in writing prior to the beginning of construction. i) **Reporting**. The LAHD will clearly post the telephone number where complaints regarding construction-related disturbance can be reported.	approved equipment and methods are being followed and to monitor the noise levels for compliance with the proposed noise levels.	
Transportation and Circulation—Ground and Marine		
MM TC-1: Develop and implement a Traffic Control Plan throughout proposed project construction. In accordance with the City's policy on street closures and traffic diversion for arterial and collector roadways, the construction contractor will prepare a traffic control plan (to be approved by City and County engineers) before construction. The traffic control plan will include: ■ a street layout showing the location of construction activity and surrounding streets to be used as detour routes, including special signage; ■ a tentative start date and construction duration period for each phase of construction;	**Timing:** Prior to construction activities, to be implemented during construction. **Methods:** The construction contractor(s) will prepare a construction traffic control plan to be approved by LAHD Engineering and LADOT, detailing methods to minimize traffic congestion and access restrictions during construction.	**Implementation:** LAHD **Monitoring and Reporting:** LAHD Environmental Management and Engineering Divisions

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
■ the name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction; and ■ written approval to implement traffic control from other agencies, as needed. Additionally, the traffic control plan will include the following stipulations: ■ provide access for emergency vehicles at all times; ■ avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during nonpeak times of day; ■ maintain access for driveways and private roads, except for brief periods of construction, in which case property owners will be notified; ■ provide adequate off-street parking areas at designated staging areas for construction-related vehicles; ■ maintain pedestrian and bicycle access and circulation during proposed project construction where safe to do so; if construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk; if construction encroaches on a bike lane, warning signs will be posted that indicate bicycles and vehicles are sharing the roadway; ■ utilize flag persons wearing OSHA–approved vests and using a "Stop/Slow" paddle to warn motorists of construction activity; ■ maintain access to Metro and LADOT transit services and ensure that public transit vehicles are detoured; ■ post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area; ■ post construction warning signs in accordance with local standards or those set forth in the *Manual on Uniform Traffic Control Devices* (Federal Highway Administration 2001) in advance of the construction		

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
area and at any intersection that provides access to the construction area; ■ during lane closures, have contractor and/or LAHD notify LAFD and LAPD, as well as the Los Angeles County Sheriff's and Fire Departments, of construction locations to ensure that alternative evacuation and emergency routes are designed to maintain response times during construction periods, if necessary; ■ provide written notification to contractors regarding appropriate routes to and from construction sites, and weight and speed limits for local roads used to access construction sites; submit a copy of all such written notifications to the City of Los Angeles Planning Department; and ■ repair or restore the road right-of-way to its original condition or better upon completion of the work.		
MM TC-2: Reconfigure the southbound approach of Avalon Boulevard at the intersection of Avalon Boulevard and Anaheim Street. Prior to the initiation of Phase II construction, LAHD will consult with LADOT. The consultation will review the details of adding a right-turn lane in the southbound direction or an alternative measure that achieves the same results and would not create a new impact. Currently the southbound approach consists of one through/left-turn lane and one through/right-turn lane. The mitigation will result in one right-turn lane, one through lane, and one through/left-turn lane. This proposed mitigation will require the removal of two metered parking spaces along Avalon Boulevard to allow for the right-turn lane and the restriping of the northbound approach to properly align with the reconfigured southbound approach. A conceptual drawing illustrating the feasibility of this mitigation is provided in Figure 12 of the traffic report prepared for this project (Appendix I).	**Timing:** Before buildout of proposed project, prior to 2020. **Methods:** The LAHD will design the Avalon Boulevard/Anaheim Street intersection to add a right-turn lane in the southbound direction. This measure will be implemented prior to buildout of the proposed project, and will be a required condition of approval of the proposed project.	**Implementation:** LAHD **Monitoring and Reporting:** LAHD Environmental Management and Engineering Divisions

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
Utilities		
MM UT-1: Secondary Sewer Line Installation. Once the design and utility connections are finalized, the LAHD will build a secondary sewer line of sufficient capacity to support the nearest, largest sewer line. The construction of the secondary sewer line would be carried out within public right-of-way or existing City streets. This line will comply with the City's municipal code, and will be built under permit by the City Bureau of Engineering.	**Timing:** During engineering design and prior to approval of utility plans by the City Engineer, implemented during and after construction. **Methods:** The LAHD will design the Avalon Boulevard/Anaheim Street intersection to add a right-turn lane in the southbound direction. This measure will be implemented prior to buildout of the proposed project, and will be a required condition of approval of the proposed project.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division
MM UT-2: Water Conservation and Wastewater Reduction. The LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce impacts on water demand and wastewater flows. a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) will water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone). Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times for all zones will be adjusted seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run time will be adjusted to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established. b. Selection of drought-tolerant, low-water-consuming plant varieties will be used to reduce irrigation water consumption. For a list of these plant varieties, refer to *Sunset Magazine*, October 1988, "The Unthirsty 100," pp. 74–83, or consult a landscape architect. c. The availability of recycled water will be investigated as a source to irrigate large landscaped areas.	**Timing:** During project design and prior to approval of development and construction plans, implemented during and after construction. **Methods:** Implement water conserving features, use recycled materials for and during construction, and develop a recycling program for the operational phase to reduce project waste.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
d. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators will be installed on all sink faucets. e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information of appropriate measures. f. Recirculating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for a considerable period before heated water reaches the outlet.		
MM UT-3: Recycling of Construction Materials. Demolition and/or excess construction materials will be separated on site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials will be provided on site.	**Timing:** During project design and prior to approval of development and construction plans, implemented during and after construction. **Methods:** Implement water conserving features, use recycled materials for and during construction, and develop a recycling program for the operational phase to reduce project waste.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division
MM UT-4: Recycled Content Materials Use. Materials with recycled content, such as recycled steel from framing and recycled concrete and asphalt from roadway construction, will be used in project construction. Wood chippers registered through the California Air Resources Board's Portable Equipment Registration Program will be used on site during construction, using wood from tree removal, not from demolished structures, to further reduce excess wood for landscaping cover.	**Timing:** During project design and prior to approval of development and construction plans, implemented during and after construction. **Methods:** Implement water conserving features, use recycled materials for and during construction, and develop a recycling program for the operational phase to reduce project waste.	**Implementation:** LAHD through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division
MM UT-5: AB 939 Compliance. The LAHD and Port tenants will implement a Solid Waste Management Program including the following measures to achieve a 50% reduction of current waste generation percentages by the build out year of 2020 and ensure compliance with the California Solid Waste Management Act	**Timing:** During project design and prior to approval of development and construction plans, implemented during and after construction. **Methods:** Implement water conserving features, use recycled materials for and during construction, and	**Implementation:** LAHD **Monitoring and Reporting:** Environmental Management Division, Construction Management

Mitigation Measures	*Timing and Methods*	*Responsible Parties*
(AB 939). a. Provide space and/or bins for storage of recyclable materials within the proposed project site. All garbage and recycle bin storage space will be enclosed and plans will show equal area availability for both garbage and recycle bins within storage spaces. b. Establish a recyclable material pick-up area for commercial buildings. c. Participate in a curbside recycling program to serve the new development. d. Develop a plan for accessible collection of materials on a regular basis. e. Develop source reduction measures that indicate the method and amount of expected reduction. f. Implement a program to purchase materials that have recycled content for project construction and operation (i.e., lumber, plastic, office supplies). g. Provide a resident-tenant/employee education pamphlet to be used in conjunction with available Los Angeles County and federal source reduction educational materials. The pamphlet will be provided to all commercial tenants by the leasing/property management agency. h. Include lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.	develop a recycling program for the operational phase to reduce project waste.	Division, Engineering Division