FINAL
ENVIRONMENTAL IMPACT REPORT

PIER 400 CONTAINER TERMINAL AND TRANSPORTATION CORRIDOR PROJECT

State Clearinghouse Number: 98031135

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This document contains comments and responses to comments to the Draft Supplemental Environmental Impact Report (DSEIR) for the Pier 400 Container Terminal and Transportation Corridor Project dated April, 1999. When combined with the DSEIR, this document comprises the Supplemental Environmental Impact Report for the proposed project.

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This Executive Summary addresses the environmental effects of the Pier 400 Container Terminal and Transportation Corridor Project in the Port of Los Angeles. It summarizes the project background, objectives, project description, and alternatives. A table summarizing environmental impacts and mitigation measures is included at the end of this summary.

INTENDED USE OF THIS DOCUMENT

This Supplemental Environmental Impact Report (SEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 as amended. The Los Angeles Harbor Department (LAHD) is the local Lead Agency for the project, and has prepared this SEIR. The SEIR is an informational document which will inform public agency decision makers and the general public of the significant environmental effects of the project, recommended ways to minimize the significant effects, and describe reasonable alternatives to the project. This document assesses the potential impacts, including unavoidable adverse impacts and cumulative impacts, related to the proposed project. This SEIR is also intended to support the permitting process of all agencies whose discretionary approvals must be obtained for particular elements of this project. This SEIR supplements the findings of the Deep Draft Navigation Improvements, Los Angeles and Long Beach Harbors Environmental Impact Statement/Environmental Impact Report (LAHD & USACE, 1992; copies of which are available for review at the LAHD Administration Bldg., 425 S. Palos Verdes St., San Pedro, CA, 90731).

PROJECT BACKGROUND

The project site is located at the southern end of the City of Los Angeles, in the Port of Los Angeles (Figure S-1). Development of a permanent industrial base within the Port of Los Angeles was gradual, and began with increased harbor improvements and transportation networks in the early 1900's. Terminal Island was created primarily by backfilling Rattlesnake Island with dredged channel deposits and demolishing Deadman Island. Dredging, filling, and demolition occurred in stages beginning in the early 1900's. The current configuration of the Port of Los Angeles is almost a complete man-made alteration to the native shoreline.

The Port of Los Angeles is an area primarily used for commercial shipping and industrial and maritime activities. Facilities present include major bulk liquid handling and storage facilities, container terminals, cargo terminals, fish canneries, auto storage and handling facilities, a sewage treatment plant, fire stations, and the following federal facilities: the U.S. Coast Guard Station; the U.S. Customs Building; and federal immigration, quarantine, and penal facilities.

The Port of Los Angeles has been formed over the years by incrementally dredging channels to accommodate larger vessels and to use the dredged materials to create new land for cargo terminals. The Main Channel was deepened by ten feet to its existing depth of -45' MLLW in 1982. The material dredged in 1982 was used to create Pier 300.

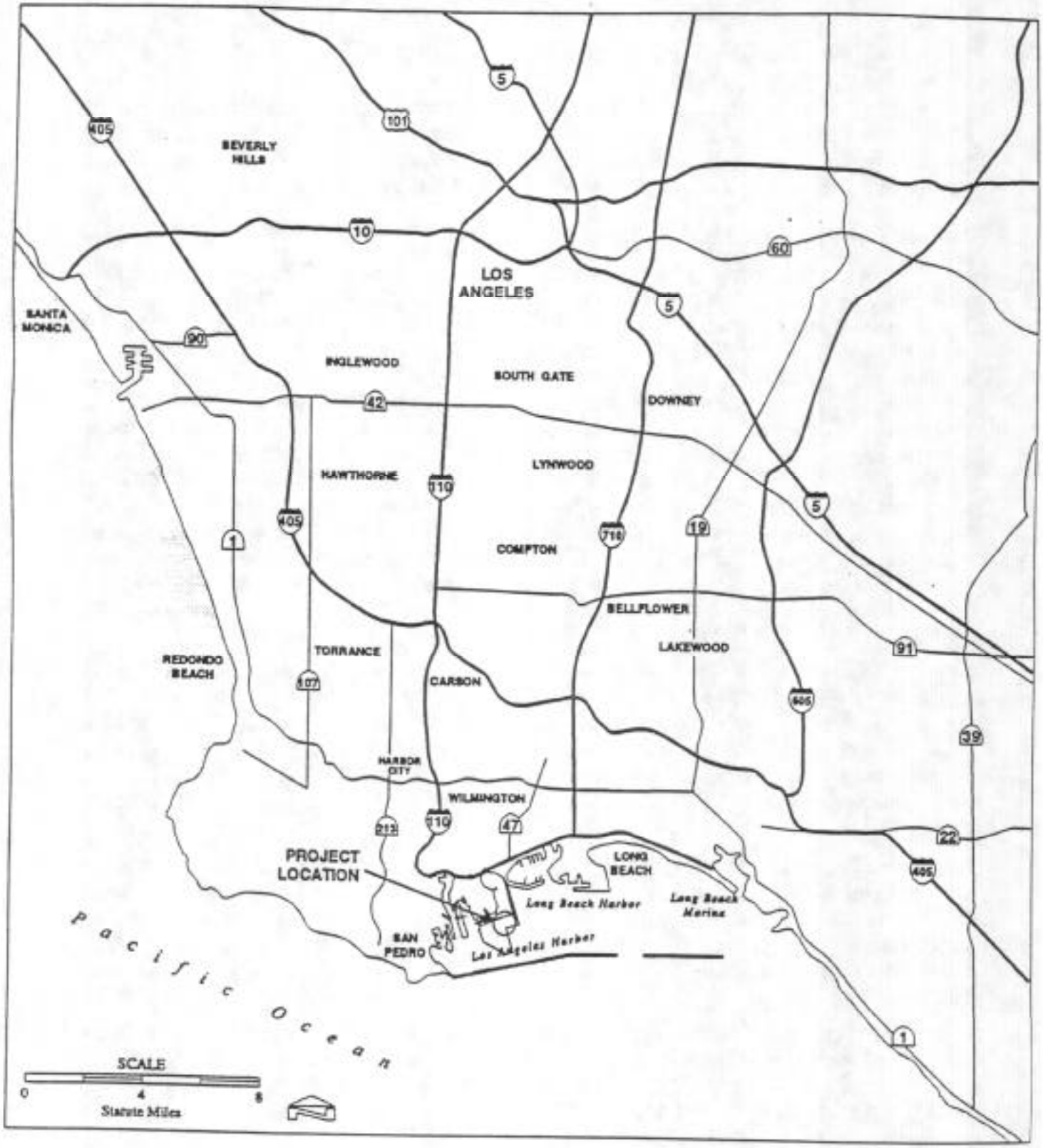

Figure S-1. Site Map

Construction of the Pier 400 Landfill was assessed under the Deep Draft Navigation Improvements Program EIS/EIR (LAHD AND USACE, 1992) prepared by the U.S. Army Corps of Engineers, Los Angeles District and the Los Angeles Harbor Department. The Deep Draft EIS/EIR assessed impacts resulting from the dredging of ship channels and the placement of dredged materials to create the Pier 400 Landfill. The Deep Draft EIS/EIR addressed, at a programmatic level, the construction of a container terminal and dry bulk export terminal on Pier 300 and the construction of terminals, including a container terminal, on Pier 400. Terminal developments were left for detailed assessment as development projects arose. Both proposed terminals on Pier 300 have been assessed at a project level by subsequent project specific EIRs (LAHD 1993a &1993b). The container terminal on Pier 300 has been constructed and is operating. The first phase of the Pier 300 dry bulk terminal has been constructed and is operational.

The Pier 400 Container Terminal and Transportation Corridor Project SEIR assesses, at a project specific level, development of a container terminal and transportation corridor on the newly created Pier 400 landfill. The analysis is limited to only the information necessary to make the programmatic Deep Draft EIS/EIR analysis adequate for the specific project. The SEIR has been prepared and circulated in accordance with the provisions of Section 15163 of the State CEQA Guidelines and Article VIII Section 4 of the City CEQA Guidelines.

PROJECT OBJECTIVES

The primary objective of this project is to optimize the efficiency of transporting future waterborne commerce by expanding berth and landside cargo handling facilities and capabilities. A second objective of this project is to preserve and improve environmental resources to the maximum extent practical.

Specific objectives for the container terminal include:

- Accommodate the cargo throughput forecasted for the Port of Los Angeles;
- Accommodate the largest, most modern container vessels in the world fleet;
- Develop transportation infrastructure to maximize cargo handling efficiencies while minimizing air quality and transportation impacts (including intermodal, near-dock rail facilities);
- Support regulatory and permit actions required for project specific development;
- Provide adequate backland space immediately adjacent to the berth to facilitate rapid loading and unloading of ships without the need to double-handle containers; and
- Preserve and improve environmental resources to the maximum extent practical.

The Deep Draft Navigation Improvements Environmental Impact Statement/ Environmental Impact Report supported the development of a container terminal in a programmatic fashion leaving detailed assessment as required for later. The Pier 400 Container Terminal and Transportation Corridor Project Supplemental Environmental Impact Report assesses development of alternative projects at a project specific level. Other facilities to be developed on Pier 400 will be assessed individually by future site-specific assessments.

PROJECT DESCRIPTION

Proposed Project

The Proposed Project is the two-phase development of Pier 400 Stage II into a 345 acre container terminal with full rail, highway, and utility access. There is no customer identified for the Proposed Project. Therefore, to avoid delays, generic terminal design alternatives will be assessed. This identifies project elements which can be implemented with or without customer input. Design schedules will be developed with specific no-later-than dates for customer input. Some design elements can then proceed in the absence of a customer.

The two phases of the Proposed Project will be identified as Phase 1A and 2A to avoid confusion with the Alternative Design, which is also a two-phase project, which will be identified as Phase 1B and Phase 2B.

Phase 1A of the Pier 400 Container Terminal and Transportation Corridor Project is scheduled to be completed in July, 2001. Phase 1A includes (see Figure S-2):

- The construction of rail and highway access leading to and on the transportation causeway (the causeway was constructed as part of the Pier 400 Stage I Dredging and Landfill Project).
- The construction of the easterly 174 acres of the Pier 400 Stage II Landfill into a fully operational, container terminal. This includes a 20-acre full gate complex with buildings, entrance gate complex, and parking; a three post-Panamax berth wharf with 100 feet gage crane rails; and intermodal rail capabilities including up to six working tracks (28-305' car capacity) and storage tracks.

Phase 2A of the Pier 400 Container Terminal and Transportation Corridor Project is scheduled to be completed in January, 2003. Phase 2A includes (see Figure S-3):

- The construction of the remaining 171 acres of the Pier 400 Stage II Landfill to make up a 345 acre, fully operational, container terminal. The completed facility will include a five post-Panamax berth wharf with 100 feet gage crane rails (option for an additional berth), a two-unit train loading yard with up to six working tracks (56-305' car capacity), rail storage tracks (dedicated inbound and outbound tracks on the corridor), and multiple buildings to support terminal operations.

Alternative Design

The Alternative Design is the two-phase development of Pier 400 Stage II into a 510 acre container terminal with full rail, highway, and utility access. There is no customer identified for the Alternative Design. Therefore, to avoid delays, a generic terminal design will be implemented. This identifies project elements which can be implemented with or without customer input. Design schedules will be developed with specific no-later-than dates for customer input. Some design elements can then proceed in the absence of a customer.

The two phases of Alternative Design the will be identified as Phase 1B and 2B to avoid confusion with the Proposed Project, which is also a two-phase project, which will be identified as Phase 1A and Phase 2A.

Phase 1B of the Pier 400 Container Terminal and Transportation Corridor Project is scheduled to be completed in mid 2001. Phase 1B includes (see Figure S-4):

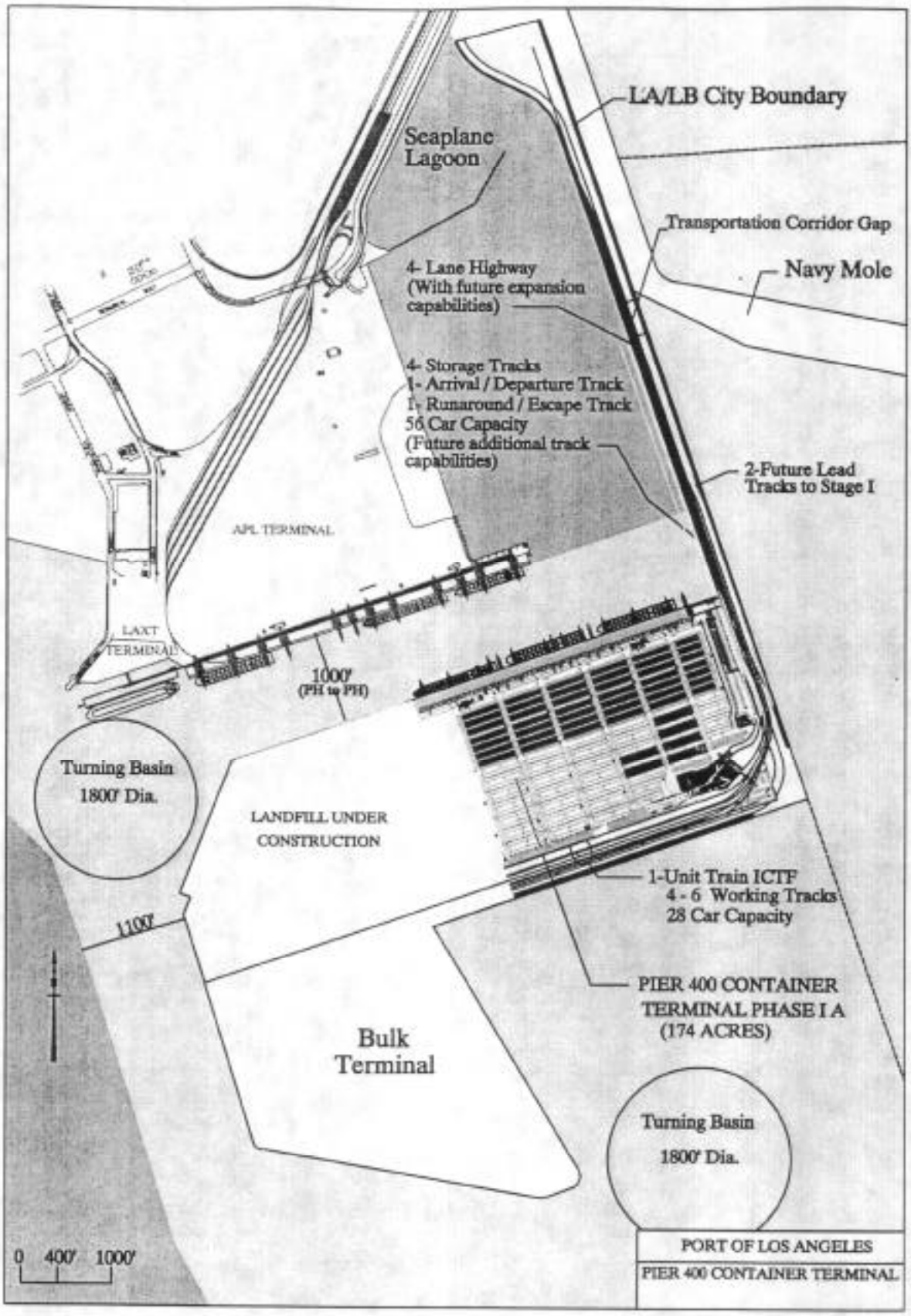

Figure S-2. Pier 400 Container Terminal. Phase 1A

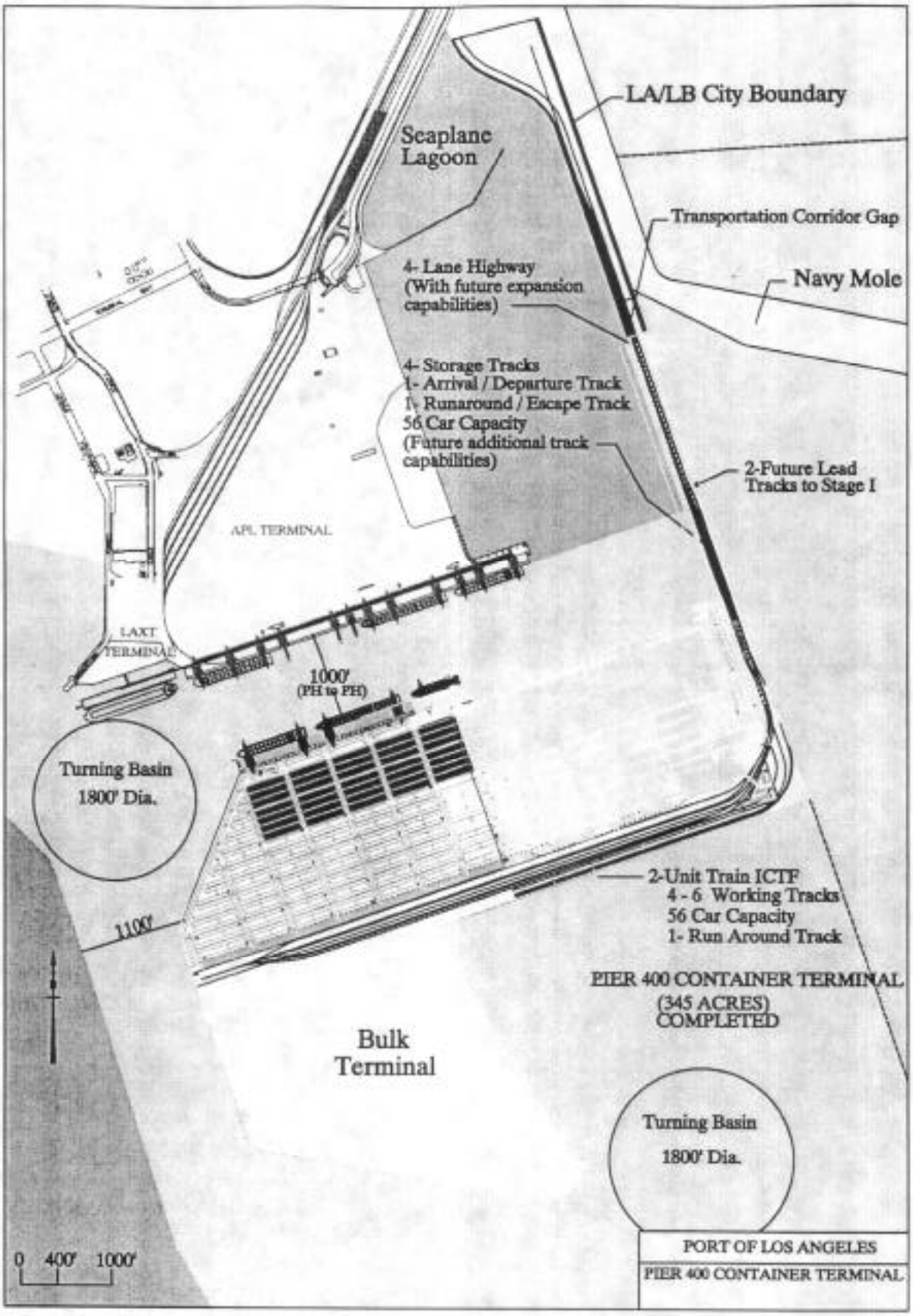

Figure S-3. Pier 400 Container Terminal. Phase 2A

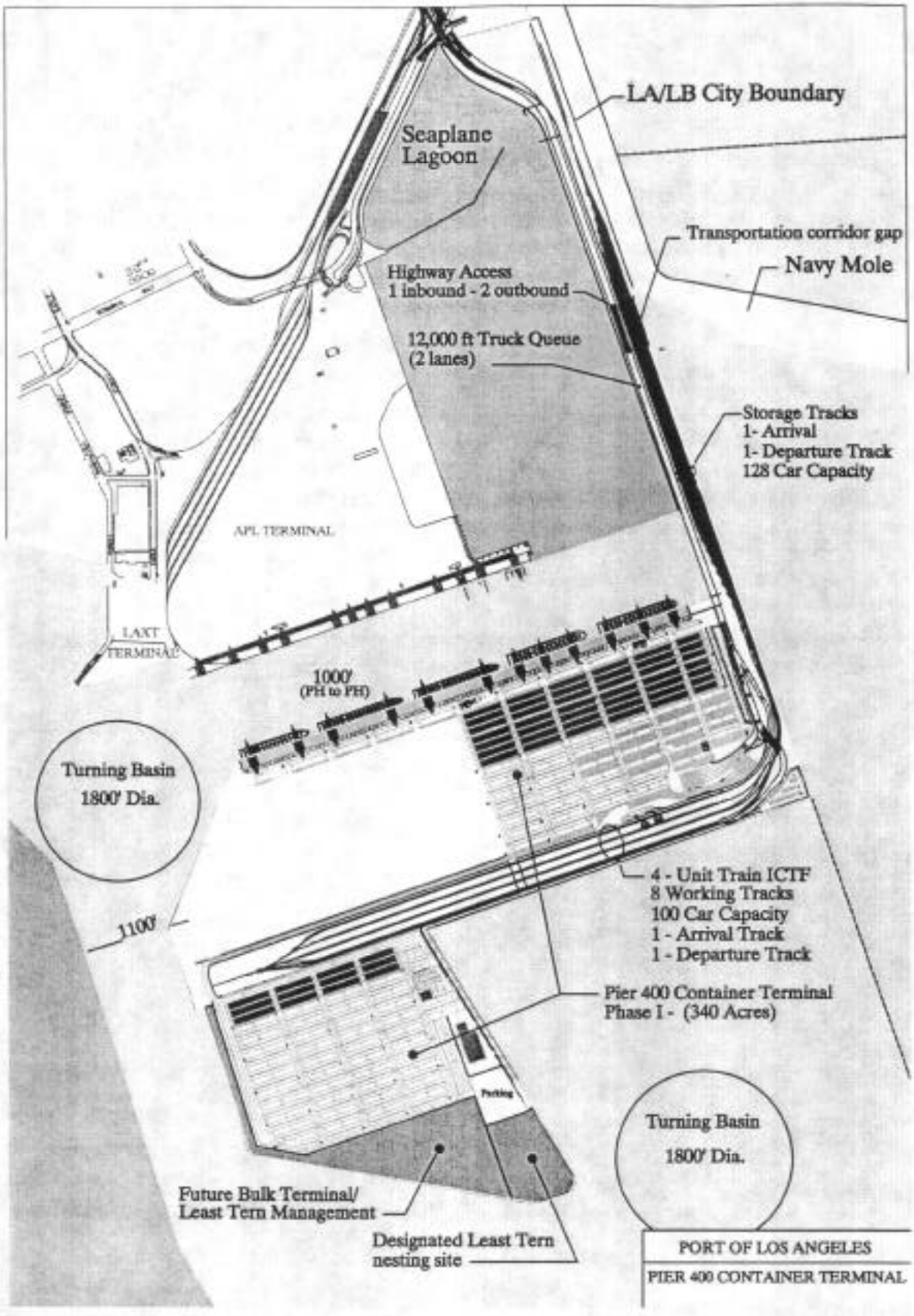

Figure S-4. Pier 400 Container Terminal. Phase 1B

- The construction of rail and highway access leading to and on the transportation causeway (the causeway was constructed as part of the Pier 400 Stage I Dredging and Landfill Project).
- The construction of 340 acres of the Pier 400 Stage I and II Landfill into a fully operational, container terminal. This includes a 20-acre full gate complex with buildings, entrance gate complex, and parking; a five post-Panamax berth wharf (5,300 feet long) with 100 feet gage crane rails; and intermodal rail capabilities including a minimum of eight working tracks (100-305' car capacity) and rail storage tracks (dedicated inbound and outbound tracks on the corridor).

Phase 2B of the Pier 400 Container Terminal and Transportation Corridor Project is scheduled to be completed in August, 2002. Phase 2B includes (see Figure S-5):

- The construction of the remaining 170 acres of the Pier 400 Stage II Landfill to make up a 510 acre, fully operational, container terminal. Construction will include approximate 3,000 linear feet of additional berthing, and marine and longshore toilet buildings. The completed facility will include an eight post-Panamax berth wharf (8,300 feet long) with 100 feet gage crane rails, a four-unit train loading yard with a minimum of eight working tracks (100-305' car capacity), rail storage tracks (dedicated inbound and outbound tracks on the corridor), and multiple buildings to support terminal operations.

Gap Closure Alternatives

The Pier 400 Transportation Corridor was constructed with a 350-foot wide gap in it. An alternative to constructing a bridge across the gap is to fill in the gap creating a solid, unbroken transportation corridor. Construction impacts from creating an unbroken transportation corridor was included in the Deep Draft Navigation Improvements Program EIS/EIR (LAHD & USACE, 1992). This Supplemental Environmental Impact Report will assess impacts resulting from construction of transportation facilities along the entire transportation corridor. Operation of proposed facilities will not change as a result of this modification and will not be addressed. Closure of the gap could be associated with either of the two designs discussed above. The construction of the gap closure would be added to the ongoing Pier 400 dredge and landfill project with minimal, if any, impacts to the larger project schedule.

PROJECT ALTERNATIVES

A wide array of alternatives was examined in conjunction with the preparation of this SEIR. These alternatives were divided into the no-project alternative, alternative designs, and alternative uses. With the No Project Alternative, development of a container terminal on the project site would not occur. Some other use for the site would be expected and would be evaluated in a separate environmental document should this alternative be selected. Design alternatives included the Alternative Design, operating the two developmental phases of the Proposed Project as separate container terminals, and limiting construction to Phase 1A only. Alternative uses included the use of other west coast ports and use of the Port of Long Beach. All of these alternatives, with the exception of the no-project alternative, the Alternative Design, and two-terminal operation, were eliminated from further detailed evaluation based on their infeasibility (engineering and/or environmental) and planning objective constraints. See Section 4 for a detailed discussion.

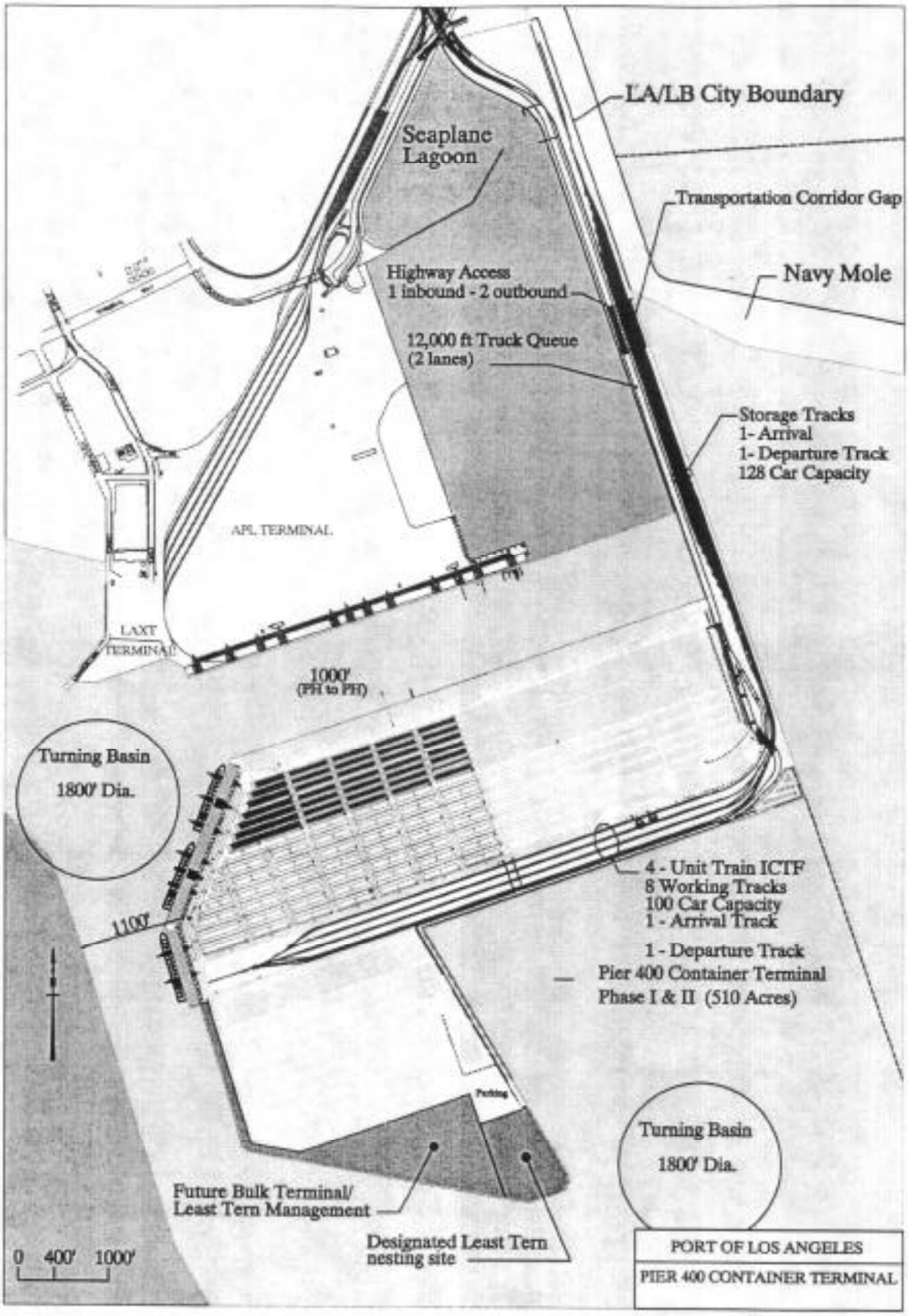

Figure S-5. Pier 400 Container Terminal. Phase 2B

SIGNIFICANT ADVERSE IMPACTS AND MITIGATION MEASURES

Tables S-1, S-2, S-3, and S-4 summarize the significant environmental impacts of the Pier 400 Container Terminal and Transportation Corridor Project. Proposed mitigation and monitoring measures are also summarized. Impacts in environmental areas not shown in the table were found to be insignificant, as discussed in the initial study and Draft SEIR.

Table S-1 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Proposed Project with Bridged Gap

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality	ROG, CO, NO_x, and PM_{10} emissions during construction.	Properly tune and maintain all construction equipment, include engine timing retard where feasible.	Significant	Contractor/LAHD
		Encourage ridesharing and mass transit use among construction personnel.	Significant	Contractor/LAHD
		Discontinue construction activities during Stage II smog alerts in the Long Beach source receptor area.	Significant	Contractor/LAHD
		Use low-NO_x engines when ever feasible. Use alternative fuels including electrification, catalytic converters, particulate traps, and other advanced technology whenever feasible.	Significant	Contractor/LAHD
	ROG emissions during construction.	Encourage the use of CARB reformulated diesel fuel in off-road equipment during construction.	Significant	Contractor/LAHD
	PM_{10} emissions during construction.	Maintain traffic speeds of 15 mph or less on all unpaved Surfaces.	Significant	Contractor/LAHD
		Suspend grading activities when wind speeds exceed 25 mph.	Significant	Contractor/LAHD
	ROG, CO, NO_x, SO_x, and PM_{10} emissions during operations	Encourage the use of clean fuels, electric power, and injection timing retard (where feasible) on diesel-powered terminal yard equipment.	Significant	Tenant
		Encourage the use of clean fuels in all marine vessels.	Significant	Tenant

Table S-1 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Proposed Project with Bridged Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality (cont'd)		Encourage the use of automated dispatch systems such as the "Dispatch System" created by the Intermodal Committee at: http//www.laintermodal.com.	Significant	Tenant
		Encourage tenant(s) to schedule goods movement for off peak traffic hours when feasible.	Significant	Tenant
		Configure parking to minimize traffic interference.	Significant	Tenant
Ground Transportation	Increased traffic during operation of the proposed terminal could significantly impact project intersections and the Long Beach Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD
		Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD
		Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans and the Port of Long Beach
Biota and Habitats	Construction activities could significantly impact nesting success of the least tern	Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD

Table S-1 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Proposed Project with Bridged Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats (cont'd)		Unless otherwise approved by the CDFG and USFWS, no impact pile driving shall be allowed along the access corridor during the April to September breeding season of the California least tern.	Insignificant	LAHD
		Discontinue construction activities whenever a bird's nest is discovered during the least tern's nesting season (April to September) until cleared in consultation with the CDFG and USFWS.	Insignificant	Contractor/LAHD
	Operations of the proposed terminal could significantly impact nesting success of the least tern.	Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD
		Design lighting system to minimize glare and reduce disruptions to the designated nesting sites.	Insignificant	LAHD
		Install anti-perching devices on potential predator roosts in project area.	Insignificant	LAHD
Noise and Vibration	Increased truck traffic noise on the grounds outside and classrooms inside the NMCRC would exceed appropriate speech interference thresholds during Phase 2A.	None feasible	Significant for Phase 2A	None

Table S-1 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Proposed Project with Bridged Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Noise and Vibration (cont'd)	Train horns sounded adjacent to the NMCRC would cause a potentially significant noise impact during Phase 2A.[1]	Eliminate the at-grade crossing at Reeves Avenue, or, eliminate train horns adjacent to the NMCRC, or construct a 16- to 20-foot high sound wall adjacent to the NMCRC along the railroad alignment. Measures that would eliminate the need for train horns are preferable for either the one- or two-track scenario.	Insignificant	LAHD

[1] This impact and its associated mitigation measure would only apply to the first alternative rail corridor, the Navy Mole Overhead Rail Alignment. Selection and use of the second alternative rail corridor, the Navy Way Overhead Rail Alignment, avoids this impact.

Table S-2 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Proposed Project with Filled Gap

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality	ROG, CO, NO_x, and PM_{10} emissions during construction.	Properly tune and maintain all construction equipment, include engine timing retard where feasible.	Significant	Contractor/LAHD
		Encourage ridesharing and mass transit use among construction personnel.	Significant	Contractor/LAHD
		Discontinue construction activities during Stage II smog alerts in the Long Beach source receptor area.	Significant	Contractor/LAHD
		Use low-NO_x engines when ever feasible. Use alternative fuels including electrification, catalytic converters, particulate traps, and other advanced technology whenever feasible.	Significant	Contractor/LAHD
	ROG emissions during construction.	Encourage the use of CARB reformulated diesel fuel in off-road equipment during construction.	Significant	Contractor/LAHD
	PM_{10} emissions during construction.	Maintain traffic speeds of 15 mph or less on all unpaved Surfaces.	Significant	Contractor/LAHD
		Suspend grading activities when wind speeds exceed 25 mph.	Significant	Contractor/LAHD
	ROG, CO, NO_x, SO_x, and PM_{10} emissions during operations	Encourage the use of clean fuels, electric power, and injection timing retard (where feasible) on diesel-powered terminal yard equipment.	Significant	Tenant
		Encourage the use of clean fuels in all marine vessels.	Significant	Tenant

Table S-2 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Proposed Project with Filled Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality (cont'd)		Encourage the use of automated dispatch systems such as the "Dispatch System" created by the Intermodal Committee at: http//www.laintermodal.com.	Significant	Tenant
		Encourage tenant(s) to schedule goods movement for off peak traffic hours when feasible.	Significant	Tenant
		Configure parking to minimize traffic interference.	Significant	Tenant
Ground Transportation	Increased traffic during operation of the proposed terminal could significantly impact project intersections and the Long Beach Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD
		Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD
		Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans and the Port of Long Beach
Biota and Habitats	Construction activities could significantly impact nesting success of the least tern	Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD

Table S-2 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Proposed Project with Filled Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats (cont'd)		Unless otherwise approved by the CDFG and USFWS, no impact pile driving shall be allowed along the access corridor during the April to September breeding season of the California least tern.	Insignificant	LAHD
		Discontinue construction activities whenever a bird's nest is discovered during the least tern's nesting season (April to September) until cleared in consultation with the CDFG and USFWS.	Insignificant	Contractor/LAHD
	Operations of the proposed terminal could significantly impact nesting success of the least tern.	Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD
		Design lighting system to minimize glare and reduce disruptions to the designated nesting sites.	Insignificant	LAHD
		Install anti-perching devices on potential predator roosts in project area.	Insignificant	LAHD
	Closure of the gap would result in the loss of 2.7 acres of aquatic habitat.	Provide off-site mitigation for replacement of lost habitat through existing or new mitigation agreements.	Insignificant	LAHD

Table S-2 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Proposed Project with Filled Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats (cont'd)	Incremental degradation of biological resources as a result of changes in water circulation following gap closure.	Provide off-site mitigation for degradation of existing habitat through existing or new mitigation agreements.	Insignificant	LAHD
		Remove the Seaplane Lagoon groin.	Insignificant	LAHD
	Construction activities to close the gap could impact foraging success of the least tern.	Unless specifically allowed by the CDFG and USFWS, the LAHD will not allow turbidity from the fill activities to extend into the shallow water habitat to the east of Pier 300 during the April-September breeding season of the California least tern.	Insignificant	LAHD
Noise and Vibration	Increased truck traffic noise on the grounds outside and classrooms inside the NMCRC would exceed appropriate speech interference thresholds during Phase 2A.	None feasible	Significant for Phase 2A	None
	Train horns sounded adjacent to the NMCRC would cause a potentially significant noise impact during Phase 2A.[2]	Eliminate the at-grade crossing at Reeves Avenue, or, eliminate train horns adjacent to the NMCRC, or construct a 16- to 20-foot high sound wall adjacent to the NMCRC along the railroad alignment. Measures that would eliminate the need for train horns are preferable for either the one- or two-track scenario.	Insignificant	LAHD

[2] This impact and its associated mitigation measure would only apply to the first alternative rail corridor, the Navy Mole Overhead Rail Alignment. Selection and use of the second alternative rail corridor, the Navy Way Overhead Rail Alignment, avoids this impact.

Table S-3 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Alternative Design with Bridged Gap

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality	ROG, CO, NO_x, and PM_{10} emissions during construction.	Properly tune and maintain all construction equipment, include engine timing retard where feasible.	Significant	Contractor/LAHD
		Encourage ridesharing and mass transit use among construction personnel.	Significant	Contractor/LAHD
		Discontinue construction activities during Stage II smog alerts in the Long Beach source receptor area.	Significant	Contractor/LAHD
		Use low-NO_x engines when ever feasible. Use alternative fuels including electrification, catalytic converters, particulate traps, and other advanced technology whenever feasible.	Significant	Contractor/LAHD
	ROG emissions during construction.	Encourage the use of CARB reformulated diesel fuel in off-road equipment during construction.	Significant	Contractor/LAHD
	PM_{10} emissions during construction.	Maintain traffic speeds of 15 mph or less on all unpaved Surfaces.	Significant	Contractor/LAHD
		Suspend grading activities when wind speeds exceed 25 mph.	Significant	Contractor/LAHD
	ROG, CO, NO_x, SO_x, and PM_{10} emissions during operations	Encourage the use of clean fuels, electric power, and injection timing retard (where feasible) on diesel-powered terminal yard equipment.	Significant	Tenant
		Encourage the use of clean fuels in all marine vessels.	Significant	Tenant

Table S-3 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Alternative Design with Bridged Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality (cont'd)		Encourage the use of automated dispatch systems such as the "Dispatch System" created by the Intermodal Committee at: http//www.laintermodal.com.	Significant	Tenant
		Encourage tenant(s) to schedule goods movement for off peak traffic hours when feasible.	Significant	Tenant
		Configure parking to minimize traffic interference.	Significant	Tenant
Ground Transportation	Increased traffic during operation of the proposed terminal could significantly impact project intersections and the Long Beach Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD
		Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD
		Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans and the Port of Long Beach
		Construct a grade separation at the Alameda Street/Pacific Coast Highway intersection	Significant	ACTA
Biota and Habitats	Construction activities could significantly impact nesting success of the least tern	Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD

Table S-3 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Alternative Design with Bridged Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats (cont'd)		Unless otherwise approved by the CDFG and USFWS, no impact pile driving shall be allowed along the access corridor during the April to September breeding season of the California least tern.	Insignificant	LAHD
		Discontinue construction activities whenever a bird's nest is discovered during the least tern's nesting season (April to September) until cleared in consultation with the CDFG and USFWS.	Insignificant	Contractor/LAHD
	Operations of the proposed terminal could significantly impact nesting success of the least tern.	Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD
		Design lighting system to minimize glare and reduce disruptions to the designated nesting sites.	Insignificant	LAHD
		Install anti-perching devices on potential predator roosts in project area.	Insignificant	LAHD
		Raise the elevation of the designated nesting site in coordination with the USFWS and the CDFG.	Insignificant	LAHD
		Design container facility so no high structures are adjacent to the designated nesting site.	Insignificant	LAHD

Table S-3 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Alternative Design with Bridged Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Noise and Vibration	Increased truck traffic noise on the grounds outside and classrooms inside the NMCRC would exceed appropriate speech interference thresholds during Phases 1B & 2B.	None feasible	Significant for Phases 1B & 2B	None
	Train horns sounded adjacent to the NMCRC would cause a potentially significant noise impact during Phases 1B & 2B.[3]	Eliminate the at-grade crossing at Reeves Avenue, or, eliminate train horns adjacent to the NMCRC, or construct a 16- to 20-foot high sound wall adjacent to the NMCRC along the railroad alignment. Measures that would eliminate the need for train horns are preferable for either the one- or two-track scenario.	Insignificant	LAHD

[3] This impact and its associated mitigation measure would only apply to the first alternative rail corridor, the Navy Mole Overhead Rail Alignment. Selection and use of the second alternative rail corridor, the Navy Way Overhead Rail Alignment, avoids this impact.

Table S-4 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Alternative Design with Filled Gap

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality	ROG, CO, NO_x, and PM_{10} emissions during construction.	Properly tune and maintain all construction equipment, include engine timing retard where feasible.	Significant	Contractor/LAHD
		Encourage ridesharing and mass transit use among construction personnel.	Significant	Contractor/LAHD
		Discontinue construction activities during Stage II smog alerts in the Long Beach source receptor area.	Significant	Contractor/LAHD
		Use low-NO_x engines when ever feasible. Use alternative fuels including electrification, catalytic converters, particulate traps, and other advanced technology whenever feasible.	Significant	Contractor/LAHD
	ROG emissions during construction.	Encourage the use of CARB reformulated diesel fuel in off-road equipment during construction.	Significant	Contractor/LAHD
	PM_{10} emissions during construction.	Maintain traffic speeds of 15 mph or less on all unpaved Surfaces.	Significant	Contractor/LAHD
		Suspend grading activities when wind speeds exceed 25 mph.	Significant	Contractor/LAHD
	ROG, CO, NO_x, SO_x, and PM_{10} emissions during operations	Encourage the use of clean fuels, electric power, and injection timing retard (where feasible) on diesel-powered terminal yard equipment.	Significant	Tenant
		Encourage the use of clean fuels in all marine vessels.	Significant	Tenant

Table S-4 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Alternative Design with Filled Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality (cont'd)		Encourage the use of automated dispatch systems such as the "Dispatch System" created by the Intermodal Committee at: http//www.laintermodal.com.	Significant	Tenant
		Encourage tenant(s) to schedule goods movement for off peak traffic hours when feasible.	Significant	Tenant
		Configure parking to minimize traffic interference.	Significant	Tenant
Ground Transportation	Increased traffic during operation of the proposed terminal could significantly impact project intersections. and the Long Beach Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD
		Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD
		Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans and the Port of Long Beach
		Construct a grade separation at the Alameda Street/Pacific Coast Highway intersection	Significant	ACTA
Biota and Habitats	Construction activities could significantly impact nesting success of the least tern	Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD

Table S-4 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Alternative Design with Filled Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats (cont'd)		Unless otherwise approved by the CDFG and USFWS, no impact pile driving shall be allowed along the access corridor during the April to September breeding season of the California least tern.	Insignificant	LAHD
		Discontinue construction activities whenever a bird's nest is discovered during the least tern's nesting season (April to September) until cleared in consultation with the CDFG and USFWS.	Insignificant	Contractor/LAHD
	Operations of the proposed terminal could significantly impact nesting success of the least tern.	Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD
		Design lighting system to minimize glare and reduce disruptions to the designated nesting sites.	Insignificant	LAHD
		Install anti-perching devices on potential predator roosts in project area.	Insignificant	LAHD
		Raise the elevation of the designated nesting site in coordination with the USFWS and the CDFG.	Insignificant	LAHD
		Design container facility so no high structures are adjacent to the designated nesting site.	Insignificant	LAHD

Table S-4 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Alternative Design with Filled Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats (cont'd)	Closure of the gap would result in the loss of 2.7 acres of aquatic habitat.	Provide off-site mitigation for replacement of lost habitat through existing or new mitigation agreements.	Insignificant	LAHD
	Incremental degradation of biological resources as a result of changes in water circulation following gap closure.	Provide off-site mitigation for degradation of existing habitat through existing or new mitigation agreements.	Insignificant	LAHD
		Remove the Seaplane Lagoon groin.	Insignificant	LAHD
	Construction activities to close the gap could impact foraging success of the least tern.	Unless specifically allowed by the CDFG and USFWS, the LAHD will not allow turbidity from the fill activities to extend into the shallow water habitat to the east of Pier 300 during the April-September breeding season of the California least tern.	Insignificant	LAHD
Noise and Vibration	Increased truck traffic noise on the grounds outside and classrooms inside the NMCRC would exceed appropriate speech interference thresholds during Phases 1B & 2B.	None feasible	Significant for Phases 1B & 2B	None

Table S-4 Summary of Potentially Significant Adverse Impacts and Mitigation Measures - Alternative Design with Filled Gap (cont'd)

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Noise and Vibration (cont'd)	Train horns sounded adjacent to the NMCRC would cause a potentially significant noise impact during Phases 1B & 2B.[4]	Eliminate the at-grade crossing at Reeves Avenue, or, eliminate train horns adjacent to the NMCRC, or construct a 16- to 20-foot high sound wall adjacent to the NMCRC along the railroad alignment. Measures that would eliminate the need for train horns are preferable for either the one- or two-track scenario.	Insignificant	LAHD

[4] This impact and its associated mitigation measure would only apply to the first alternative rail corridor, the Navy Mole Overhead Rail Alignment. Selection and use of the second alternative rail corridor, the Navy Way Overhead Rail Alignment, avoids this impact.

SECTION 1

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

SECTION 1

COMMENTS ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT

This section presents the six letters commenting on the DSEIR. All six letters are reprinted in this section. Letters are presented and numbered in chronological order by date received. All substantive comments (i.e. those that represent new data, questions, or new issues bearing on the significant environmental effects of the proposed project and alternatives) have responses included in Section 2. Specific sentences or paragraphs containing substantive comments to the DSEIR have been highlighted in each comment letter using brackets. Supporting material to these comments presented in subsequent text was not highlighted, but was considered in each response. Individual substantive comments within each letter have been assigned sequential "comment numbers" (i.e. 1-2 would be the second comment in the first letter). Responses in Section 2 have been assigned corresponding comment numbers for identification purposes.

The California Environmental Quality Act (CEQA) provides the opportunity for any person, organization, or governmental agency to submit comments to a Lead Agency concerning any environmental effects of a project being considered by the Lead Agency. The official public review period for the Pier 400 Container Terminal and Transportation Corridor Project DSEIR was held between August 4, 1999 and September 17, 1999.

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

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www.scag.ca.gov

September 8, 1999

Mr. Donald W. Rice
Director of Environmental Management
Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street, P. O. Box 151
San Pedro, CA 90733-0151

RE: SCAG Clearinghouse I19990395 Pier 400 Container Terminal and Transportation Corridor Project

Dear Mr. Rice:

We have reviewed the above referenced document and determined that it is not regionally significant per Areawide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project was published in the **September 1, 1999** Intergovernmental Review Report for public review and comment. 1-1

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1917.

Sincerely,

J. DAVID STEIN
Manager, Performance Assessment and Implementation

ADP#980107-003

The Port of Long Beach

P. O. BOX 570 · LONG BEACH, CA 90801-0570 · TELEPHONE (562) 437-0041 · FAX (562) 901-1725

September 15, 1999

Mr. Donald W. Rice
Port of Los Angeles
P.O. Box 151
San Pedro, CA 90733-0151

Subject: Pier 400 Container Terminal and Transportation Corridor Project

Dear Mr. Rice:

Thank you for the opportunity to review the Draft Supplemental Environmental Impact Report (DSEIR) for the subject project. The Port of Long Beach offers the following comments and clarifications:

In Table 2-2 (Projects in the Proposed Project Vicinity) - the following projects are approved and under construction: No. 14 - Pier T Marine Terminal; No. 15 - Gerald Desmond Bridge Widening; No. 16 - Pier S Terminal Improvements; and No. 20 - Queens Gate Deepening Project. 2-1

Section 3.2.1.9 (Baseline Air Quality) - the South Coast Air Basin is now in attainment for NO_2 2-2

Section 3.2 Ground Transportation

1. The trip generation rates (per acre) of the project alternatives as presented in the DSEIR are inconsistent with those derived from the factors prescribed in the *Terminal Island Transportation Study (TI Study)*, which was jointly sponsored and approved by the Ports of Los Angeles and Long Beach. For the PM1 (3 p.m. - 4 p.m.) the *TI Study* gives a truck trip generation rate of 2.2 trips/acre (50 percent inbound and 50 percent outbound), which for build out of the "Alternative Design Project" (510 acres) would generate 1,120 truck trips (560 inbound and 560 outbound). According to the DSEIR, the "Alternative Design Project" would generate 470 truck trips during the PM peak hour (185 inbound and 285 outbound), which is approximately 42 percent of what the *TI Study* rate yields. 2-3

   The lower rates used in the DSEIR are partly attributable to the assumption that 10 percent of truck trips occur in the morning and afternoon peak hours. The *TI Study* and others use higher rates (the Port of Long Beach has historically used a 20% and 15% factor for the morning and afternoon peak hours, respectively). For the Pier 400 project, the peak hour trip percentages should be determined by conducting traffic counts at similar terminals.

   The DESIR analysis should be revised to use appropriate trip generation rates (auto and truck), and to address any additional significant impacts.

2. The related projects trip generation figures are not included in the DSEIR, and thus cumulative traffic growth cannot be adequately verified. Without those data, estimates of project impacts are also inaccurate. In addition, it is unclear how the proposed Pier 400 bulk terminal is incorporated into the traffic analysis. This project should be included in the analysis as a related/cumulative project. 2-4

3. The DSEIR's level of service (LOS) analysis for the intersection of the Terminal Island Freeway/Ocean Boulevard under Year 2003 conditions does not correctly account for the planned Port of Long Beach interchange design. As planned, the frontage road intersections north and south of Ocean Boulevard will operate together as a single intersection. The DSEIR analysis cannot address that configuration however, because it omits the eastbound frontage road, the westbound through traffic volume, and the northbound left-turn volume. As a result, the projected Year 2003 operating conditions are understated, and the reported insignificant project impact at this location may be invalid. The analysis needs to be corrected to verify that the intersection would, in fact, operate at LOS D or better. The correct signal operations and geometry that should be used are illustrated in the attached exhibit. 2-

4. The DSEIR incorrectly states that the intersection of Alameda Street/Pacific Coast Highway (PCH) will be grade separated as part of the Alameda Corridor project; only the rail line located east of the intersection will be grade separated with PCH. Hence, the impact at this location will not be mitigated and thus should be addressed accordingly. 2-

5. The Port of Los Angeles has not secured the necessary property rights to construct the Navy Mole Overhead Rail Alignment shown on Figure 1-3 of the DSEIR. Therefore, until such time as property rights have been secured, rail access should be consistent with the Pier 400 Transportation Corridor - Navy Way Overhead Rail Alignment, shown on Figure 1-4. 2-

6. The Port of Los Angeles will need to install adequate crossing protection (gates, warning lights/bells, signage, and roadway striping) in accordance with the California Public Utilities Commission and Caltrans standards. 2-

7. A detailed truck queuing analysis needs to be conducted to determine if queues would extend onto Seaside Avenue. 2-

3.4.2.5 (Endangered, Threatened, and Other Special Status Species) - The Peregrine Falcon has recently been delisted by the federal government. 2-

If you have any questions please contact Kerry Cartwright, of my staff, at (562) 590-4155.

Sincerely,

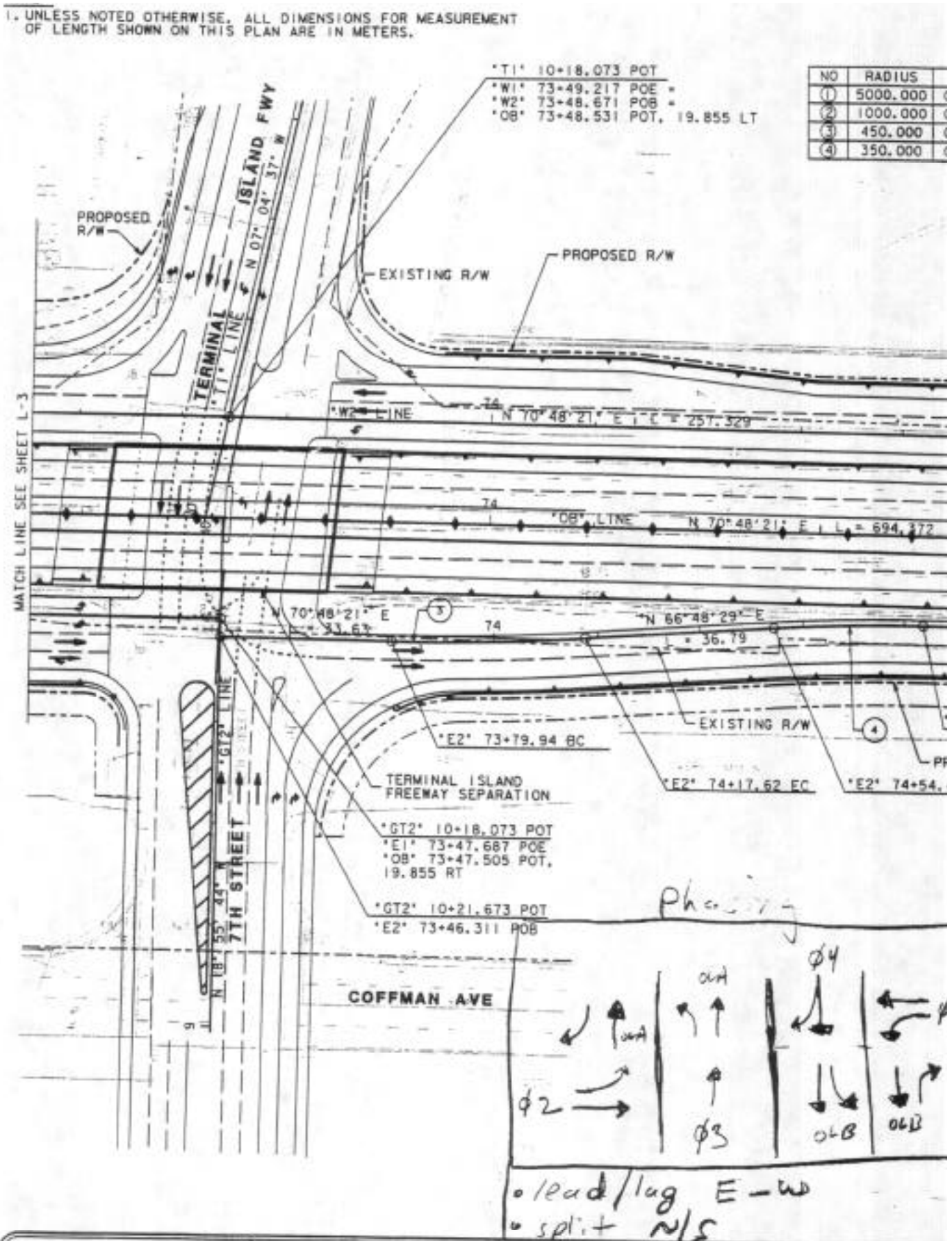
Robert Kanter

Robert Kanter, Ph.D.
Director of Planning

SEC:s

1. UNLESS NOTED OTHERWISE, ALL DIMENSIONS FOR MEASUREMENT OF LENGTH SHOWN ON THIS PLAN ARE IN METERS.

NO	RADIUS	
①	5000.000	
②	1000.000	
③	450.000	
④	350.000	



REVISED BY | DATE REVISED | DESIGNED BY | CHECKED BY

Caltrans

CHIEF HARBOR ENGINEER P.E. NO. DATE

THE PORT OF LONG BEACH

925 HARBOR PLAZA P.O. BOX 570 LONG BEACH CALIFORNIA 90801 TEL. (310) 437-0041

OCEAN BOULEVARD/T

FILE NAME: s:\open jobs\ocean bl t1\drawings\project report\pr-e04.dgn
PLOTTED ON: 30 AUG 1999
PLOTTED AT: 13:55:03

FOR REDUCED PLANS ORIGINAL

U.S. Department of Justice
Federal Prison System

Federal Correctional Institution
1299 Seaside Avenue
Terminal Island, California 90731

September 13, 1999

Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
P.O. Box 151
San Pedro, CA 90733-0151

RE: Pier 400 Container Terminal & Transportation Corridor Project (SCH No. 98031135)
Draft Supplemental Environmental Impact Report

Dear Mr. Rice:

This is in response to your correspondence to the Federal Correctional Institution (FCI) at Terminal Island, California, received on August 3, 1999, in which you request comments concerning the above-referenced project (Pier 400). We thank you for providing us a copy of the Draft Supplemental Environmental Impact Report (DSEIR), and appreciate the opportunity to review and respond to the DSEIR. We also request that a copy of the final Supplemental EIR be forwarded to FCI Terminal Island for our review and comment. Based on a preliminary review of the DSEIR, we have the following comments and potential concerns:

According to Table 3.1-4 of the DSEIR, daily emission levels from construction of the proposed project, would exceed the South Coast Air Quality Management District (SCAQMD) emissions thresholds for certain air pollutants. See DSEIR, page 3-8. The increase in air pollutants from the daily operation of the proposed project is a concern since FCI Terminal Island houses approximately one thousand inmates and sixteen staff residences. Moreover, since FCI Terminal Island is located close in proximity (0.5 mile) to Pier 400, we are concerned about the effectiveness of the recommended mitigation measures, and request that your agency continue to consider alternative mitigation measures which will effectively lessen the amount of adverse emissions. The DSEIR also proposes that southwest winds will disperse pollutants during construction, however, it fails to address with any certainty whether these winds will be prevalent during the time of construction. According to the proposed mitigation measures, it shall be recommended that construction cease when instantaneous gusts of wind are over 25 mph. However, it remains unclear whether construction will continue if winds of that rate are also continuous as opposed to instantaneous gusts. We would also like to request more detailed information concerning the potentially significant adverse emissions, including guidance on what measures can be taken to minimize the impact on our operations and the surrounding community. 3-

We also hope that the proposed project tenant(s) will put in place and enforce risk management plans and procedures to comply with all applicable federal, state, and local laws, ordinances, rules and regulations pertaining to the storage and handling of any hazardous materials that may be transported through the terminal. 3-2

The significant impact of project generated traffic during peak hours at the project area intersections of Ocean Blvd/ Terminal Island Freeway and Seaside Avenue/ Navy Way, is also a concern for FCI Terminal Island. An increase of truck traffic congestion at these intersections may cause significant traffic delays for our employees who utilize these routes on their commute to and from FCI Terminal Island. Based on Table 3.2-11, there may be an unavoidable adverse impact on the level of service for these intersections despite the eventual completion of the proposed access improvements along Navy Way and Ocean Boulevard. 3-3

Accordingly, we request the implementation of appropriate control mechanisms to minimize truck traffic congestion and request your assistance in providing us with information concerning specific construction schedules and related anticipated adverse impacts so our employees may have an opportunity to consider alternative routes. 3-4

We hope that the Los Angeles Harbor Department (LAHD) will continue to inform the surrounding community of changes and provide reciprocal opportunities to provide comments and suggestions. We trust that your agency continues to implement measures to ensure compliance with federal, state, and local environmental laws. 3-5

Again, we thank you for the opportunity to provide comments during the LAHD's EIR process. If you have any questions, please contact Dennis M. Wong, Attorney Advisor, at (310)831-8961, extension 497.

Sincerely,

Beverly J. Pierce

for Dick Clark
Warden

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Pier 400 Container Terminal

Date: September 17, 1999

To: Donald W. Rice, Director of Environmental Management
Harbor Department

From: Robert T. Takasaki, Senior Transportation Engineer
Department of Transportation

Subject: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) FOR THE PROPOSED PIER 400 CONTAINER TERMINAL AND TRANSPORTATION CORRIDOR PROJECT IN THE PORT OF LOS ANGELES

The Department of transportation (DOT) has reviewed the Draft SEIR and supporting traffic study dated April 1999 for the proposed Pier 400 Container Terminal and Transportation Corridor project located in the Port of Los Angeles. The project is located in the Terminal Island District of the Port of Los Angeles south of Navy Way and Seaside Avenue. The study analyzed seven intersections including one in the City of Long Beach and determined that three intersections in the City of Los Angeles will be significantly impacted by project related traffic. The improvement measures described herein are expected to mitigate project traffic impacts to a level of insignificance. Except as noted, the Draft SEIR adequately evaluates the project's traffic impacts on the surrounding community.

PROJECT DESCRIPTION

The proposed project consists of the construction of a two phase development (Phase 1A and 2A) of Pier 400 into a 345 acre container terminal with full rail, highway and utility access. There is also an alternative two phase development (Phase 1B and 2B) of Pier 400 into a 510 acre container terminal with full rail, highway and utility access. Both will be accomplished by dredging ship channels and placement of the dredged materials to create the Pier 400 landfill. The project will include construction of terminals, including a container terminal and transportation corridor on the newly created pier 400 landfill. Two alternative rail corridors are being considered for the project.

Phase 1A of the project is scheduled to be completed in July, 2001. Phase 1A will consist of constructing rail and highway access on the transportation causeway previously constructed and the development of the easterly 174 acres of the Pier 400 into an operational container terminal that will include a 20-acre complex with buildings, entrance gate and parking, a three post-Panamax berth wharf with 100 feet gage crane rails, intermodal rail capabilities including up to six working tracks and storage tracks. Phase 2A of the project is scheduled to be completed in January, 2003. Phase 2A will consist of developing the remaining 171 acres. The completed project will include a five post-Panamax berth wharf with 100 feet gage crane rails, a two-unit train loading yard with up to six working tracks, rail storage tracks and support buildings.

Phase 1B of the alternative project is scheduled to be completed in mid 2001. Phase 1B will consist of constructing rail and highway access on the transportation causeway and the development of the 340 acres of the Pier 400 into an operational container terminal that will include a 20-acre complex with buildings, entrance gate and parking, a five post-Panamax berth wharf with 100 feet gage crane rails, intermodal rail capabilities including a minimum of eight working tracks and rail storage tracks. Phase 2B of the alternative project is scheduled to be completed in August, 2002. Phase 2B will consist of construction of the remaining 170 acres. Phase 2B will include approximately 3,000 linear feet of additional berthing and marine and longshore toilet buildings. The completed project will include an eight post-Panamax berth wharf with 100 feet gage crane rails, a four-unit train loading yard with a minimum of eight working tracks, rail storage tracks and support buildings.

SIGNIFICANT TRAFFIC IMPACT LOCATIONS

DOT concurs with the Draft SEIR that the proposed project will have a significant traffic impact at the intersections of Seaside Avenue and Navy Way and Navy Way and Terminal Way with Phases 1A and 2A development. If the alternative project of 1B and 2B is constructed, there is an additional impact at Alameda Street and Pacific Coast Highway. 4-1

MITIGATION

Seaside Avenue and Navy Way

DOT concurs with the proposed mitigation to construct a grade separated off-ramp at Seaside Avenue and Navy Way to accommodate the westbound to southbound movement but the following elements need to be addressed:

1. Because Seaside Avenue is a State Highway (Route 47) under Caltrans jurisdiction and the intersection is located at the boundary with the City of Long Beach, the ramp will be a multi-jurisdictional project which will require clarification as to how responsibility for designing, constructing and maintaining the roadway and traffic controls will be determined between Caltrans, the City of Los Angeles and the City of Long Beach. 4-2

2. The conceptual drawing of the Pier 400 Transportation Corridor Alignment shows the ramp adjacent to existing railroad tracks and traversing Seaside Avenue. The horizontal and vertical clearances for the ramp need to be addressed. The clearances required at these locations will effect the alignment of the structure.

3. The ramp should be designed to Caltrans standards to accommodate large trucks using the ramp.

4. There should be an overhead guide sign proposed for westbound traffic directing motorists to Pier 400 and Pier 300.

These are the issues identified in our conceptual review of this project. There may be other design issues that may arise as the project progresses. DOT recommends a pre-design meeting of all agencies involved to discuss and address the project and above issues.

Alameda Street and Pacific Coast Highway

DOT concurs with the Draft SEIR that the impact to this intersection will be mitigated when the intersection is grade separated as part of the Alameda Corridor project. 4-3

Navy Way, Reeves Avenue and Terminal Way

The reconfiguration of the intersection to add a new south leg and grade separate the southbound ramp from Seaside Avenue is a necessary part of the project in order to provide access to Pier 400. DOT concurs that the intersection reconfiguration, as proposed, will reduce the impact to this intersection to a level of insignificance. Since this intersection is located on Harbor Department land and under their jurisdiction, the Harbor Department should consult with DOT's Design Division on the design of the striping and signal operation at the intersection. Conceptually there may be a problem with visibility of the traffic signal indications for the eastbound direction on Terminal Way due to the proposed overcrossing across the west leg of the intersection. Otherwise, the proposed intersection reconfiguration should provide adequate access to both Pier 400 and Pier 300. 4-4

HIGHWAY DEDICATION AND STREET WIDENING REQUIREMENTS

Seaside Avenue is classified as a major highway which requires a 80-foot roadway on a 100-foot right-of-way. Presently Seaside Avenue is improved to major highway standards. Except for the addition of the new off-ramp, no additional dedication or street widening is recommended at this time. However, the Harbor Department should check with Caltrans and the Bureau of Engineering, Land Development Division for any additional highway dedication or street widening requirements. 4-5

If you have any questions, please contact Gerald Tom of my staff at (213) 580-5206.

RTT:GT2:hwpwin\pier 400

c: Council District No. 15
Southern District, DOT
Design Division, DOT
Land Development Division, Bureau of Engineering
Steve Buswell, Caltrans
Louis Rubenstein, The Port of Long Beach

DEPARTMENT OF THE TREASURY

U.S. CUSTOMS SERVICE
LONG BEACH, CALIFORNIA

September 17, 1999

HAND DELIVERED

Donald W. Rice
Director of Environmental Management
Port of Los Angeles, Harbor Department
425 S. Palos Verdes Street
P.O. Box 151
San Pedro, California 90733-0151

SUBJECT: Draft Supplemental Environmental Impact Report, Pier 400 Container Terminal and Transportation Corridor Project (SCH No. 98031135)

Dear Mr. Rice:

The U.S. Customs Service has reviewed subject report and provides the following comments for the record:

AIR QUALITY

The data used for traffic studies is from 1997 and the air quality information is from 1993. This should be updated to show current conditions. 5-1

The U.S. Customs Service employs more than 400 employees at the Customhouse located at 300 S. Ferry St., Terminal Island. These employees work on Terminal Island, Monday through Friday, eight to nine hours per day, and as such, spend a good portion of their life working there. The U.S. Customs Service wants to ensure a safe working environment for its employees, including the air quality on Terminal Island. As a result of the construction of the LAXT facility in 1997(adjacent to the Customhouse), we became very concerned about the air quality around the Customhouse and contracted for PM-10 monitoring at Terminal Island for a one year period (November 6, 1997 through November 7, 1998). The results of the one year study indicated that several times U.S. Customs on Terminal Island experienced higher PM-10 particulate levels than areas in the South Coast Air Basin. 5-2

The environmental impact of the subject proposal will result in increased air emissions or deterioration of ambient air quality and may result in exposing the "project residents" to severe air pollution conditions. In addition, the proposal will result in exposure of people to potential health hazards (Form Gen. 159, Page 4). The report indicates that the only nearby sensitive receptors (human beings) that would be affected by this project are some of the individuals at the correctional facility on Terminal Island. This should be corrected to show sensitive receptors located at the Customhouse. We have employees with respiratory problems who would fit the definition of "sensitive receptors." The deterioration of ambient air quality caused by this project would have a significant effect on Customs employees. 5-3

GROUND TRANSPORTATION

The tables on significant adverse impacts reflects increased traffic as significant, yet indicates no mitigation measures are required (Page S-11). The increase in traffic levels will significantly impact our port operation and should be addressed. There have been many instances where container trucks clog up all lanes in one direction, leaving car drivers no other option to get around them. In addition, there have been 5-4

several instances of traffic accidents involving Customs employees due to the current heavy level of traffic on the Island.

Expansion of the Evergreen Terminal, currently under review, (Page 2-8) could significantly impact Customs' operations if mitigation is not required for traffic in that area. 5-5

Thank you for the opportunity to comment on this proposal.

Sincerely,

Audrey Adams
Director, Field Operations
South Pacific CMC

U.S. Department of Transportation
United States Coast Guard

Commander (oan-2)
Eleventh Coast Guard District

Coast Guard Island
Alameda, CA 94501-5100
Staff Symbol: (oan-2)
Phone: (510) 437-3514
FAX: (510) 437-5836

16590
Los Angeles Harbor (2.6)
Ser: 513-99
Date September 15, 1999

Donald Rice
Director of Environmental Management
Port of Los Angeles
P.O. Box 151
San Pedro, CA 90733-0151

Dear Mr. Rice:

The Coast Guard has reviewed your Supplemental Draft Environmental Impact Report for the Pier 400 Project and we have the following comments:

1. The Coast Guard bridge permit 1-99-11 authorizes construction of the entire transportation corridor bridge complex. No separate bridge permit would be required for construction of the additional rail and highway lanes. 6-1

2. If the Gap is filled in, the authorization would be under the jurisdiction of the U.S. Army Corps of Engineers, and the Coast Guard would relinquish jurisdiction over the transportation structures already constructed. Since there would be no further need for boat exclusion area buoys, you could disestablish them upon 30 days notice to this office, and we would correct our Private Aids to Navigation records accordingly. 6-2

3. Please advise us of your decision concerning Gap closure. 6-3

Thank you for the opportunity to review the SDEIR.

Sincerely,

W. R. TILL
Chief, Bridge Section
U.S. Coast Guard
By direction of the District Commander

Copy to: USACE Los Angeles
USCG Marine Safety Office LA/LB

SECTION 2

RESPONSES TO COMMENTS

SECTION 2

RESPONSES TO COMMENTS

This section presents responses to written substantive comments contained in the letters received on the DSEIR (see Section 1 which contains all letters received and substantive comments highlighted in brackets). Each response listed here is identified with its Section 1 comment number. In those cases where a substantive comment is repeated by a different commentor, the response may refer to that discussion.

Letter 1: Southern California Association of Governments

1-1 Comment noted.

Letter 2: The Port of Long Beach

2-1 Comment noted. Editorial changes were made to Table 2-2 to make the indicated correction. (see Section 3).

2-2 Comment noted.

2-3 The volumes of truck traffic that would be generated by the proposed Pier 400 container terminal were estimated by using container throughput as the independent variable instead of site acreage. This methodology results in a more precise traffic estimate (as compared to an estimate based on the total number of acres) because the values are specifically catered to the proposed project. The trip generation rate per acre for the proposed project is expected to be less than the rates cited in the Terminal Island Transportation Study (and in the comment) for several reasons. First, the Terminal Island Study assumes that a container terminal with an on-dock rail yard would have 74 to 76 percent of the amount of truck traffic generated by a terminal without rail access. This is interpreted to mean that an on-site rail yard, as represented in the Terminal Island Study, would accommodate 24 to 26 percent of the containers passing through the terminal. As the rail yard at Pier 400 is projected to accommodate 50 percent of the containers passing through the terminal, the truck volumes per acre would be substantially reduced. Secondly, the trip generation rates cited in the Terminal Island Study are presented as trips per net acre, which indicates that acres used up by roadways, rail facilities, etc. are not included. The Port of Long Beach comment, however, calculates truck trips by using the value of 510 gross acres. When the on-site rail yard, entrance gate complex, and roadways are considered, the proposed facility would have a net acreage of approximately 430 acres. In addition, the proposed Pier 400 container terminal is proposed to operate for up to two shifts (which represents a 16-hour work day). As some of the existing terminals operate only during the day, it can be expected that the percentage of total daily traffic that occurs within a one-hour period would be less for the proposed terminal as compared to existing averages. When these factors are considered, it is concluded that the trip generation assumptions used for the Pier 400 traffic study are not inconsistent with the data cited in the Terminal Island Study and that the analysis presented in the Draft SEIR is appropriate.

2-4 The future baseline traffic volumes used for the Draft SEIR traffic analysis were developed by considering the cumulative effects of regional growth and traffic generated by the other proposed development projects in the harbor area. Project traffic was then added to the future baseline conditions to develop the cumulative "with project" analysis scenario. The traffic analysis is representative, therefore, of a cumulative traffic impact analysis. Trip generation for the related projects were derived from a traffic model that had been developed for and approved by the Port of Long Beach. The model incorporated the traffic generation characteristics of various projects in an around the two ports. It was assumed that the Pier 400 bulk terminal would not be completed within the time frame that the Pier 400 container terminal would be operating, therefore it was not included in the analysis of related/cumulative projects.

2-5 The level of service analysis conducted for the Draft SEIR for the intersection of the Terminal Island Freeway and Ocean Boulevard for the year 2003 scenario represents the north side of the proposed interchange. When the interchange is constructed, it would result in two at-grade intersections, one on the north side and one on the south side of the elevated Ocean Boulevard. The north intersection was cited in the Draft SEIR as it was determined to be the more critical of the two relative to level of service and project impacts. If the two intersections were to be analyzed as a single intersection, it would operate at LOS C for the year 2003 with the Pier 400 project. The project would not, therefore, result in a significant impact.

2-6 The rail line that crosses Alameda Street /Pacific Coast Highway will be grade separated as part of the Alameda Corridor project. A second track crossing of Pacific Coast Highway immediately west of the ultimate Alameda Corridor alignment is the former Southern Pacific's crossing on its San Pedro Branch. The San Pedro Branch crossing will not be grade separated. All rail traffic serving Pier 400 will use the grade separated line. Therefore the analysis in the Draft SEIR is correct.

2-7 Environmental impacts of the two rail alignments are essentially the same; therefore, either alignment could be selected.

2-8 Appropriate crossing protection will be provided at all at-grade rail crossing locations, subject to approval by the California Public Utilities Commission.

2-9 A queuing analysis requires detailed site-specific information that has not yet been prepared for this project, such as the number of entry gates, the type of operation at the gates, etc. While the queuing issue is extremely important, it will be provided for at the detailed design phase. The length of the transportation corridor will also serve to limit any potential queuing problems. Queuing impacts are not expected to be significant.

2-10 Comment noted.

Letter 3: U.S. Department of Justice Federal Prison System

3-1 The Los Angeles Harbor Department has considered and proposed a range of measures to mitigate air quality impacts in the vicinity of the proposed project. No additional measures beyond those considered in the Draft SEIR and proposed for adoption have be submitted by interested or affected parties. As noted, one of the mitigation measures proposed in the Draft SEIR proposes to suspend grading activities should winds speeds (as instantaneous gusts) exceed 25 mph. During these elevated wind periods, grading will be discontinued until such time as wind speeds drop below 25 mph.

3-2 Both the construction contractor and the eventual operator of the facility will be required to comply with all applicable federal, state, and local laws, ordinances, rules and regulations pertaining to the storage and handling of any hazardous materials associated with construction or operation of the proposed project. Compliance with such is mandated by construction contracts and operating agreements.

3-3 As noted in the Draft SEIR, a ramp will be constructed to accommodate westbound-to-southbound left turns at this intersection for traffic to both Pier 300 and Pier 400. Additionally, the Ocean Boulevard/Terminal Island Freeway Interchange has been funded and will be constructed after completion of design and appropriate permitting. As a result, the Seaside Ave/Navy Way and Ocean Boulevard/Terminal Island Freeway intersections will operate at acceptable levels of service upon completion and support the increased traffic generated as part of the proposed project. Physical improvements/mitigation beyond those proposed would not be necessary.

3-4 Surrounding tenants and property holders will be notified in advance of construction activities for the proposed project of a preconstruction meeting in which specific construction detail, scheduling, and potential problem issues will be discussed. Interested parties are also welcome to attend weekly construction meetings held during construction to discuss upcoming construction activities.

3-5 See 3-4. Street closures and rerouting during construction will be communicated to surrounding tenants, property holders and other interested parties in advance.

Letter 4: City of Los Angeles Department of Transportation (LADOT)

4-1 Comment noted. LADOT concurs with the findings of the traffic impact analysis relative to significant impacts.

4-2 The Port of Los Angeles recognizes that Seaside Avenue is a State route and has met with Caltrans to obtain information regarding design criteria and jurisdictional responsibilities for the off-ramp from Seaside Avenue. Adequate horizontal and vertical clearances for traffic under the Seaside Avenue Grade Separation will be incorporated into the design. Caltrans standards along with necessary City of Los Angeles standards will be used in the design of the off-ramp. An overhead guide sign will be incorporated into the design for westbound Seaside Avenue traffic directing motorists to Pier 300 and Pier 400.

4-3 Comment noted. The Alameda Street/Pacific Coast Highway intersection grade separation has been funded, and will be constructed, as part of the Alameda Corridor

Project. LADOT concurs with the finding that the impact at the Alameda Street/Pacific Coast Highway intersection will be mitigated when the Alameda Corridor grade separation project is completed.

4-4 Comment noted. The Los Angeles Harbor Department will coordinate with DOT's Design Division on the striping and signal operation at the intersection to ensure appropriate roadway transition between jurisdictions. Adequate visibility will be provided for the traffic signal for the eastbound traffic on Terminal Way in the vicinity of the Terminal Way undercrossing.

4-5 Comment noted. The Port believes no additional highway dedication is required but will verify with responsible agencies. The Los Angeles Harbor Department will coordinate with all appropriate agencies on final transportation designs.

Letter 5: U.S. Department of the Treasury Customs Service

5-1 The 1993 air quality inventory information presented in the Draft SEIR represents the baseline emissions year used for the 1997 Air Quality Management Plan and is representative of existing conditions for the South Coast Air Basin. 1997 traffic data is also representative of the preexisting conditions. According to the Los Angeles Department of Transportation, traffic counts are valid as they were collected within two years of the Draft SEIR. Additionally, current traffic construction projects in the area would limit usefulness of more current data.

5-2 As discussed in the Draft SEIR, the South Coast Air Basin is in severe non-attainment for PM-10 (See Section 3.1.2.9 "Baseline Air Quality") The Harbor Department recognizes that the proposed project and its alternatives would have a significant effect on air quality by exceeding SCAQMD thresholds for emissions and has determined that this would be a unavoidable adverse effect (See Section 3.1.9). In 1996, a 'Particulate Monitoring Advisory Committee' was established to guide a monitoring study conducted by the South Coast Air Quality Management District for particulate matter (PM_{10}) in the Harbor area. This study showed that the Harbor area in general has lower PM_{10} levels than inland areas of the basin. The exception to this was the Hudson School, located in Wilmington, which had PM_{10} levels comparable to inland basin sites.

5-3 As noted in the Initial Study and Environmental Checklist/Notice of Preparation for the subject project (included as Appendix C in the Draft SEIR), the construction and operation impacts of the proposed project will not result in human health impacts different (greater) than those assessed at a programmatic level in the Deep Draft Navigation Improvements EIR/EIS.

Sensitive receptor groups include children, elderly, and the acutely and chronically ill. Sensitive receptor facilities are generally therefore places like schools, rest homes, hospitals and the like. Given the captive residential nature of the Terminal Island Prison, it is considered a sensitive receptor for purposes of the analysis.

Air quality impacts from the proposed project will be significant. Mitigation measures have been proposed for both construction and operation of the facility which will reduce

the severity of these impacts. However, as acknowledged in the Draft SEIR, even with imposition of the identified mitigation measures, air quality impacts remain significant.

5-4 Your comment is noted. The Draft SEIR is incorrect in stating that no mitigation is required; CEQA requires that each significant impact be mitigated to the extent feasible. The text of the SEIR has been revised to identify ongoing traffic mitigation activities (diamond interchange installation at the intersection of Ocean Boulevard and the Terminal Island Freeway) and mitigation actions that will be part of the project (Seaside Avenue/Navy Way connector and Navy Way/Terminal Way grade separation).

5-5 The Evergreen Terminal expansion was the subject of another EIR (Evergreen Backlands Improvement Project Environmental Impact Report, Los Angeles Harbor Department, October 1997). That EIR found that there were potentially significant localized transportation impacts from the project that would be reduced to insignificance through imposition of local traffic mitigation measures. The Evergreen Terminal expansion project (with associated mitigation measures) was approved by the Board of Harbor Commissioners on March 23, 1998. Table 2-2 has been corrected to indicate that the Evergreen Terminal project EIR has been completed and the project approved (see Section 3). The Evergreen Terminal expansion project was considered in the cumulative baseline for the proposed project.

Letter 6: U.S. Coast Guard

6-1 Comment noted.

6-2 Comment noted.

6-3 The United States Coast Guard will be informed of the Board decision concerning Gap Closure so that its records can be updated if necessary.

SECTION 3

CORRECTIONS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT

SECTION 3

CORRECTIONS TO THE DRAFT ENVIRONMENTAL IMPACT REPORT

This section presents corrections to the DSEIR. Table 3-1 contains text corrections to the DSEIR. Column 1 indicates the page in the DSEIR on which the correction occurs. Column 2 indicates the section number in which the correction occurs. Columns 4 and 5 present the text as it occurred in the DSEIR (column headed as "Is") and how it should appear (column headed as "Changed To").

Table 3-1

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-10	Table S-1	23	Contractor	Contractor/LAHD
S-10	Table S-1	26	Contractor	Contractor/LAHD
S-11	Table S-1	1-6	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality (cont'd)		Encourage the use of automated dispatch systems such as the "Dispatch System" created by the Intermodal Committee at: http//www.laintermodal.com.	Significant	Tenant

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-11	Table S-1	13-17	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Ground Transportation	Increased traffic during operation of the proposed terminal could significantly impact project intersections and the Long Beach Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD
		Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD
		Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans and the Port of Long Beach

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-11	Table S-1	18-21	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats		Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD

Page	Subsection	Line(s)	Is:	Changed To:
S-11	Table S-1	38-42	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
	Operations of the proposed terminal could significantly impact nesting success of the least tern.	Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD

Page	Subsection	Line(s)	Is:	Changed To:
S-13	Table S-2	23	Contractor	Contractor/LAHD
S-13	Table S-2	26	Contractor	Contractor/LAHD

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-14	Table S-2	1-6	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality (cont'd)		Encourage the use of automated dispatch systems such as the "Dispatch System" created by the Intermodal Committee at: http//www.laintermodal.com.	Significant	Tenant

Page	Subsection	Line(s)	Is:	Changed To:
S-14	Table S-2	13-17	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Ground Transportation	Increased traffic during operation of the proposed terminal could significantly impact project intersections and the Long Beach Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD
		Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD
		Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans and the Port of Long Beach

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-14	Table S-2	18-21	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats		Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD

Page	Subsection	Line(s)	Is:	Changed To:
S-14	Table S-2	38-42	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
	Operations of the proposed terminal could significantly impact nesting success of the least tern.	Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-15	Table S-2	9-19	Revise entry.	Modify the existing entries to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
	Closure of the gap would result in the loss of 2.7 acres of aquatic habitat.	Provide off-site mitigation for replacement of lost habitat through existing or new mitigation agreements.	Insignificant	LAHD
	Incremental degradation of biological resources as a result of changes in water circulation following gap closure.	Provide off-site mitigation for degradation of existing habitat through existing or new mitigation agreements.	Insignificant	LAHD

S-17	Table S-3	23	Contractor	Contractor/LAHD
S-17	Table S-3	26	Contractor	Contractor/LAHD

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-18	Table S-3	1-6	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality (cont'd)		Encourage the use of automated dispatch systems such as the "Dispatch System" created by the Intermodal Committee at: http//www.laintermodal.com.	Significant	Tenant

Page	Subsection	Line(s)	Is:	Changed To:
S-18	Table S-3	13-17	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Ground Transportation	Increased traffic during operation of the proposed terminal could significantly impact project intersections and the Long Beach Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD
		Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD
		Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans and the Port of Long Beach

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
			Construct a grade separation at the Alameda Street/Pacific Coast Highway Intersection	Significant ACTA

S-18 Table S-3 18-21 Revise entry. Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats		Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD

S-18 Table S-3 38-42 Revise entry. Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
	Operations of the proposed terminal could significantly impact nesting success of the least tern.	Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-19	Table S-3	8-10	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
		Raise the elevation of the designated nesting site in coordination with the USFWS and the CDFG.	Insignificant	LAHD

Page	Subsection	Line(s)	Is:	Changed To:
S-20	Table S-4	23	Contractor	Contractor/LAHD
S-20	Table S-4	26	Contractor	Contractor/LAHD
S-21	Table S-4	1-6	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Meteorology and Air Quality (cont'd)		Encourage the use of automated dispatch systems such as the "Dispatch System" created by the Intermodal Committee at: http//www.laintermodal.com.	Significant	Tenant

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-21	Table S-4	13-17	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Ground Transportation	Increased traffic during operation of the proposed terminal could significantly impact project intersections and the Long Beach Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD
		Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD
		Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans and the Port of Long Beach
		Construct a grade separation at the Alameda Street/Pacific Coast Highway Intersection	Significant	ACTA

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-21	Table S-4	18-21	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
Biota and Habitats		Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD

Page	Subsection	Line(s)	Is:	Changed To:
S-21	Table S-4	38-42	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
	Operations of the proposed terminal could significantly impact nesting success of the least tern.	Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-22	Table S-4	8-10	Revise entry.	Modify the existing entry to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
		Raise the elevation of the designated nesting site in coordination with the USFWS and the CDFG.	Insignificant	LAHD

Page	Subsection	Line(s)	Is:	Changed To:
S-22	Table S-4	11	Missing entry.	Add the following entry to the table.

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
		Design container facility so no high structures are adjacent to the designated nesting site.	Insignificant	LAHD

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
S-22	Table S-4	11-21	Revise entry.	Modify the existing entries to read:

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance after Mitigation	Mitigation Program Responsibility/ Report Recipient
	Closure of the gap would result in the loss of 2.7 acres of aquatic habitat.	Provide off-site mitigation for replacement of lost habitat through existing or new mitigation agreements.	Insignificant	LAHD
	Incremental degradation of biological resources as a result of changes in water circulation following gap closure.	Provide off-site mitigation for degradation of existing habitat through existing or new mitigation agreements.	Insignificant	LAHD

2-8	Table 2-2	9-19	Revise entries.	Modify the existing entries to read:

Project/Location	**Description**	**Status**
12. Evergreen Backlands Improvements and Fish Harbor Planning Study Project/ Terminal Island	Evergreen is proposing to lease a 125-acre parcel from the Los Angeles Harbor Department with the capability to expand into five expansion parcels as their future growth requires. Expansion parcel improvements would consist of demolition of existing facilities; construction of heavy-duty pavement, lighting, fire hydrants, drainage systems, and striping. Other improvements presently identified for these parcels include construction of a marine building, realign Terminal Way, realign entrance, and improve Cannery Street.	Approved project. Currently under construction.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
2-9	Table 2-2	1-6	Revise entries.	Modify the existing entries to read:

Project/Location	Description	Status
14. Pier T Marine Terminal/ Long Beach	A marine container terminal would be constructed on the site of the former Naval Station and Naval Shipyard. The project would include dredging and wharf construction.	Approved project. Currently under construction.
15. Gerald Desmond Bridge Widening/ Long Beach	Improvements to existing roadways are anticipated to provide improvement to traffic operations, which would be a beneficial effect.	Approved project. Currently under construction.
16. Pier S Terminal Improvements/ Long Beach	Development of a 150-acre terminal; reconstruct a portion of the Cerritos Channel dike.	Approved project. Currently under construction.

Page	Subsection	Line(s)	Is:	Changed To:
2-9	Table 2-2	15-17	Revise entries.	Modify the existing entries to read:

Project/Location	Description	Status
20. Queens Gate Deepening Project/ Long Beach	Deepening the entrance and approach channel to a depth of -76 feet MLLW to accommodate large- deep-draft vessels transporting crude oil.	Approved project. Currently under construction.

Page	Subsection	Line(s)	Is:	Changed To:
3-29	Table 3.1-12	9-18	Revise entries.	Modify the existing entries to read:

Potential Significant Adverse Impact	Mitigation Measure	Significance After Mitigation	Mitigation Program Responsibility/ Report Recipient	Monitoring Frequency
	Discontinue construction activities during Stage II smog alerts in the Long Beach source receptor area.	Significant	Contractor/ LAHD	Prior to construction.
	Use low-NO_x engines whenever feasible. Use alternative fuels including electrification, catalytic converters, particulate traps, and other advanced technology whenever feasible.	Significant	Contractor/ LAHD	Prior to construction.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
3-29	Table 3.1-12	23	Contractor	Contractor/LAHD
3-29	Table 3.1-12	26	Contractor	Contractor/LAHD
3-30	Table 3.1-13	9-18	Revise entries.	Modify the existing entries to read:

Potential Significant Adverse Impact	Mitigation Measure	Significance After Mitigation	Mitigation Program Responsibility/ Report Recipient	Monitoring Frequency
	Discontinue construction activities during Stage II smog alerts in the Long Beach source receptor area.	Significant	Contractor/ LAHD	Prior to construction.
	Use low-NO_x engines whenever feasible. Use alternative fuels including electrification, catalytic converters, particulate traps, and other advanced technology whenever feasible.	Significant	Contractor/ LAHD	Prior to construction.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
3-31	Table 3.1-13	1-21	Revise entries.	Modify the existing entries to read:

Potential Significant Adverse Impact	Mitigation Measure	Significance After Mitigation	Mitigation Program Responsibility/ Report Recipient	Monitoring Frequency
PM_{10} emissions during construction.	Maintain traffic speeds of 15 mph or less on all unpaved Surfaces	Significant	Contractor/LAHD	Prior to construction and annually thereafter.
	Suspend grading activities when wind speeds exceed 25 mph	Significant	Contractor/LAHD	Prior to construction and annually thereafter.
ROG, CO, NO_x, SO_x, and PM_{10} emissions during operations	Encourage the use of clean fuels, electric power, and injection timing retard (where feasible)on diesel-powered terminal yard equipment.	Significant	Tenant	Prior to startup and every 5 years thereafter.
	Encourage the use of clean fuels in all marine vessels.	Significant	Tenant	Prior to startup and every 5 years thereafter.
	Encourage the use of automated dispatch systems such as the "Dispatch System" created by the Intermodal Committee at: http//www.laintermodal.com.	Significant	Tenant	Prior to startup and every 5 years thereafter.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
3-59	Ground Transportation	19-26	Although the analysis indicates that the project would have a significant impact at the intersections of Seaside Avenue at Navy Way and Navy Way at Terminal Way (based on the significance criteria), no mitigation measures are required because the intersections are projected to operate at acceptable levels of service. This conclusion is based on the assumption that a ramp will be constructed to accommodate westbound-to-southbound left turns at the Seaside/Navy intersection, and that this ramp would provide access to Pier 400 for Phase 2A via a grade separation at Terminal Way. It has also been assumed that a diamond interchange will be constructed at the Ocean Boulevard/Terminal Island Freeway intersection as this project has been approved and funded.	The analysis indicates that the project would have a significant impact at the intersections of Seaside Avenue at Navy Way and Navy Way at Terminal Way. Three mitigation measures are available, two incorporated as part of this project, one a funded and approved project of another agency. The following measures would reduce potential ground transportation impacts: ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection; grade separation at Navy Way/Terminal Way; and diamond interchange at the Ocean Boulevard/Terminal Island Freeway intersection. The Ocean Boulevard/Terminal Island Freeway intersection improvements are an approved and funded project of Caltrans/Port of Long Beach. With these mitigation measures, the project intersections will operate at acceptable levels of service. The Phase 2A impact on the Long Beach Freeway would remain significant according to the Los Angeles County Congestion Management Program criteria.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
3-59	Ground Transportation	28-37	Although the analysis indicates that the project would have a significant impact at the intersections of Seaside Avenue at Navy Way and Navy Way at Terminal Way (based on the significance criteria), no mitigation measures are required because the intersections are projected to operate at acceptable levels of service. This conclusion is based on the assumption that a ramp will be constructed to accommodate westbound-to-southbound left turns at the Seaside/Navy intersection, and that this ramp would provide access to Pier 400 via a grade separation at Terminal Way. It has also been assumed that a diamond interchange will be constructed at the Ocean Boulevard/Terminal Island Freeway intersection as this project has been approved and funded. No mitigation is proposed for the Alameda Street/Pacific Coast Highway intersection as it will be grade-separated as part of the Alameda Corridor project.	The analysis indicates that the project would have a significant impact at the intersections of Seaside Avenue at Navy Way and Navy Way at Terminal Way. Four mitigation measures are available, two incorporated as part of this project, two funded and approved projects of other agencies. The following measures would reduce potential ground transportation impacts: ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection; grade separation at Navy Way/Terminal Way; diamond interchange at the Ocean Boulevard/Terminal Island Freeway intersection; and grade separation at Alameda Street/Pacific Coast Highway. The Ocean Boulevard/Terminal Island Freeway intersection improvements are an approved and funded project of Caltrans/Port of Long Beach. The Alameda St./Pacific Coast Highway grade separation is a part of the Alameda Corridor project. With these mitigation measures, the project intersections will operate at acceptable levels of service. The impact on the Long Beach Freeway would remain significant according to the Los Angeles County Congestion Management Program criteria.
3-62	Ground Transportation	9	A mitigation monitoring program is not required, as no mitigation measures are necessary.	The Mitigation Monitoring Program for Ground Transportation is shown below in Table 3.2-21. These measures apply to the proposed project and to the proposed project with gap closure.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
3-62	Ground Transportation	After 9	Empty.	Insert the following table:

Table 3.2-21 Mitigation Monitoring Program – Proposed Project

Potential Significant Adverse Impact	Mitigation Measure	Significance After Mitigation	Mitigation Program Responsibility/ Report Recipient	Monitoring Frequency
Increased traffic during operation of the proposed terminal could significantly impact project Intersections and the LB Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD	Prior to Construction
	Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD	Prior to Construction
	Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans	None Required

3-62	Ground Transportation	11	A mitigation monitoring program is not required, as no mitigation measures are necessary.	The Mitigation Monitoring Program for Ground Transportation is shown below in Table 3.2-22. These measures apply to the alternative design and to the alternative design with gap closure.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
3-62	Ground Transportation	After 11	Empty.	Insert the following table:

Table 3.2-22 Mitigation Monitoring Program – Alternative Design

Potential Significant Adverse Impact	Mitigation Measure	Significance After Mitigation	Mitigation Program Responsibility/ Report Recipient	Monitoring Frequency
Increased traffic during operation of the proposed terminal could significantly impact project Intersections and the LB Freeway (US 710).	Construct a ramp to accommodate westbound-to-southbound left turns at the Seaside Ave./Navy Way intersection.	Significant	LAHD	Prior to Construction
	Construct a grade separation at the Navy Way/Terminal Way intersection to accommodate for the inbound Pier 400 access road.	Significant	LAHD	Prior to Construction
	Construct a diamond interchange (or equivalent improvement) at the Ocean Blvd./T.I. Freeway intersection.	Significant	Caltrans	None Required.
	Construct a grade separation at the Alameda Street/Pacific Coast Highway intersection	Significant	ACTA	None Required

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
3-62	Ground Transportation	13	A mitigation monitoring program is not required, as no mitigation measures are necessary.	Mitigation monitoring for this alternative are identified in 3.2.11.1 and 3.2.11.2 above.
3-92	Biota and Habitats	6-7	Meet with USFWS and CDFG annually to define level of protection required for California least tern nesting site in accordance with the nesting site MOA.	Meet with USFWS and CDFG annually to define level of protection required for California least tern nesting site in accordance with the nesting site MOA, and implement agreed level of protection.
3-94	Table 3.4-1	Entire	Revise entries.	Modify the existing entries to read:

Potential Significant Adverse Impact	Mitigation Measure	Significance After Mitigation	Mitigation Program Responsibility/ Report Recipient	Monitoring Frequency
Construction activities could significantly impact nesting success of the least tern.	Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD	Prior to construction and annually thereafter.
	Unless otherwise approved by the CDFG and USFWS, no impact pile driving shall be allowed along the access corridor during the April to September breeding season of the California least tern.	Insignificant	Contractor/LAHD	Annually, in September.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:		Changed To:
		Discontinue construction activities whenever a bird's nest is discovered during the least tern's nesting season (April to September) until cleared in consultation with the CDFG and USFWS.	Insignificant	Contractor/LAHD	Prior to construction and annually thereafter.
Operations of the proposed terminal could significantly impact nesting success of the least tern.		Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD	Prior to startup and annually thereafter.
		Design lighting system to minimize glare and reduce disruptions to the designated nesting sites.	Insignificant	LAHD	Prior to startup.
		Install anti-perching devices on potential predator roosts in project area.	Insignificant	LAHD	Prior to startup.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:	Changed To:
3-95	Table 3.4-2	1-40	Revise entries.	Modify the existing entries to read:

Potential Significant Adverse Impact	Mitigation Measure	Significance After Mitigation	Mitigation Program Responsibility/ Report Recipient	Monitoring Frequency
Construction activities could significantly impact nesting success of the least tern.	Provide training and educational materials on endangered, threatened and protected species to to construction workers in the area of Pier 400.	Insignificant	Contractor/LAHD	Prior to construction and annually thereafter.
	Unless otherwise approved by the CDFG and USFWS, no impact pile driving shall be allowed along the access corridor during the April to September breeding season of the California least tern.	Insignificant	Contractor/LAHD	Annually, in September.
	Discontinue construction activities whenever a bird's nest is discovered during the least tern's nesting season (April to September) until cleared in consultation with the CDFG and USFWS.	Insignificant	Contractor/LAHD	Prior to construction and annually thereafter.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:		Changed To:
Operations of the proposed terminal could significantly impact nesting success of the least tern.		Meet with USFWS and CDFG annually to define level of protection required for the California least tern in accordance with nesting site MOA, and implement agreed level of protection.	Insignificant	LAHD	Prior to startup and annually thereafter.
		Design lighting system to minimize glare and reduce disruptions to the designated nesting sites.	Insignificant	LAHD	Prior to startup.
		Install anti-perching devices on potential predator roosts in project area.	Insignificant	LAHD	Prior to startup.
		Raise the elevation of the designated nesting site in coordination with the USFWS and the CDFG.	Insignificant	LAHD	Prior to startup.
3-96	Table 3.4-3	1-11	Revise entries.		Modify the existing entries to read:

Potential Significant Adverse Impact	**Mitigation Measure**	**Significance After Mitigation**	**Mitigation Program Responsibility/ Report Recipient**	**Monitoring Frequency**
Closure of the gap would result in the loss of 2.7 acres of aquatic habitat.	Provide off-site mitigation for replacement of lost habitat through existing or new mitigation agreements.	Insignificant	LAHD	After completion of gap fill construction.

Table 3-1 (continued)

Corrections to the Draft Environmental Impact Report

Page	Subsection	Line(s)	Is:		Changed To:
Incremental degradation of biological resources as a result of changes in water circulation following gap closure.	Provide off-site mitigation for degradation of existing habitat through existing or new mitigation agreements.		Insignificant	LAHD	Following completion of impact assessment/ negotiation of mitigation agreement(s).