



# **SPECIAL PUBLIC NOTICE**

## **Notice of Intent/Notice of Preparation of the Draft Environmental Impact Statement/Environmental Impact Report and Public Scoping Meeting for the Berths 226-236 [Everport] Container Terminal Improvements Project**

### **NOTICE OF INTENT/NOTICE OF PREPARATION**

This Notice of Intent/Notice of Preparation (NOI/NOP) is to inform responsible and trustee agencies, public agencies, and the public that the U.S. Army Corps of Engineers (USACE) and the City of Los Angeles Harbor Department (LAHD) will be preparing a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Berths 226-236 [Everport] Container Terminal Improvements Project (proposed Project) and alternatives. The USACE and the LAHD have agreed to jointly prepare a Draft EIS/EIR in order to optimize efficiency and avoid duplication. The Draft EIS/EIR is intended to be sufficient in scope to address the federal, state, and local requirements and the environmental issues concerning the proposed activities and permit approvals.

### **Notice of Intent**

Interested parties are hereby notified that the USACE has received an application for a Department of the Army permit for the jurisdictional activities described herein. The USACE is considering the LAHD's application for a permit under Section 10 of the Rivers and Harbors Act of 1899 (33 United States Code [U.S.C.] 403 et seq.) and Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (MPRSA) (33 U.S.C. 1401 et seq.), as amended, to perform dredging and potential transport and ocean disposal of dredged material; install container loading apparatus (i.e., over-water gantry cranes); and perform other ancillary improvements (such as wharf improvements, as necessary) within 100 feet of the waters' edge associated with improvements to the existing container terminal at Berths 226-236 (the Everport Container Terminal)<sup>1</sup> located on Terminal Island within the Port of Los Angeles (Port, POLA). Interested parties are invited to provide their views on the scope of the Draft EIS/EIR, which will

<sup>1</sup> The existing container terminal at Berths 226-236 is also commonly known as the Evergreen or Seaside container terminal; however, for the purposes of the Draft EIS/EIR the terminal will be referred to as the Everport Container Terminal to reflect the name on the facilities lease/permit.

become a part of the public record and will be considered in the development of the EIS/EIR. The EIS/EIR will be used as part of a USACE permit decision pursuant to the aforementioned statutes. The USACE is the federal lead agency for preparing the EIS under the National Environmental Policy Act (NEPA).

The primary federal concerns are the potentially significant Project-related direct, indirect and cumulative impacts that may result from construction of improvements within 100-feet of the water's edge and within the waters of the United States, such as dredging activities (including installation of king and sheet piles, requiring pile driving, and the transport and disposal of dredged material at an ocean disposal site) and installation of over-water gantry cranes. Therefore, in accordance with NEPA, the USACE is requiring the preparation of an EIS prior to making a permit decision. The USACE may ultimately make a determination to permit or deny the proposed Project, or permit a modified version of the proposed Project or a Project alternative. The USACE has prepared and published its NOI to prepare an EIS for the proposed Project in the Federal Register dated October 24, 2014.

### **Notice of Preparation**

Pursuant to the California Environmental Quality Act (CEQA), the LAHD will serve as the lead agency for the preparation of an EIR for its consideration of development within its jurisdiction. The LAHD has prepared, as part of this NOP, an Environmental Checklist in support of the EIR documentation, in accordance with the current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of 1970, (Article I); the State CEQA Guidelines (Title 14, California Code of Regulations); and the California Public Resources Code (Section 21000, et seq.).

**The CEQA Environmental Checklist is attached to this NOP for public review and comment. Public comments on the NOI/NOP should be submitted to the USACE and the LAHD by November 24, 2014.**

### **Scoping Meeting**

The USACE Los Angeles District, Regulatory Division, and the LAHD will jointly conduct a public scoping meeting for the proposed Project. The purpose of the scoping meeting is to solicit and receive public comment and assess public concerns regarding the appropriate scope and content in the preparation of the Draft EIS/EIR. Participation in the public meeting by federal, state, and local agencies and other interested organizations and persons is encouraged. This meeting will be conducted in both English and Spanish. Members of the public who wish to communicate and listen entirely in Spanish are encouraged to attend this meeting. The meeting time and location is as follows:

November 13, 2014  
6:00 p.m.  
at the  
Board Room  
Harbor Administration Building  
425 S. Palos Verdes St  
San Pedro, CA 90731

See Figure 1 for a map of the meeting location. The scoping process is intended to provide the USACE and LAHD with information the public feels is necessary to establish the appropriate scope for preparing the environmental analysis in the Draft EIS/EIR. Please submit your comments, concerns, suggestions for project alternatives, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIS/EIR for the proposed Project.

**Public Comment at the Scoping Meeting:**

During the public scoping meeting, anyone wishing to make a statement will be allocated a certain amount of time to provide information on the proposed Project. The amount of time each person is allowed will depend on the number of people who sign up to speak at the scoping meeting. At this time, we estimate that individuals will be given three (3) minutes to provide their comments verbally. We would like to encourage interest groups to designate an official spokesperson to present the group's views. We will allocate a larger amount of time to official representatives of such groups upon request.

**Written Comments:**

Written and email comments to the USACE and LAHD will be received through **November 24, 2014**.

Written comments: Please send written comments to **both** addresses below:

U.S. Army Corps of Engineers  
Los Angeles District, Regulatory Division  
Ventura Field Office  
c/o Theresa Stevens, Ph.D.  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

Christopher Cannon, Director  
Environmental Management Division  
Los Angeles Harbor Department  
425 S. Palos Verdes Street  
San Pedro, CA 90731

Email Comments: Please send email comments to **both** email addresses below:

ceqacomments@portla.org and Theresa.Stevens@usace.army.mil

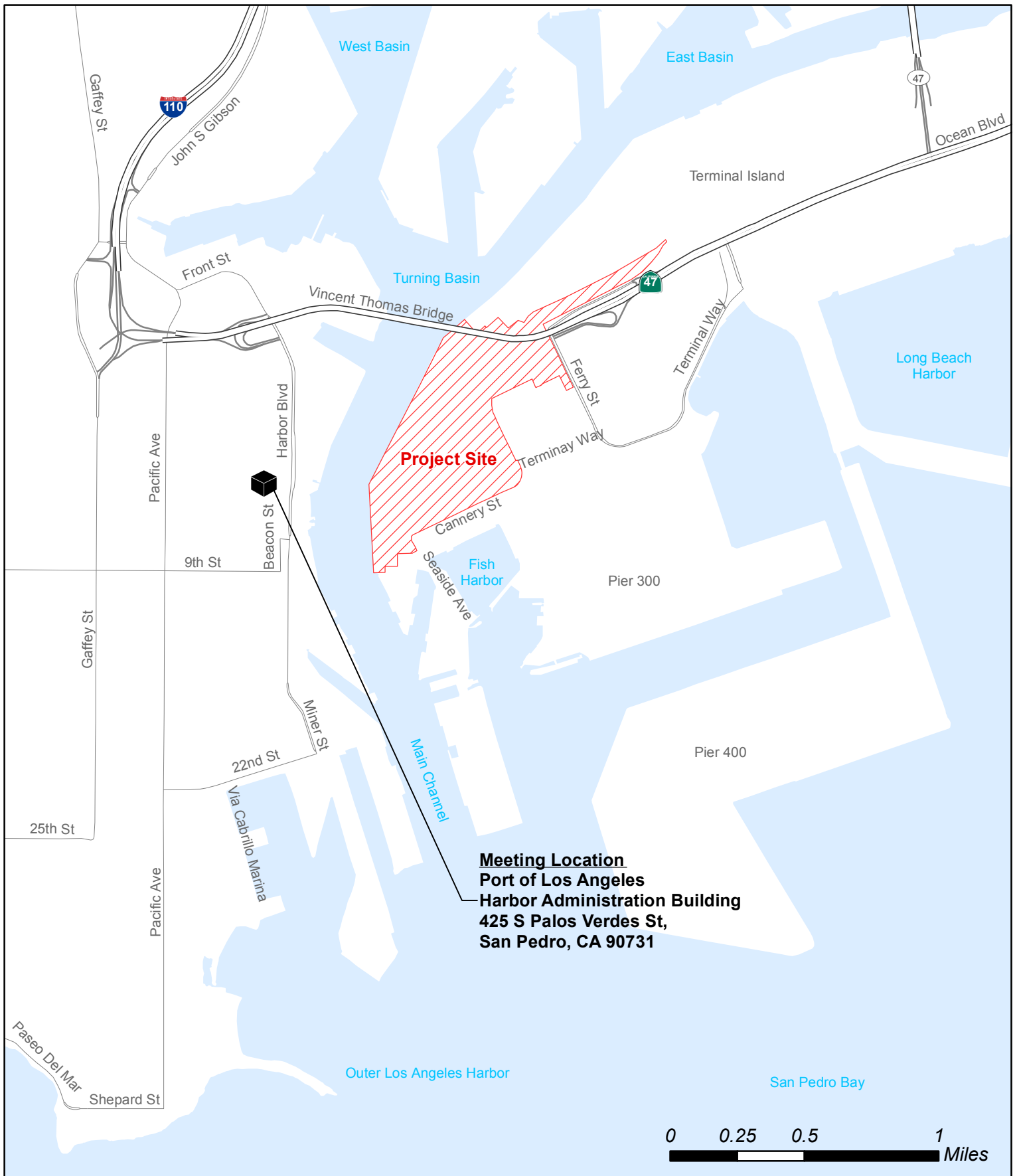
Comment letters sent via email should include the commenter's mailing address in the body of the email, and the project title "Berths 226-236 [Everport] Container Terminal Improvements Project" in the email subject line.

Parties interested in being added to USACE's electronic mail notification list for the proposed Project can register at: <http://www.spl.usace.army.mil/Missions/Regulatory.aspx>. This list will be used in the future to notify the public about scheduled hearings and availability of future public notices for proposed Project. Project information provided by LAHD can be found at the following website: [http://www.portoflosangeles.org/environment/public\\_notices.asp](http://www.portoflosangeles.org/environment/public_notices.asp).

**Contacts:**

**USACE Project Manager:** Theresa Stevens, Ph.D., (805) 585-2146,  
Theresa.Stevens@usace.army.mil

**LAHD Project Manager:** James Bahng, (310) 732-0363, jbahng@portla.org



Basemap Source: U.S. Census Bureau, Geography Division, 2010



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# SUPPLEMENTARY INFORMATION:

## 1.0 Project Overview and Background

### 1.1 Project Overview

The LAHD administers the Port under the California Tidelands Trust Act of 1911 and the Los Angeles City Charter. The LAHD develops and leases Port property to tenants who operate the facilities. The Port encompasses 7,500 acres and 43 miles of waterfront and provides a major gateway for international goods and services. With 23 major cargo terminals, including dry and liquid bulk, container, breakbulk, automobile, and passenger facilities, the Port handled about 165.1 million metric revenue tons of cargo in fiscal year 2012/2013 (July 2012–June 2013) (POLA, 2013b). In addition to cargo business operations, the Port is home to commercial fishing vessels, shipyards, boat repair facilities, as well as recreational, community, and educational facilities.

The proposed Project includes improvements to and expansion of the existing Everport Container Terminal currently in operation at Berths 226-236 on Terminal Island in the Port of Los Angeles. The EIS/EIR will evaluate the potential impact of the construction and operation of the proposed Project, as described in Section 3.0 below, as well as alternatives. The proposed Project includes:

- Dredging (including installation of king piles and approximately 1,400 linear feet of sheet piling to stabilize the wharf) at Berths 226-229 to a design depth of -53 feet mean lower low water (MLLW) plus two feet of overdepth tolerance (for a total depth of -55 feet MLLW) to accommodate larger ships;
- Dredging (including installation of approximately 1,400 linear feet of sheet piling to stabilize the wharf) at Berths 230-232 to a design depth of -47 feet MLLW plus two feet of overdepth tolerance (for a total depth of -49 feet MLLW) to accommodate larger ships;
- Maintenance dredging at bulkhead area of Berth 229 to restore design depth of -45 feet MLLW plus two feet of overdepth tolerance (for a total depth of -47 feet MLLW);
- Disposal of approximately 33,300 cubic yards of dredged materials (25,000 cubic yards from Berths 226-229, an additional 1,300 cubic yards from the bulkhead area of Berth 229, and 7,000 cubic yards from Berths 230-232) at an approved upland facility or confined disposal facility (CDF), at an approved ocean disposal location (i.e., the Ocean Dredged Material Disposal Site LA-2 [LA-2]), beneficially reused (including a portion that may be beneficially reused as fill within the 23.5 acre expansion areas), or a combination of the above;
- Addition of three (3) new 100-foot gauge A-frame over-water gantry (wharf) cranes manufactured by Shanghai Zhenhua Heavy Industry Co., Ltd. (ZPMC), or equivalent. These additional cranes would be installed upon existing crane rails at Berths 226-229 to accommodate larger ships at the proposed deeper berths.

Addition of the new cranes would require infrastructure improvements (such as cable and electrical upgrades) to support the three (3) additional cranes;

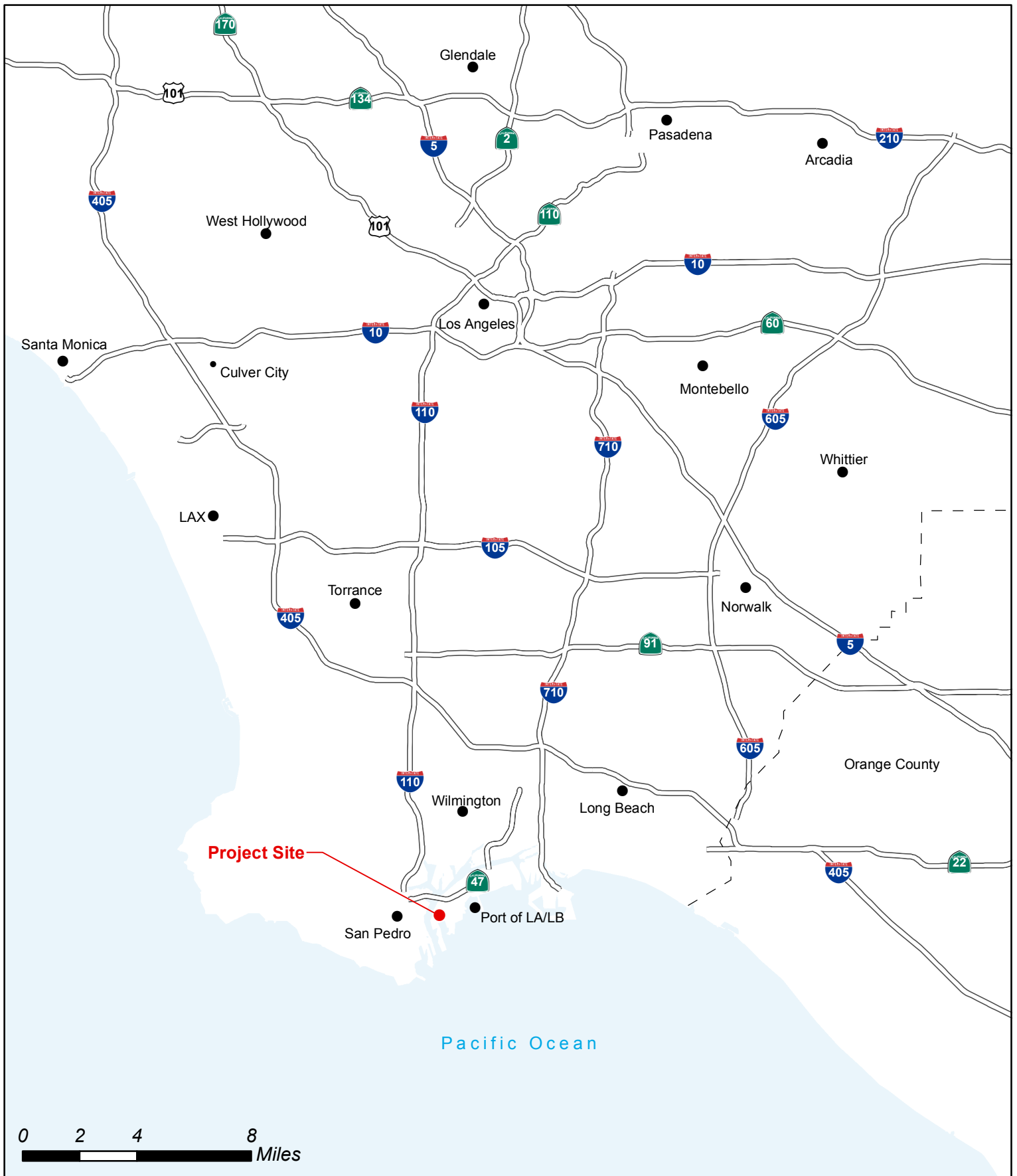
- Addition of two (2) Alternative Marine Power (AMP) vaults;
- Development of approximately 1.5 acres of vacant land as new backlands;
- Development of approximately 22 acres as new backlands and modified inbound and outbound gates associated with the relocation of the main gate. The development of the 22 acres would require closure (vacation) of streets within the Project site (see next bullet) and demolition of existing structures (with the exception of the existing electrical substation);
- Closure of portions of Terminal Way, Barracuda Street, Tuna Street, and Ways Street within the Project site and rerouting of Terminal Way traffic to Cannery Street;
- Improvements to Cannery Street, including: street realignment, pavement improvements, street widening, striping, traffic lighting and signals, drainage, and sidewalk improvements;
- Infrastructure to support 23.5 acres (1.5 + 22 acres) of new backlands (such as lighting, paving, and drainage improvements);
- Amendment of the lease to add approximately 48.5 acres of terminal backlands comprised of approximately 25 acres of terminal backlands currently under space assignment, and the 23.5 acres (1.5 and 22) of new backland area, for a total terminal acreage of approximately 229 acres; and,
- Extension of the facility lease by 10 years for continued operations from the current end date of 2028 to 2038.

Construction of the proposed Project would take approximately 24 months to complete, with construction expected to begin in early 2017. Construction would be performed in a manner that maintains terminal operations. Under the proposed lease amendment, operation of the proposed Project would continue until 2038.

## 1.2 Project Location and Background

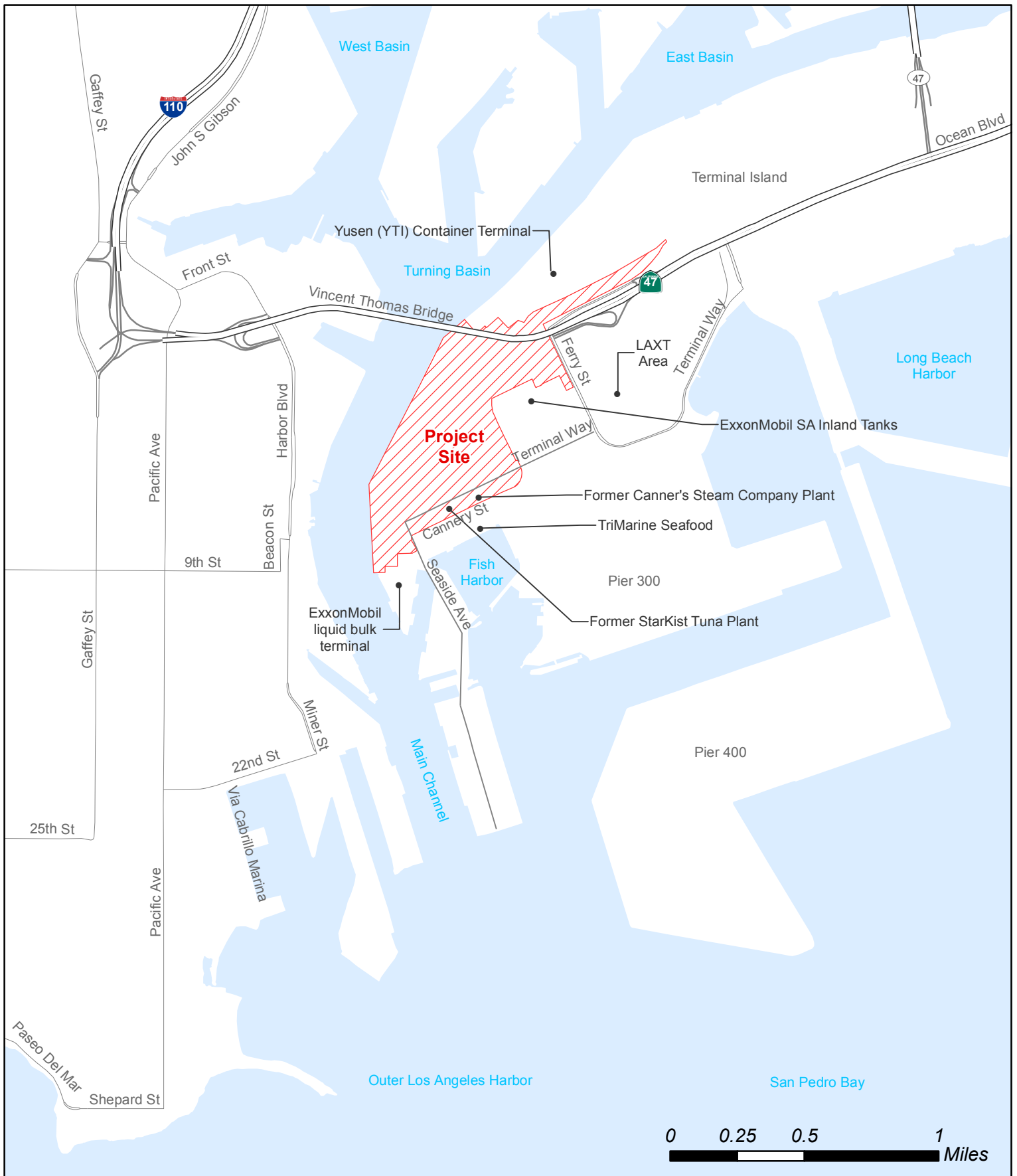
The Project site is located at 389 Terminal Way on Terminal Island in the Port of Los Angeles, and within the Port of Los Angeles Community Plan area of the City and County of Los Angeles, California. The Project site is near the communities of San Pedro and Wilmington and is approximately 20 miles from downtown Los Angeles (Figure 2). The site is generally bounded on the west and northwest by the Main Channel; to the north by State Route 47 and the Yusen Terminals, Inc. (YTI) Container Terminal at Berths 212-213 and Berths 221-224; to the east by Los Angeles Export Terminal (LAXT) and ExxonMobil SA Inland Tanks facility; and to the south by the ExxonMobil liquid bulk terminal at Berths 238-240, Cannery Street, TriMarine Seafood and both vacant and developed land south of Cannery Street (Figure 3). Land uses in the vicinity of the Project site support a variety of cargo handling operations (including container, liquid bulk, dry bulk) commercial fishing, seafood processing, maritime support, and ship repair.





Basemap Source: U.S. Census Bureau, Geography Division, 2010





Basemap Source: U.S. Census Bureau, Geography Division, 2010



Figure 3  
 Project Vicinity Map  
 Berths 226-236 [Everport] Container Terminal Improvements Project

The existing 205-acre container terminal at the Project site (Berths 226-236) is on Terminal Island and is operated by Seaside Transportation Services (STS). Everport Terminal Services Inc. (ETS) (a wholly owned subsidiary of Evergreen Marine Corporation) is the permit holder under a lease agreement (Permit No. 888, as amended) between LAHD and ETS. The main terminal under the current lease agreement totals approximately 160 acres. The lease also includes approximately 20.5 acres associated with the existing on-dock rail yard behind the YTI Container Terminal (Berths 217-220), known as the Terminal Island Container Transfer Facility (TICTF). In addition, ETS has an existing space assignment for 25 acres of backland area behind Berths 232-236.

The 1.5-acre parcel (located adjacent to the 25-acre space assignment and ExxonMobil tank storage yard) that is being proposed for development as backlands is vacant and adjacent to the existing terminal, but separated by a chain-link fence. The 22-acre area proposed for development as backlands and the relocation of the main gate (located immediately south of the existing terminal boundary) is currently developed with various structures (including, but not limited to, buildings associated with the former StarKist Tuna Plant, the former Canner's Steam Company Plant, and an electrical substation), vacant parcels, and portions of Terminal Way, Barracuda Street, Tuna Street, and Ways Street. The development of the 22 acres would require closure (vacation) of streets within that portion of the Project site and demolition of the existing buildings, with the electrical substation to remain.

## 2.0 Project Purpose and Need/Project Objectives

The purpose of the proposed Project is to optimize marine shipping and commerce by upgrading the container terminal's infrastructure in, over, and under water (the terminal is berth-constrained<sup>2</sup>) and increasing and improving terminal backlands to accommodate the projected throughput and fleet mix of larger container ships (up to 16,000 twenty-foot equivalent units [TEU]) that are anticipated to call at the terminal through 2038. The proposed Project is needed because the existing berths at the terminal are not deep enough to accommodate the projected fleet mix; additional cranes are needed to efficiently load and unload the larger container ships expected to call at the Everport Container Terminal; and additional backland area is needed to accommodate future operations.

To meet the Project purpose, the following objectives need to be met:

- Optimize the use of existing land at the Everport Container Terminal and associated waterways in a manner that is consistent with the LAHD's public trust obligations;
- Provide sufficient depth along the berths to ensure the terminal's ability to accommodate the larger container ships anticipated to call at the terminal;
- Provide adequately-sized cranes to efficiently service the larger container ships anticipated to call at the terminal;

<sup>2</sup> The terminal's throughput is constrained by the container handling capacity of the berths, which is a function of berth depths, wharf lengths, and wharf side loading/unloading capacity (crane numbers, sizes, and lift capacities).

- Improve the container terminal and container handling facilities to accommodate more efficient loading/unloading of the larger and increased number of ships anticipated to call at the terminal;
- Improve the container terminal backland capacity; and
- Maximize container land use and operations at the Everport Container Terminal consistent with the Port Master Plan.

### 3.0 Existing Conditions

The 205-acre Everport Container Terminal, of which 25 acres is currently under space assignment, consists of a cargo ship loading/unloading area, a large container handling and storage yard, and appurtenant container terminal buildings and areas. In addition, the Everport Container Terminal shares an on-dock rail facility (the TICTF) behind the YTI Container Terminal (Berths 217-220) (Figure 4). The Everport Container Terminal is fully paved (i.e., there are no pervious areas). The Everport Container Terminal employs approximately 145 union labor employees per day on a typical day, and up to approximately 245 union labor employees under peak conditions.

There are eight (8) existing A-frame over-water gantry (wharf) cranes located at the Everport Container Terminal. The existing eight (8) wharf cranes consist of six (6) smaller 100-gauge Bardella cranes and two (2) larger 100-gauge cranes manufactured by ZPMC. The six (6) smaller wharf cranes are located along the southern portions of the existing wharves, and the two (2) larger wharf cranes are located along the northern portion of the wharves (these two cranes were recently moved from the southern end). The six (6) smaller wharf cranes are capable of servicing 16 container-wide vessels, and have an approximate height of 262 feet when stowed at a 45 degree angle. The two (2) larger wharf cranes are capable of servicing 22 container-wide vessels and have an approximate height of 302 feet when stowed at a 45 degree angle (during maintenance activities the cranes can be placed at an 80 degree angle with a height of about 382 feet).

There is a previously approved and permitted related project (APP No. 100908-085 and Department of the Army permit number SPL-2010-01137-SDM) that entails the replacement of three (3) of the six (6) older and smaller cranes with new cranes similar in size to the two (2) existing 22 container-wide cranes. The replacement of these three (3) cranes is expected to occur by the end of 2014 or in early 2015. This related crane project has independent utility from the proposed Project (i.e., would occur regardless of the proposed Project and the use does not require or preclude the approval of the proposed Project).

Because the approved crane replacement project would occur after this NOI/NOP has been circulated, it is not accounted for in the existing conditions but will be taken into consideration in the EIS/EIR (in the analysis of terminal operations).





Aerial Source: County of Los Angeles, 2012



In 2013, the Everport Container Terminal handled approximately 1.24 million TEUs, which was accomplished with 166 vessel calls. The majority of vessels calling at the Everport Container Terminal included 6,000-TEU-capacity vessels and 2,000-TEU-capacity vessels. The existing design depth of the berths where these vessels are serviced at the terminal is approximately -45 feet MLLW plus a two foot overdepth tolerance for a total of -47 feet MLLW.

No vessels over 8,000-TEU capacity called on the Everport Container Terminal in 2013. The terminal handled two vessels in a peak day and typically operated 16 hours per day, six to seven days per week, and approximately 305 days over the year. The Everport Container Terminal operations currently uses four rail loading tracks within the TICTF on-dock rail yard (the on-dock rail yard has a total of eight rail loading tracks that also supports rail loading tracks used by the YTI Container Terminal located to the north of the Project area).

The proposed Project would include the addition of two areas: a 1.5 acre parcel adjacent to the southern end of the terminal, and a 22-acre area located between Terminal Way and Cannery Street west of Earle Street (see Section 4.0 below for further details on these areas). The 1.5 acre parcel is vacant and also next to the ExxonMobil liquid bulk terminal at Berths 238-240. Ruderal vegetation is present on this site. The 22-acre area includes Terminal Way between Seaside Avenue and Earle Street, as well as various buildings (approximately 11 buildings and structures), vacant lots (paved and unpaved), and short sections of Ways Street, Tuna Street, and Barracuda Street. Ways Street, Tuna Street, and Barracuda Street provide access between Terminal Way and Cannery Street, as well as to and from adjacent land uses. Traffic in the vicinity of the 22-acre parcel primarily consist of through traffic along Terminal Way and Cannery Street accessing uses along Seaside Avenue, and drayage traffic on Terminal Way that enters and exits the existing Everport Container Terminal. The 22-acre area also includes an existing electrical substation

A majority of the existing buildings and structures located within the 22-acre area are older than 50 years of age. The Canner's Steam Company Plant is a 21,000-square foot steel frame structure built in 1951 that was used as a food-grade steam production plant for the adjacent cannery/food storage industry. Construction materials used in this plant include asbestos-containing material (ACM), such as transite panel walls, ceilings, floor tiles and flooring material that contains chrysotile asbestos. Furthermore, a lead survey found lead-based paint (LBP) at various locations with the structure. A leaking exterior storage tank associated with the plant resulted in a plume of fuel oil contaminating the soil and groundwater at the site. In early 2002, following confirmation of the impact of the contamination to groundwater, the LAHD (the property owner) and Los Angeles Regional Water Quality Control Board (LARWQCB) entered into the Spills, Leaks, Investigation and Cleanup (SLIC) Program (now known as the Site Cleanup Program) for self-directed cleanup, which is ongoing. Subsequent to the site being entered into the LARWQCB's SLIC program (State Regional Water Quality Control Board File No. 2040131), Cannery Steam was recognized as the responsible party and has taken the lead in all site restoration activities. Working under the 2012 LARWQCB-approved remedial action plan, Cannery Steam excavated contaminated soil from exterior and interior areas to remove hydrocarbon-contaminated soil resulting from the fuel oil release. As part of ongoing cleanup associated with the site, contaminated groundwater was recovered and chemical additives were placed in the ground to clean residual concentrations of the fuel from soil and groundwater. In 2014, additional chemical additives will be placed into the ground and groundwater in an attempt to complete the cleanup of the site in accordance with LARWQCB standards for the

property. Semi-annual groundwater monitoring and sampling is conducted to document site conditions and to determine whether the site groundwater quality meets site cleanup requirements.

In addition to the former Canner's Steam Company Plant building, other buildings within the 22-acre area may contain ACM, LBP, and/or other hazardous materials.

## 4.0 Description of the Proposed Project

The proposed Project involves the construction and operation of terminal improvements within and adjacent to the Everport Container Terminal. The project elements consist of the following as delineated on Figure 5 and detailed below.

### 4.1 Dredging

The proposed improvements to Berths 226-229 include 1) dredging to increase the depth from -45 to -53 feet MLLW plus two feet of overdepth tolerance (for a total of -55 feet MLLW); and 2) the installation of approximately 1,400 linear feet of king piles and sheet piles to accommodate the dredging activities and deeper design depth. The tip elevations of the king piles and sheet piles would be approximately -100 feet MLLW (Figure 6a), or about -45 feet below the mudline. Dredging would remove approximately 25,000 cubic yards of sediment from alongside Berths 226-229.

The proposed improvements at Berths 230-232 would include 1) dredging to increase the depth from -45 to -47 feet MLLW plus two feet of overdepth tolerance (for a total of -49 feet MLLW); and 2) the installation of sheet piles to accommodate the dredging activities and deeper design depth. Dredging would remove approximately 7,000 cubic yards of sediment from alongside Berths 230-232. The sheet piles would be installed approximately -85 feet MLLW (about -36 feet below the mudline) and over approximately 1,400 linear feet along these berths (Figure 6b).

In addition, the proposed Project includes maintenance dredging at the bulkhead area of Berth 229 to restore the existing design depth of -45 feet MLLW plus two feet of overdepth tolerance (for a total of -47 feet MLLW). This dredging activity would remove approximately 1,300 cubic yards of sediment from alongside this berth and existing bulkhead (Figure 6a).

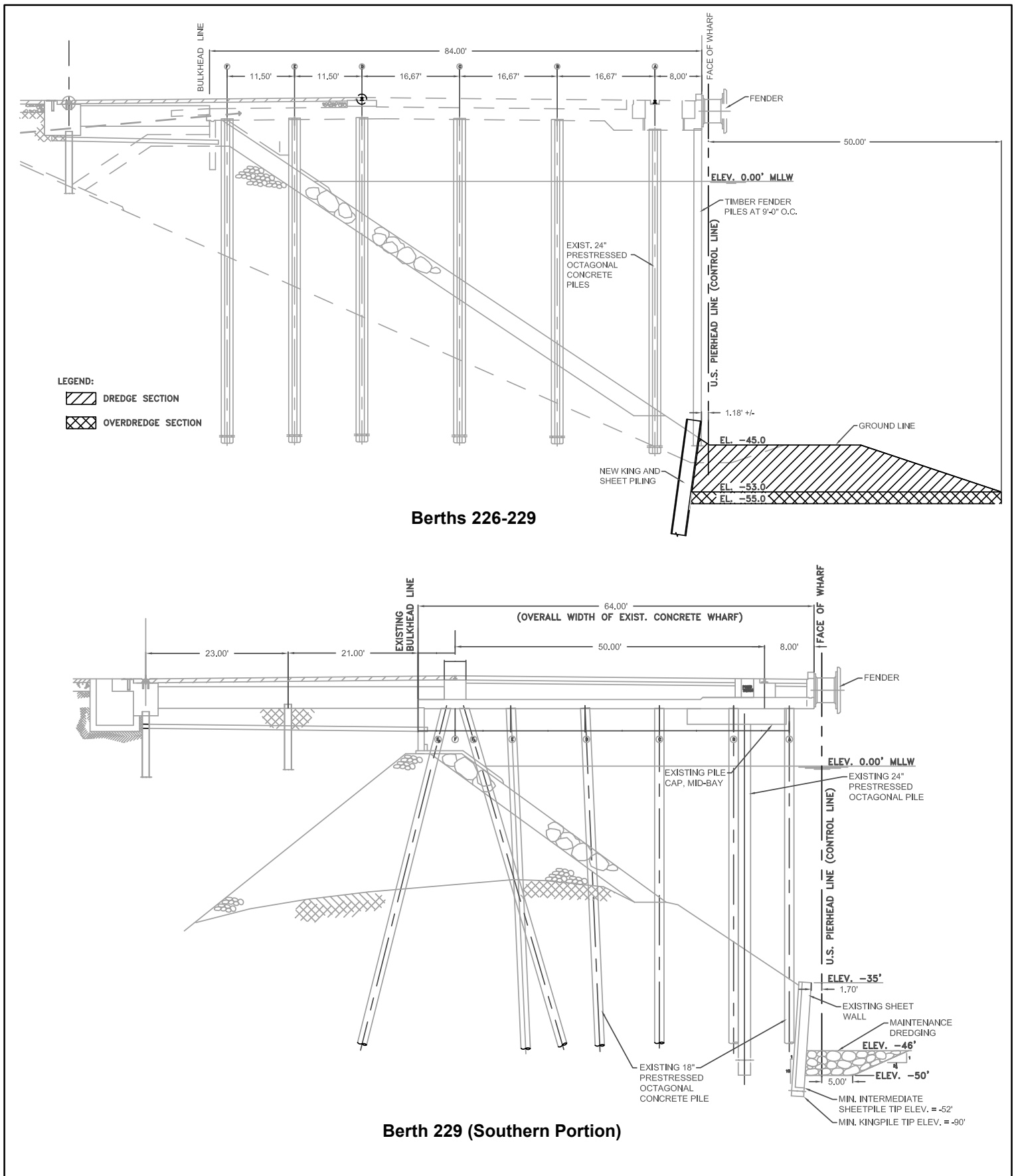
In total, approximately 33,300 cubic yards of sediment would be dredged and would require disposal. Disposal of dredged material could potentially include disposal at an approved upland facility or CDF, disposed of at an approved ocean disposal location (i.e., LA-2), beneficial reuse (including potential reuse as fill on-site within the 23.5-acres proposed for backlands improvements), or a combination of the above.



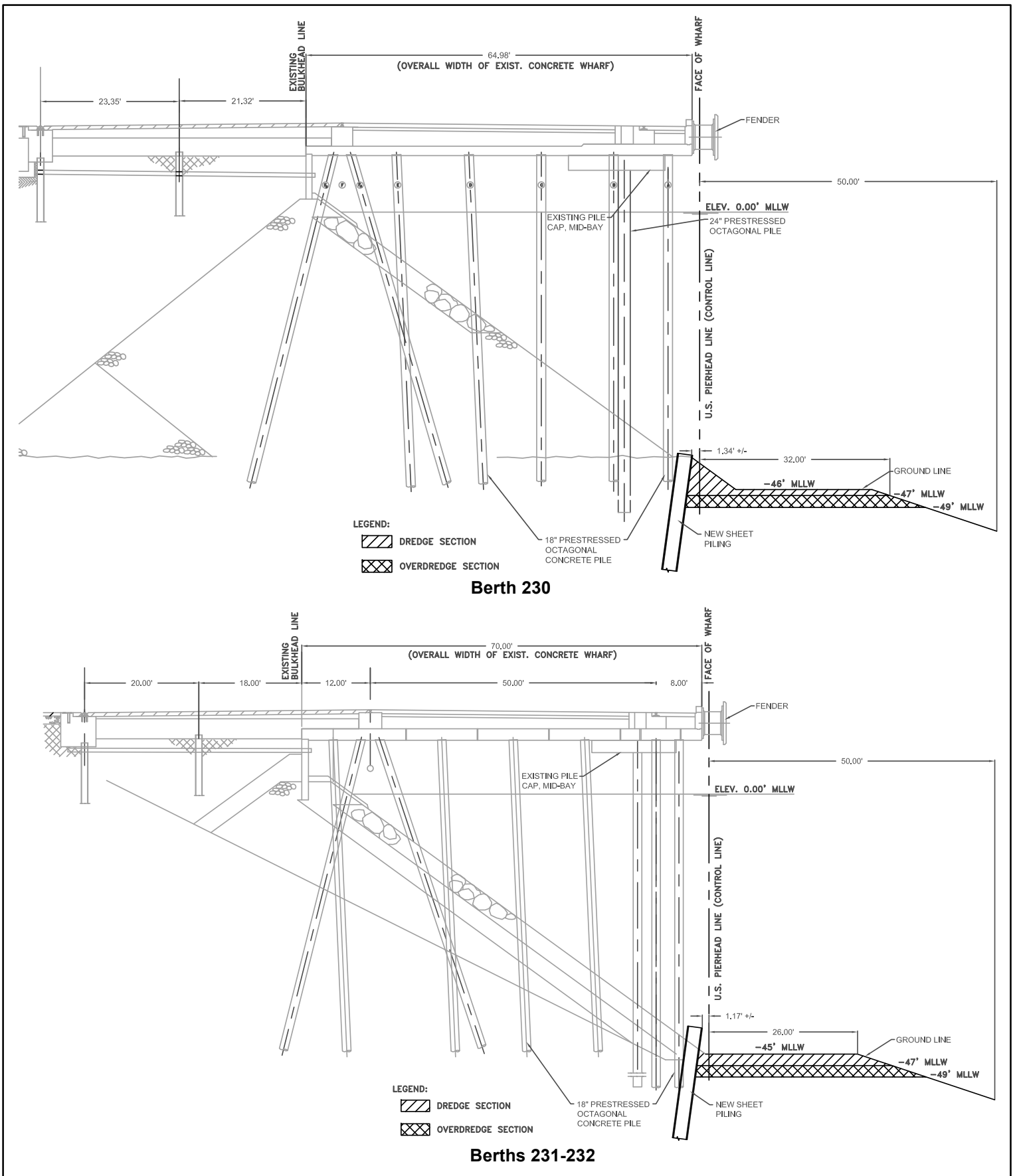


Aerial Source: County of Los Angeles, 2012





Source: POLA, Engineering Division, 2013



Source: POLA, Engineering Division, 2013

## 4.2 Wharf and Crane Improvements

The proposed Project includes installation of three (3) new 100-foot gauge wharf cranes along the existing crane rail at Berths 226-229. The gauge represents the distance between a crane's rail supports. The new wharf cranes are expected to be similar in size and height as the existing two (2) largest 100 gauge ZPMC cranes at the Project site, and the previously approved three (3) replacement cranes anticipated to be installed in late 2014 or early 2015, which have an approximate height of 302 feet when stowed at a 45 degree angle (during maintenance activities the cranes can be placed in an 80 degree angle with a height of about 382 feet). The new cranes would be able to offload cargo from ships loaded up to 22 containers wide. With the addition of the three (3) new cranes under the proposed Project, there would be a total of 11 wharf cranes operating at the Everport Container Terminal. The new larger cranes are expected to be added to the northern end of the wharf, such that the largest cranes would be located along the northern portion of the wharf with the deepest berths, and the smaller cranes along the southern portions of the wharf. Improvements associated with the installation of the new cranes include cable and other electrical infrastructure.

Further, two (2) new AMP vaults would be constructed.

## 4.3 Backlands Improvements

Backlands improvements would occur at two locations: the approximately 1.5 acre area adjacent to the ExxonMobil liquid bulk terminal at Berths 238-240 and the approximately 22 acre area immediately south of the existing terminal boundary and north of Cannery Street. The 1.5-acre site is currently vacant and unpaved. The improvements would consist of placement of engineered fill, followed by the placement of base and pavement. Infrastructure, such as electrical lines, lighting, and drainage would also be installed. The new 1.5 acre backlands could be used for storing empty containers, chassis, wheeled containers, stacked containers or other purposes, depending on terminal needs.

The 22-acre site is comprised of vacant lots (paved and unpaved) as well as approximately 11 buildings/structures. Development of this 22-acre area would require demolition of all structures except the electrical substation, site cleanup, grading, followed by paving and development. Lands within the 22-acre area are currently under lease to commercial tenants by the LAHD under revocable permits, and permit revocation would not result in a requirement to relocate the tenants. Infrastructure, such as electrical lines, lighting, and drainage would also be installed. The existing electrical substation would remain operational within the redeveloped terminal. The proposed layout of the Project includes the relocation of the main gate (inbound and outbound lanes) to the newly developed 22-acre area, which includes direct access onto the Project site from Terminal Way west of Earle Street. Portions of the 22-acre area would also be used to improve the terminal circulation system, and to store chassis' and wheeled or stacked containers, or other terminal uses.

In addition, as part of ongoing and separate activities associated with the former Cannery Steam Company Plant site (a related project), contaminated soil and groundwater cleanup of that site would continue in accordance with LARWQCB standards for the property. If required by the LARWQCB and/or LAHD, semi-annual groundwater monitoring and sampling would continue to document site conditions and to determine whether the site groundwater quality meets site cleanup requirements.

## 4.4 Street Closure

The expansion of the existing terminal to the 22-acre area south of the existing boundary would require the closure (street vacation) of Terminal Way from Earle Street (on the east) to Seaside Avenue (on the west) and Tuna Street, Ways Street, and Barracuda Street from Terminal Way (on the north) to Cannery Street (on the south). Closure of these streets would require rerouting of traffic. Vehicles traveling on Terminal Way west of Earle Street would be rerouted to Cannery Street. Tuna Street, Ways Street, and Barracuda Street between Terminal Way and Cannery Street are limited north-south roadways that serve only the buildings or parcels that would be demolished or become part of the proposed Project. Vehicles traveling east from Seaside Avenue would travel east on Cannery Street, north on Earle Street, then east on Terminal Way. Drayage trucks going to/from the Project site would access the terminal from Earle Street (through the new gate), and through traffic going to and from Fish Harbor and the portions of Terminal Island along Seaside Avenue would still be able to access properties via Cannery Street and Seaside Avenue after Terminal Way is vacated. All the roadways that would be affected are designated "Local Roads," which would require street vacation approval from the City's Bureau of Engineering. The proposed Project would require utility relocation associated with the street closures.

In addition, the proposed Project would include realignment of Cannery Street, as well as pavement improvements, widening, striping, traffic lighting and signals, drainage, and sidewalk improvements along Cannery Street.

## 4.5 Lease Amendment

The lease amendment would include the addition of approximately 25 acres of existing terminal backlands currently under space assignment and the addition of approximately 23.5 acres (1.5- and 22-acre areas) proposed for backlands improvements under the proposed Project. The total terminal acreage for the proposed Project is approximately 229 acres. The existing lease began in 1997, and the lease amendment would extend the lease period by 10 years, for continued operations from 2028 to 2038.

## 4.6 Construction Schedule

The proposed Project would be constructed in one phase and coordinated with the terminal operator, STS, to minimize disruptions in terminal operations and ensure that a minimum of one wharf is operational for loading and unloading at all times during construction.

Construction of the proposed Project is anticipated to begin in early 2017 and last for approximately 24 months.

## 4.7 Proposed Operations

Implementation of the proposed Project would result in a maximum terminal capacity of approximately 2.5 million TEUs. Without the proposed Project, the terminal would reach its current maximum physical capacity of approximately 1.8 million TEUs. Therefore, the proposed Project would increase the capacity of the terminal by approximately 1.3 million TEUs compared to baseline conditions (approximately 1.2 million TEUs in 2013).

## 4.8 Regulatory Permit Requirements

The dredging, installation of sheet and king piles, and modification of existing and addition of new cranes would require authorization from the USACE under Section 10 of the Rivers and Harbors Act. Transport and disposal of dredged material at LA-2, an established ocean disposal site, would also require USACE authorization under Section 103 of the Marine Protection, Research and Sanctuaries Act (MPRSA). Disposal of dredged material in the approved Berths 243-245 confined disposal facility (CDF) would not require a Section 404 permit under the Clean Water Act because this disposal site was previously authorized (Department of the Army permit No. SPL-2008-00662-AOA). In addition, disposal of dredged material would require a permit from the LARWQCB under the Waste Discharge Requirements Program. Further, the proposed Project would incorporate lands within the 22-acre area that are currently undergoing remediation of contamination. The proposed Project could result in the need for additional approvals from the LARWQCB related to the former Cannery Steam Company Plant site ongoing remediation effort.

## 5.0 Project Baselines

To determine whether the proposed Project would have significant and unavoidable impacts on the environment, impacts resulting from implementation of the proposed Project and Project alternatives are compared to a baseline condition. The difference between the proposed Project or Project alternative and the baseline is then compared to a threshold to determine if the difference between the two is significant. For the purposes of the EIS/EIR, the City of Los Angeles CEQA Thresholds will be used for determining significance under both NEPA and CEQA, except as noted for certain key resource areas. NEPA and CEQA use different baseline conditions from which significance is determined. Because the baselines are different, review under NEPA and CEQA could reach different conclusions concerning the significance of Project impacts.

### 5.1 NEPA Baseline

The evaluation of significance under NEPA (in an EIS) is defined by comparing the proposed Project or Project alternative to the NEPA baseline scenario in future years. The NEPA baseline includes the set of actions that would and could occur in the absence of federal action, such as a USACE permit. The NEPA baseline, or No Federal Action Alternative, would not include any dredging, ocean disposal of dredged material, wharf improvements, crane modifications, or new cranes in, over, or under navigable waters of the United States related to the proposed Project.<sup>3</sup> However, under the NEPA baseline scenario, the backlands improvements, certain wharf efficiency improvements (those not associated with USACE jurisdiction) and lease amendment could occur in the absence of a USACE permit, and existing operations - including projected growth in goods movement using existing and previously approved infrastructure, and improved backlands - would continue up to the terminal's maximum physical capacity of approximately 1.8 million TEUs.

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<sup>3</sup> Although maintenance dredging routinely occurs at the Port, it requires a USACE permit and is part of the proposed Project and therefore would not occur under the NEPA baseline.

## 5.2 CEQA Baseline

The CEQA baseline is the set of conditions that exist at the time this NOP is circulated. The CEQA baseline normally represents conditions existing prior to the start of environmental review for approval of the proposed Project. For purposes of the EIS/EIR, the CEQA baseline includes the existing container terminal configuration and operational activities for the calendar year preceding the NOP date (i.e., calendar year 2013). For the 12-month period between January 1 and December 31, 2013, the Everport Container Terminal encompassed approximately 205 acres (181 acres under its long-term lease plus an additional 25 acres on month-to-month space assignment), supported eight (8) cranes and handled approximately 1.2 million TEUs.

## 6.0 Project Alternatives

The Draft EIS/EIR will include analysis of a reasonable range of alternatives to the proposed Project that could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any significant environmental impacts. Alternatives being considered include the following:

1. No Federal Action Alternative: The No Federal Action Alternative required by NEPA includes all of the construction and operational activities which would and could occur in the absence of a USACE permit, including current and projected increases in goods movement. Under this alternative, no new cranes would be installed, no crane modifications would occur, and there would be no dredging or ocean disposal of dredged material. This alternative would include the development of the 1.5- and 22-acre sites for backlands, and limited wharf efficiency improvements, as well as the lease amendment elements (consolidation of the 25-acre space assignment and addition of the 1.5- and 22-acre areas into the existing lease and extension of lease to 2038). Furthermore, current operations would continue at the terminal up to its maximum physical capacity of approximately 1.8 million TEUs. This alternative would have limited construction impacts and would be the same as the NEPA baseline.
2. No Project Alternative: The No Project Alternative required by CEQA represents what would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved. Under the No Project Alternative, there would be no dredging below the existing design depth, no new or modified cranes, continuation of the 25-acre space assignment, no additional backlands development, and no lease amendment. The existing lease would remain in place, existing operations would continue at the terminal until 2028, and the terminal would have a maximum physical capacity of 1.8 million TEUs.
3. Reduced Project Alternative - Reduced Wharf Improvements: Under this alternative, dredging would occur at only one of the two wharfs proposed for deepening under the proposed Project. Berths 226-229 would be dredged to a design depth of -53 feet MLLW plus two feet of overdepth tolerance (for a total depth of -55 feet MLLW) and maintenance dredging at bulkhead area of Berth 229 to restore design depth of -45 feet MLLW plus two feet of overdepth tolerance (for a total depth of -47 feet MLLW). Backlands improvements associated with the 23.5-acre areas (including demolition of buildings/structures between Terminal Way and Cannery Street, a new

gate complex, closure of streets and the rerouting of Terminal Way between Earle Street and Seaside Avenue), addition of three (3) new cranes, and lease amendment would occur similar to the proposed Project.

4. Reduced Project Alternative – Reduced Backland Improvements and No Street Closure: Under this alternative, dredging to deepen the existing berths, addition of three (3) new cranes, and a 10-year lease extension would occur similar to the proposed Project. Backland improvements under this alternative would only involve the 1.5-acre vacant parcel. The 22-acre area south of Terminal Way would not be included in this alternative; therefore, this alternative would not include a new gate complex, demolition of buildings between Terminal Way and Cannery Street, or closure of streets and the rerouting of Terminal Way between Earle Street and Seaside Avenue.

Additional alternatives may be added in the Draft EIS/EIR based on public comment and additional environmental analysis.

## 7.0 Environmental Issues

Issues identified as potentially significant or requiring further analysis under CEQA are described in the attached CEQA Environmental Checklist Form. Additional issues may be identified during the scoping process.

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## Environmental Checklist Form

<b>1. Project Title:</b>	Berths 226-236 [Everport] Container Terminal Improvements Project	
<b>2. Lead Agency Name and Address:</b>	<b>NEPA Lead Agency:</b> USACE Los Angeles District, Regulatory Division Ventura Field Office 2151 Alessandro Drive, Suite 110 Ventura, CA 93001	<b>CEQA Lead Agency:</b> LAHD Environmental Management Division 425 South Palos Verdes Street San Pedro, CA 90731
<b>3. Contact Person and Phone Number:</b>	<b>NEPA Lead Agency:</b> Theresa Stevens, Ph.D. (805) 585-2146	<b>CEQA Lead Agency:</b> James Bahng (310) 732-0363
<b>4. Project Location:</b>	Everport Container Terminal Berths 226–236 389 Terminal Way Terminal Island, CA 90731	
<b>5. Project Sponsor’s Name and Address:</b>	Los Angeles Harbor Department Engineering Division 425 S. Palos Verdes Street San Pedro, CA 90731	
<b>6. Port Master Plan Designation:</b>	General/Bulk Cargo (Non Hazardous Industrial and Commercial)	
<b>7. Zoning:</b>	[Q]M3-1 (M3-1 allows for heavy industrial uses and the “Q” condition establishes restrictions on uses to ensure compatibility with surrounding properties)	
<b>8. Description of Project:</b>	The proposed Project involves the construction and operation of terminal improvements within and adjacent to the existing Everport Container Terminal. Terminal improvements include performing dredging at Berths 226-232 (i.e., deepening at Berths 226–229 and Berths 230–232 and maintenance dredging at bulkhead area of Berth 229), installation of three (3) new over-water gantry cranes, 23.5 acres of backlands improvements (including demolition of buildings/structures, street closure and infrastructure relocation and improvements) and extending the current lease by an additional 10 years. Additional details are included in Section 4.0.	

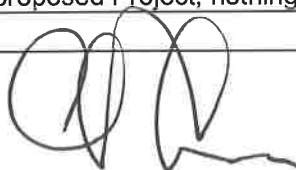
**Environmental Factors Potentially Affected:**

The environmental factors checked below would potentially be affected by this proposed Project (i.e., the proposed Project would involve at least one impact that is a “potentially significant impact”), as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forest Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources		Geology/Soils
X	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials	X	Hydrology/Water Quality
	Land Use/Planning		Mineral Resources	X	Noise
	Population/Housing		Public Services		Recreation
X	Transportation/Traffic		Utilities/Service Systems	X	Mandatory Findings of Significance

**Determination:**

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the proposed Project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
X	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have an impact on the environment that is “potentially significant” or “potentially significant unless mitigated” but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.
	
Christopher Cannon, Director of Environmental Management Division	10-17-14 Date

## Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “no impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “no impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “no impact” answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially significant impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “potentially significant impact” entries when the determination is made, an EIR is required.
4. “Negative declaration: less than significant with mitigation incorporated” applies when the incorporation of mitigation measures has reduced an effect from a “potentially significant impact” to a “less than significant impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:
  - (a) Earlier analysis used. Identify and state where earlier analyses are available for review.
  - (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation measures. For effects that are “less than significant with mitigation incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting information sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - (a) the significance criteria or threshold, if any, used to evaluate each question, and
  - (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b>	Would the project:				
a.	Have a substantial adverse effect on a scenic vista?			X	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?			X	
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?			X	

Discussion:

**a. Would the project have a substantial adverse effect on a scenic vista?**

**Less Than Significant Impact.** The following analysis addresses the degree to which Project-related features interfere with views of a scenic vista, either by physically screening the vista from view, or by blocking access to a formerly available public viewing position. The evaluation includes a description of critical public views of the Port available from public and private vantage points that have views of the Project site. As described below, the critical views would not be obstructed by the elements of the proposed Project which have the potential to effect visual resources, such as the installation and the operation of three (3) new A-frame over water gantry (wharf) cranes at Berths 226-229, creation of 23.5 acres of backlands, and potential increase in vessel calls associated with the improvements and extended lease.

Construction of the proposed Project includes installation of piles and dredging along Berths 226 to 232. Construction equipment (i.e., crane, dredge and barge) would temporarily affect views; however, equipment would not be expected to obscure views and would be used over a short duration. In addition, construction commonly occurs throughout the Port. Therefore, construction of the proposed Project would not represent a new visual element that could have a substantial adverse effect on a scenic resource.

The discussion below assesses the potential visual impacts of the proposed Project on the critical public views identified in the Port of Los Angeles Master Plan Update Draft Environmental Impact Report (POLA, 2013c) with important and representative public views of the Project site. These critical views occur from points located within the Main Channel, the San Pedro Waterfront; San Pedro Bluffs Residential Area, and Lookout

Point Park. These views are sufficiently close and/or potentially influenced by the Project area to be considered in assessing existing visual conditions and potential visual impacts.

### *Main Channel*

The critical views from within and along the Main Channel and outer harbor are those from non-shipping vessel traffic (e.g., recreational watercraft, sightseeing boats, passenger ferries, and cruise ships) and tourist attractions within Ports O' Call Village and the San Pedro Marina. These views include Port facilities and operations, including various over water gantry (wharf) cranes, container ships, backlands storage containers, warehouses, and liquid bulk storage facilities which create the visual context of a working port, and as such represent a valued view from this location. While views from cruise ships extend over wharves, dockside facilities, and berthed cargo vessels into the backlands of Terminal Island, views of the interior of the Port from smaller recreational vessels are blocked by these features, up to Reservation Point to the south. From Reservation Point into the Outer Harbor views across the water are unencumbered, extending to the west side of Pier 400, west to Cabrillo Beach, and south to the breakwater.

As cruise ships and passenger ferries travel up the Main Channel from the Outer Harbor, the Vincent Thomas Bridge comes into view. However, in much of the area in the channel, the full profile of the span of the bridge is partially blocked by the existing over water gantry (wharf) cranes at the Everport Container Terminal on the eastern shoreline of the channel. After ships pass the curve in the channel near Berth 87 (i.e., area where the USS Iowa Battleship is berthed), the Everport cranes start to pass out of view and the view of the bridge and its main span become relatively unobstructed.

The three (3) new cranes would be installed along the northern portion of the wharf adjacent to existing cranes. The three (3) new cranes would be approximately the same height as the two (2) largest cranes currently located at the Project site and the three (3) replacement cranes that will be installed at the end of 2014 or early 2015 as part of a previously approved project. The new cranes would be adjacent to the existing cranes along the existing wharf and thereby blend visually within the existing cranes along the terminal wharf without establishing new view blockages of the Vincent Thomas Bridge such that scenic views would be significantly and adversely affected. Further, the new cranes and other permanent elements of the proposed Project (i.e., creation of the additional 23.5 acres of backlands) are congruent with the existing views associated with the Port and as such would be consistent with the existing facilities and activities occurring on Terminal Island. As such, the proposed Project would not represent a new visual element that could alter or obstruct recognized and valued views from the Main Channel and would not have a substantial adverse effect on a scenic vista.

### *San Pedro Waterfront*

South of the Vincent Thomas Bridge and along the San Pedro Waterfront are numerous tourist and recreation attractions, such as the Catalina Express Terminal, Catalina Air and Sea Terminal, SS Lane Victory, World Cruise Center, USS Iowa Battleship, Los Angeles Maritime Museum, Ports O'Call Village, Cabrillo Marina, and Cabrillo Beach, among other attractions. Although the views from the San Pedro Waterfront do not

extend to the interior of Terminal Island, views of the working Port from areas serving tourism and recreation are considered highly sensitive.

Views from the San Pedro Waterfront primarily consist of the Main Channel with the working Port facilities and operations beyond. As discussed above, the new visual features of the proposed Project would be congruous with the existing visual context. The new cranes would be located adjacent to the existing cranes along the existing wharf and would present a similar visual profile as the existing cranes located on the Project site and throughout Terminal Island. Views would continue to be representative of a working Port environment, and include the Main Channel and boat slips, wharves, cranes, stacked containers, berthed cargo vessels, and ExxonMobil liquid bulk facilities, and other dockside facilities. As such, the proposed Project would not block scenic or recognized views from the San Pedro Waterfront.

#### *San Pedro Bluffs Residential Area*

Along the bluffs to the west of Terminal Island and the Main Channel are residential areas within San Pedro. The bluffs are steep and form the east edge of a terrace elevated 100 feet above the Port. The viewing distance and elevation allow a broad and varied expanse of the Port to be within sight. Particularly noticeable are the backlands, berths, and cranes at Pier 300 and Pier 400, the Main Channel, the Vincent Thomas Bridge, and the Port's liquid bulk facilities. The more valued aesthetic image for the San Pedro Bluffs residential setting is directed to the south toward the outer harbor, open ocean, and Catalina Island.

The construction and operational features of the proposed Project would not alter or intercede in the valued views of the outer harbor, open ocean, and Catalina Island experienced from the San Pedro Bluffs residential area because the proposed Project's features would not occur within lines of sight directed to the south and could not block such views or otherwise affect public access to them. The visual elements of the proposed Project would blend into the existing views of the Port and not be individually distinguishable or disruptive of the existing visual context. This would also apply to more distant hillside views such as those in Rancho Palos Verdes, which would have wider views of the Port. Therefore, there would be no adverse impact on scenic vistas from the San Pedro Bluffs residential area.

#### *Lookout Point Park*

Lookout Point Park is a scenic vista/public view site that is recognized and designated by the City of Los Angeles. This viewing area is located in San Pedro to the southwest, immediately east of the Angel's Gate Park. The view from Lookout Point Park is considered highly sensitive and was specifically created to afford views of the Ports of Los Angeles and Long Beach and the context for the views is the Port environment. The views are dominated by Port features, such as the liquid bulk facilities and the APL and APM container terminal facilities along, and within, Piers 300 and 400 respectively. The new 23.5 acres of backlands associated with the proposed Project would be visually consistent and appear small in scale and limited in distribution compared to the panorama of Port development within this view. Likewise, the three (3) new cranes would be similar to existing features and as such blend into the overall view. They would not obstruct or interrupt views of Port features across the panorama available or appear

incongruous in the Port setting. Therefore, there would be no adverse impact on views from Lookout Point Park relative to scenic vistas.

As described above, the proposed Project would not have a significant impact on scenic vistas because proposed improvements would be similar in character and context to existing features in the Port area, and would not obstruct any high quality recognized view, nor would the proposed improvements change the quality of the views. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**Less Than Significant Impact.** The proposed Project activities would not have the potential to damage scenic resources because none of the activities would be located near an eligible or designated state scenic highway. The California Department of Transportation (Caltrans) is responsible for the official nomination and designation of eligible scenic highways. The nearest, officially designated, state scenic highway is located approximately 33 miles north of the proposed Project (State Highway 2, from approximately three miles north of Interstate [I]-210 in La Cañada to the San Bernardino County Line) (California Department of Transportation, 2011). The nearest eligible state scenic highway is approximately 10 miles northeast of the proposed Project (State Highway 1, from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) (California Department of Transportation, 2011). The Project site is not visible from either of these locations; therefore, Project activities would not affect the quality of the scenic vista from these locations.

The City of Los Angeles has City-designated scenic highways that are considered for local planning and development decisions which include several streets in San Pedro that are in the vicinity of the proposed Project (City of Los Angeles, 1999). John S. Gibson Boulevard, Pacific Avenue (from Crescent Avenue to Paseo del Mar), Front Street, and Harbor Boulevard (between Harry Bridges Boulevard and Crescent Avenue) are City-designated scenic highways because they afford views of the Port and the Vincent Thomas Bridge.

John S. Gibson Boulevard extends approximately 1.8 miles. Northbound travelers along this scenic route have fleeting views of the Yang Ming and TraPac container terminal facilities. Southbound travelers have views of Knoll Hill, the China Shipping Container Terminal and Vincent Thomas Bridge; views of the Project site are limited are available because of the angle of the road, terrain and street-level developments.

Front Street extends 0.5-mile along the eastern base of Knoll Hill. Northbound travelers on Front Street have views that center on the roadway and China Shipping Container Terminal but not of the Project site. Southbound travelers have direct views of the Project site; however, views are frequently blocked by the Vincent Thomas Bridge, idled freight trains, and stacks of containers and cranes on the China Shipping Container Terminal.

The scenic segment of Pacific Avenue extends approximately 0.2-mile from West 22nd Street south to Shepard Street. Primary views from this scenic highway are views of the



Pacific Ocean for southbound travelers. Views of the Port are very limited due to intervening development.

Harbor Boulevard extends 1.2 miles south to its terminus at Crescent Avenue. From the northern section of Harbor Boulevard (in the vicinity of the Vincent Thomas Bridge), primary views include the working Port and transportation infrastructure and passenger terminal operations of the Catalina Express, World Cruise Center, and Island Express. Harbor Boulevard is lined with widely spaced palm trees, which provide a moderately high level of intactness and unity in the views. From the southern section of Harbor Boulevard, views are more panoramic and less-obstructed toward the bridge with Port facilities and container-laden ships in the foreground, including the Project site.

The Vincent Thomas Bridge is not a designated scenic route, but provides panoramic views of the Main Channel, West Turning Basin, and Port, including the Project site. Although the views are vivid and attractive, views from the bridge are generally fleeting and highly obstructed by its features (i.e., alignment, median, and mesh fencing). Furthermore, the bridge is accessible to vehicles only and no provisions were made for pedestrian or bicycle use. The relatively narrow traffic lanes of the bridge are the primary features of forward views.

The Project site is an existing container terminal and adjacent vacant and developed areas to the immediate south. The site's existing visual features include over water gantry (wharf) cranes, backlands cranes, containers (stacked and on chassis), and associated terminal equipment and facilities. No scenic trees or rock outcroppings exist in the Project site. The 22-acre area to the south of Terminal Way that would be redeveloped as backlands contains approximately 11 buildings/structures that would be demolished. These buildings are not visible from any state scenic highway or from the City's scenic highways along the west side of the Main Channel (John S. Gibson Boulevard, Pacific Avenue, Front Street, and Harbor Boulevard). Construction and operation associated with the proposed Project, including the installation of three (3) new cranes and establishment of an additional 23.5 acres of backlands, would be consistent with the existing visual context of a working container terminal and would not alter scenic resources visible from a City-designated scenic highway. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less Than Significant Impact.** The Port of Los Angeles is located along the southern edge of the City of Los Angeles, where the topography varies from relatively flat areas with low hills near sea level to steeper topography to the west. The Port landscape is highly engineered, reflecting more than a century of construction of breakwaters, dredging of channels, filling for creation of berths and terminals, and construction of the infrastructure required to support Port operations. The appearance of many Port operations is functional in nature and is characterized by exposed infrastructure, open storage, the use of unfinished or unadorned building materials, and the use of safety-conscious high-visibility colors such as orange or red for mobile equipment such as cranes, containers, and railcars.

The existing visual quality of Berths 226-236 is low to moderately low due to the dominance of equipment and facilities used for shipping and industrial activities. The existing features or elements of the visual character of the Project site include wharves,

berths, eight A-frame over water gantry (wharf) cranes, other backlands cranes and cargo-handling equipment, containers, and other associated infrastructure.

The visual elements under the proposed Project include three (3) additional A-frame over water gantry (wharf) cranes along Berths 226-229, converting 1.5 acres of vacant land into backlands, and redeveloping the 22-acre area bounded by Terminal Way, Earle Street, Cannery Street, and Seaside Avenue as backlands and a relocated main gate complex. The new cranes would be located along the northern portion of the wharf. The new cranes would be approximately the same size as the existing two (2) large cranes and three (3) replacement cranes (late 2014 or early 2015) at the Project site; however, they would blend in with existing industrial and shipping operations in terms of character and location along the wharf. Therefore, the new and modified cranes would not be prominently perceptible to viewers or substantively degrade the visual character of the Project site or surroundings. Furthermore, the new and modified cranes would be aesthetically consistent with the existing visual context of the working Port.

Pile installation and dredging activities associated with the proposed Project are temporary and common in the harbor and would generally resemble the existing setting in character, and thus would not be incompatible with the general character of the surrounding areas. The potential for the proposed Project to increase the number and size of vessels docking at the improved wharf area (due to extended lease and the dredging associated with Berths 226-232) would also be congruent with industrial uses of the Port environment and not contrast with the setting. Furthermore, the new 1.5-acre backland area at the Project site would be paved and occupied by stacked containers and associated terminal equipment. It would be visually consistent with the existing Everport Container Terminal and would contribute to, but not change, the industrial nature of the Port.

The proposed Project includes a 22-acre area that is currently developed with various structures (including, but not limited to, buildings associated with the former StarKist Tuna Plant, the former Canner's Steam Company Plant, and an electrical substation), vacant parcels, and portions of Terminal Way, Barracuda Street, Tuna Street, and Ways Street. The development of the 22 acres would require closure (vacation) of streets within that portion of the Project site and demolition of the existing buildings, with the electrical substation to remain. One of these buildings, the former Canner's Stream Company Plant, has been the subject of several historic resource evaluations in the past. Because of this, the EIS/EIR will evaluate under Cultural Resources whether the former plant, or any of the other buildings/structures to be demolished, are historic resources, and whether the redevelopment of the 22-acre backland area under the proposed Project could substantially degrade the existing visual character or quality of its surroundings.

Therefore, the new cranes, pile installation and dredging, and development of 23.5 acres of backlands under the proposed Project would not degrade or otherwise significantly impact the existing visual character or quality of the sites and surroundings. The introduction of these proposed Project features would be consistent with the Port visual environment. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

d. **Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** The Port includes approximately 32 terminals and other facilities, all of which are illuminated at night. The overall lighting environment includes two types of light sources: 1) fixed, or stationary, light sources associated with terminals, which include crane lights, parking lot and backlands light standards, building security lighting, and terminal access road or rail spur lighting; and 2) mobile light sources associated with ship, rail and truck traffic, cargo-moving equipment, and other vehicles on interior Port roadways.

The primary source of nighttime lighting is high-mast lights along the Project site and other facilities on the east side of the Main Channel south of the Vincent Thomas Bridge, which is characteristic of the Port environment, and local ambiance for the tourist attractions at the San Pedro Waterfront. The San Pedro Bluffs residential area and Lookout Point viewing positions are substantially higher than the lights, and lights are equipped with directional reflectors which block the lens from direct view, thereby minimizing the glare and ambient lighting from the Port.

The existing cranes at the Project site are typically illuminated at night between dusk and 10:00 p.m. or later if nighttime stevedoring is occurring (i.e., loading or unloading activities). The luminance (brightness or light level) of the crane lights shine downward from the horizontal boom position to illuminate only the working surfaces, and no light spills off site. Crane lights may also be on during daylight hours when overcast weather reduces available natural light or if on-dock operations require extra illumination. In the past, some cranes remained illuminated when in the stowed (upright) position, and were visible to motorists on Vincent Thomas Bridge and to a lesser degree, southbound motorists on the Harbor Freeway and John S. Gibson Boulevard. Some illuminated cranes in the stowed position in the past were also visible from Knoll Hill and Shields Avenue neighborhoods in San Pedro. However, consistent with the recommendations presented in the Port of Los Angeles Portwide Light and Glare Survey Findings (POLA, 2006b), the cranes in a stowed position are no longer lit, with the exception of non-intrusive aircraft beacon lights, thereby eliminating this lighting as a source of annoyance and distraction to motorists and annoyance to residents.

Lighting associated with the three (3) additional A-frame over the water gantry (wharf) cranes would include lighting arrays along the underside of each crane boom to illuminate container handling operations, lighting on the underside of the crane frames, and interior and exterior lighting associated with the housing of the crane. Lighting would meet the acceptable minimum lighting levels required for the safety of personnel, as required by the Port of Los Angeles Terminal Lighting Design Guidelines (POLA, 2012b). The tops of the fixed crane tower and the tips of the cantilevered booms would be fitted with aircraft warning lights. Boom lights would only be on when the booms are in operation and in the horizontal position, which directs lighting downward on the working surfaces and prevent off-site spillage. The cranes would not be illuminated when in a stowed position, except for non-intrusive aircraft beacon lights, and thus would not be a source of glare to motorists and residents. Furthermore, lighting fixtures would face east towards the interior of the Project site to light the terminal and would be directed away from sensitive receptors. Thus, the new cranes would have minimal effect on the existing night lighting environment.

The new 1.5-acre and 22-acre backland areas would be illuminated with high-mast, full cut-off lights meeting the standards of the Port of Los Angeles Terminal Lighting Design Guidelines, established by Engineering Division and stipulated in the Port of Los Angeles Terminal Lighting Design Guidelines (POLA, 2012b), to ensure that there are no lighting issues such as an increase in off-site light emissions.

Ships berthed at the improved wharf associated with the proposed Project would serve as relatively minor secondary sources of light because of safety lighting and light emanating from the illuminated housing of the ship, but these are unobtrusive in the context of crane and high-mast lighting nearby. Mobile light sources would continue to include trucks, cars, cargo-moving equipment on the access road and in the backland areas.

Therefore, given that new lighting sources would be minimal in relation to the existing lighting on-site and harbor area as a whole, and new lighting would be directional and designed to avoid light spillage off-site, the proposed Project would not make a distinguishable contribution to ambient lighting. In addition, based on implementation of LAHD design guidelines, the proposed Project would result in no increase in light emissions to adjacent light-sensitive areas. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FOREST RESOURCES.</b>	In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				X
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526)?				X
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				X

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X

**Discussion:**

- a. **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The California Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) develops maps and statistical data to be used for analyzing impacts on California’s agricultural resources. The FMMP categorizes agricultural land according to soil quality and irrigation status; the best quality land is identified as Prime Farmland. According to the FMMP, the Project site is an area designated as Urban and Built-Up Land, which is described as land occupied by structures that has a variety of uses, including industrial, commercial, or railroad or other transportation yards (California Department of Conservation, 2013a). There is no Prime or Unique Farmland, or Farmland of Statewide or Local Importance in the proposed Project vicinity (California Department of Conservation, 2010). No Farmland currently exists on the Project site; thus, none would be converted to accommodate the proposed Project. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

- b. **Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?**

**No Impact.** The Project site is zoned for commercial/industrial (i.e., general bulk cargo and nonhazardous commercial/industrial uses), and there are no agricultural zoning designations or agricultural uses within the Project limits or adjacent areas. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland. The Project site is not located within a Prime Farmland designation, nor does it consist of more than 40 acres of farmland. No Williamson Act contracts apply to the Project site. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

- c. **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)) or timberland (as defined in PRC Section 4526)?**

**No Impact.** The Project site is zoned for heavy industrial ([Q]M3-1). As such, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest

land or timberland. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

**d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** The proposed improvements would occur at the existing container terminal, on approximately 1.5 acres of vacant land consisting of bare soils and ruderal vegetation, on 22 acres of vacant and developed industrial land immediately south of the terminal, and over and within navigable waters. The proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

**e. Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** As discussed above, no farmland or forest land is located within the surrounding area or at the Project site. The proposed Project would not involve the disruption or damage of the existing environment that would result in the loss of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III.</b>	<b>AIR QUALITY.</b> When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?			X	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	X			
d.	Expose sensitive receptors to substantial pollutant concentrations?	X			
e.	Create objectionable odors affecting a substantial number of people?			X	

**Discussion:**

**a. Would the project conflict with or obstruct implementation of the applicable air quality plans?**

**Less Than Significant Impact.** The Port is located within the SCAB, which consists of the urbanized areas of Los Angeles, Riverside, San Bernardino, and Orange Counties. Due to the combined air pollution sources from over 15 million people and meteorological and geographical effects that limit the dispersion of these pollutants, the SCAB can experience high air pollutant concentrations. As a result, the region currently does not attain the national ambient air quality standards (NAAQS) for ozone (O<sub>3</sub>), lead (Pb), and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>), and is designated as a maintenance area for particulate matter less than 10 microns in diameter (PM<sub>10</sub>),



carbon monoxide (CO), and nitrogen dioxide (NO<sub>2</sub>). In addition, the SCAB does not attain the California ambient air quality standards (CAAQS) for O<sub>3</sub>, Pb, PM<sub>2.5</sub>, and NO<sub>2</sub>.<sup>4</sup>

The South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG), in cooperation with the California Air Resource Board (CARB) and U.S. Environmental Protection Agency (USEPA), have developed air quality plans that are designed to bring the SCAB into attainment of the national and state ambient air quality standards. Periodically, the SCAQMD prepares an overall air quality management plan (AQMP) update to meet the federal requirements and/or to incorporate the latest technical planning information. Each iteration of the plan is an update of the previous plan. The latest AQMP was adopted by the AQMD Governing Board on December 7, 2012 (SCAQMD, 2012). The 2012 AQMP proposes emission reduction measures that are designed to bring the Basin into attainment of the national and state ambient air quality standards. These attainment strategies include emission control measures and clean fuel programs that are enforced at the federal and state level on engine manufacturers and petroleum refiners and retailers. The SCAQMD staff is initiating an early development process for the subsequent AQMP, which will be a comprehensive and integrated plan primarily focused on addressing the ozone standards. The subsequent AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Once the AQMP is approved by both the CARB and USEPA, it becomes part of the State Implementation Plan (SIP) for attaining and maintaining the ambient air quality standards.

Through this attainment planning process, the SCAQMD develops the SCAQMD Rules and Regulations to regulate stationary sources of air pollution in the SCAB. The National Ambient Air Quality Standards as defined in the Clean Air Act identify six common air pollutants and set standards for their maximum allowable concentration in the atmosphere. If the standards are exceeded in any given area, then the pollutants are in “nonattainment” and the area in which the standards are exceeded is called a “nonattainment” area.

Construction and operational activities associated with the proposed Project would produce emissions of nonattainment pollutants in the form of: 1) combustion emissions due to the use of fossil fuels in vessels and land-based vehicles, and 2) fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) due to the operation of vehicles on roads and exposed soils. The 2012 AQMP proposes emission reduction measures that are designed to bring the SCAB into attainment of the national and state ambient air quality standards. These attainment strategies include emission control measures and clean fuel programs that are enforced at the federal and state level on engine manufacturers and petroleum refiners and retailers. The SCAQMD also adopts control measures proposed by the 2012 AQMP into the SCAQMD rules and regulations, which are then used to regulate sources of air pollution in the SCAB. Activities associated with the proposed Project would comply with these regulatory requirements, such as SCAQMD Rule 403 (Fugitive

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<sup>4</sup> In February 2014, the California Air Resources Board adopted regulations to redesignate Los Angeles County as an attainment area for the Pb CAAQS, and to redesignate the South Coast Air Basin as an attainment area for the NO<sub>2</sub> CAAQS. The State has taken a final action on these regulations and they are in effect as of July 1, 2014.

Dust), thereby ensuring that the proposed Project would not conflict with or obstruct implementation of the AQMP.

The LAHD, in conjunction with the Port of Long Beach, implements the 2010 Update – San Pedro Bay Ports Clean Air Action Plan (CAAP). This planning policy sets goals and implementation strategies that reduce air emissions and health risks from Port operations. The CAAP implements emission control measures for ocean-going vessels (OGVs), harbor craft, trains, trucks, and terminal equipment. In some cases, these measures have produced emission reductions from these sources that are greater than those forecasted in the 2012 AQMP. Operational activities associated with the proposed Project would comply with the source-specific performance standards found in the CAAP and therefore would be consistent with emission reduction goals in the 2012 AQMP.

In addition, the AQMD Governing Board adopted an Amendment to include Control Measure IND-01, Backstop Measure For Indirect Sources Of Emissions From Ports And Port-Related Facilities [NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>2.5</sub>], in the Final 2012 AQMP at the February 1, 2013 Governing Board meeting. Control Measure IND-01 contains emission reduction targets applicable to port emissions sources (i.e., ocean-going vessels, on-road trucks, trains, harbor craft, and cargo handling equipment), and is currently in the rule making process.

The LAHD provided cargo forecasts that were used by SCAG to simulate future growth and emission scenarios in the 2012 AQMP. These cargo forecasts encompass the operational activities associated with the Everport Container Terminal. As a result, activities associated with the proposed Project would not exceed the future emission growth projections in the 2012 AQMP.

In conclusion, based on consistency of the proposed Project with the CAAP, applicable control measures and rules, and growth forecasts in the 2012 AQMP, construction and operational activities associated with the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Potentially Significant Impact.** Construction of the proposed Project, including dredging and backlands improvements would result in fugitive dust and equipment emissions. Operation of the proposed Project may result in increased emissions of air pollutants from terminal operations (compared to baseline conditions), including emissions from terminal equipment, truck and train trips, and vessels. Therefore, the EIS/EIR will evaluate whether the proposed Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

In addition, Section 176(c) of the federal CAA states that a federal agency cannot support an activity unless the agency determines that the activity will conform to the most recent USEPA-approved SIP. This means that projects using federal funds or requiring federal approval must not: 1) cause or contribute to any new violation of a national ambient air quality standard; 2) increase the frequency of any existing violation; or 3) delay the timely attainment of any standard, interim emission reduction, or other milestone in the SIP. Based on the current General Conformity Rule and attainment

status of the South Coast Air Basin, a federal action would conform with the SIP if its annual emissions remain below 100 tons of CO or PM<sub>2.5</sub> (or any of the PM<sub>2.5</sub> precursors) below 70 tons of PM<sub>10</sub>, or below 10 tons of NOx or VOC. If the proposed federal action exceeds one or more of these *de minimis* thresholds, a more rigorous conformity determination must be conducted to verify that the federal action conforms with the SIP. In conjunction with development of the EIS/EIR, a general conformity applicability analysis will be conducted to determine if the proposed federal action emissions exceed the *de minimis* thresholds.

- c. **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Potentially Significant Impact.** Due to the elevated concentrations of air pollutants that currently occur in the SCAB and Port region, the proposed Project, in conjunction with other related projects, has the potential to make a substantial contribution to significant cumulative air quality impacts. Therefore, the EIS/EIR will evaluate whether the proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

- d. **Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Impact.** Sensitive receptors represent members of the population that are more susceptible to health impacts from air emissions. Sensitive receptor groups include children, the elderly, and the acutely and chronically ill. The locations of these groups include residences, schools, daycare centers, convalescent homes, and hospitals. Within the Project vicinity, sensitive receptors are represented by liveaboard tenants that reside on their boats in nearby marinas and residents in the community of San Pedro. The nearest liveaboards to the proposed Project are located along the Main Channel (San Pedro Marina) approximately 0.20-mile from the Project site and in Fish Harbor at the Al Larson Marina approximately 0.35-mile from the Project site. The nearest residences to the proposed Project are located in the community of San Pedro opposite the Main Channel, along Beacon Street and the west side of Harbor Boulevard approximately 0.3-mile from the Project site.

Construction activities may expose nearby sensitive receptors to air pollution in the form of dust and equipment emissions. Compliance with SCAQMD rules and regulations would be required during construction. Operational activities, including maintenance dredging, may expose nearby sensitive receptors to increased levels of air pollution. In addition, there is the potential for the proposed Project to result in increased toxic air pollutants associated with diesel emissions. Therefore, the EIS/EIR will evaluate whether the proposed Project would expose sensitive receptors to substantial pollutant concentrations.

- e. **Would the project create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** Short-term odors from the use of diesel powered heavy equipment, paving, and use of asphalt, and temporary storage/stockpiling of dredged

sediments may occur during construction. Odors from operation of the proposed Project would be similar to the odors produced from existing terminal operations and related activity, and would be primarily associated with diesel equipment.

Diesel exhaust would be the most mobile source of odor and generate the most obvious odors. Some individuals might find diesel combustion emissions to be objectionable in nature, although quantifying the odorous impacts of these emissions to the public is difficult due to the complex mixture of chemicals in the diesel exhaust, the differing odor thresholds of these constituent species, and the difficulty quantifying the potential for changes in perceived odors even when air contaminant concentrations are known. The mobile nature of most Project emission sources would help to disperse proposed Project emissions. Additionally, the distance between proposed Project emission sources and the nearest sensitive receptor is expected to be far enough to allow for adequate dispersion of these emissions to below objectionable odor levels. Furthermore, the existing industrial setting of the proposed Project represents an already complex odor environment. For example, existing nearby container terminals include freight and goods movement activities that use diesel trucks and diesel cargo-handling equipment that generate similar diesel exhaust odors as would the proposed Project. Within this context, the proposed Project would not likely result in changes to the overall odor environment in the vicinity. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES.</b>	Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?				X

**Discussion:**

- a. **Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

**Potentially Significant Impact.** No candidate, sensitive, or special-status species are known to occur on the Project site. Federal and state listed endangered species are found in the Los Angeles Harbor; however there is no federally designated critical habitat in the harbor. The California least tern (*Sterna antillarum browni*), a federally and state listed endangered species, nests and forages within the Port. A 15-acre California least tern nesting area is located on Pier 400, approximately 1.7 miles south of the Project site. In addition, Belding's savannah sparrows (*Passerculus rostratus/sandwichensis beldingi*), a state listed endangered species are found in the Port/harbor area. The California brown pelican (*Pelecanus occidentalis californicus*) roosts on the outer breakwater, plunge-dives for fish or rest on open waters within and outside the harbor and the peregrine falcon (*Falco peregrinus*) nests on certain bridges within the harbor area; both these species have been removed from the federal endangered species list. Other non-listed special-status species with the potential to occur include black-crowned night heron (*Nycticorax Nycticorax*), great blue heron (*Ardea herodias*), black oystercatcher (*Haematopus bachmani*), black skimmer (*Rynchops niger*), Caspian tern (*Hydroprogne caspia*), elegant tern (*Thalasseus elegans*), double-crested cormorant (*Phalacrocorax auritus*), and burrowing owl (*Athene cunicularia*) (POLA, 2012a). Several of these species are known to nest within the harbor. Due to the heavy industrial use within the Project area, the Project site is not a likely nesting, roosting or feeding area for any species of special concern, and no direct adverse effect on these species is anticipated as a result of the proposed Project. However, terns and cormorants likely forage in the harbor and as the proposed Project involves in-water activities (i.e., dredging and potential for an increase in vessel activity), the EIS/EIR will evaluate whether the proposed Project would have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS), including the potential to affect protected marine mammals.

- b. **Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

**Potentially Significant Impact.** There is no riparian habitat at the Project site or in the vicinity. Dredging activities would impact marine biota through resuspension of dredged materials and removal of benthic communities. Installation of sheet piles and king piles would create underwater noise and may result in injury or mortality of fish. In addition, an increase in vessel calls that would occur under the proposed Project could increase the potential for introduction of invasive species or have an effect on local biological communities related to increased vessel calls. This impact may be potentially significant. Additionally, impacts to Essential Fish Habitat (EFH) as defined by the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson Act) could occur. The proposed Project is located in an area (Los Angeles Harbor) designated as EFH and which supports species managed under the National Marine Fisheries Service

Coastal Pelagic Species and Pacific Groundfish Management Plans. Of the 95 species managed under these plans, 24 are known to occur in the Port Complex and could potentially be affected by the proposed dredging activities associated with the proposed Project. However, most of these 24 species have been collected only sporadically and in very low numbers. Therefore, the EIS/EIR will evaluate whether the proposed Project would have a substantial adverse impact on any sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or the USFWS.

- c. **Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** The proposed Project would not affect federally protected wetlands (as defined by Section 404 of the Clean Water Act [CWA]) during in-water construction activities (i.e., dredging and installation of pilings) and maintenance dredging because there are no federally protected special aquatic sites (e.g., wetlands, eelgrass) in the project area. The only federally protected wetlands or eelgrass in the Los Angeles Harbor are the Cabrillo Salt Marsh and the Anchorage Road Salt Marsh, 1.6 miles and 1.7 miles from the Project site respectively, and eelgrass located in the Pier 300 Seaplane Lagoon and Inner Cabrillo shallow water areas. None of these wetlands or eelgrass beds would be affected or otherwise disturbed by the proposed Project. Therefore, there would be no impact to these resources and this issue will not be addressed further in the EIS/EIR.

- d. **Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?**

**Less Than Significant Impact.** There are no terrestrial or aquatic migration corridors within the Port Complex, including the Project site, and thus, the proposed Project is not expected to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. The 1.5-acre area is a vacant parcel with ruderal vegetation that offers minimal area for wildlife or bird foraging. Similarly, the vacant and developed areas within the 22-acre expansion area offer minimal if any opportunities for wildlife or bird foraging. However, impacts related to potential use of these areas by wildlife, including use as a refuge or nesting site, will be addressed further in the EIS/EIR as described under Checklist Item IV(a) above.

The designated California least tern nesting area is located to the south on Pier 400, and no direct or indirect impacts to this nesting area are anticipated. Further, foraging activities by California least tern during its nesting season would not be impeded by the proposed Project. Although a less than significant impact is anticipated, this issue will be addressed further in the biological resources analysis in the EIS/EIR as part of Checklist Item IV(a) above.

**e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** The Project site is highly urbanized and industrialized. The majority of the site is paved and occupied by existing container terminal operations. The vacant 1.5-acre parcel consists primarily of dirt and shell rubble with some areas of ruderal plants, and the 22-acre area is comprised of vacant and developed industrial land. These areas do not contain any known or protected biological resources. The proposed Project is not expected to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

**f. Would the project conflict with the provisions of an adopted habitat conservation plan, natural communities conservation plan, or any other approved local, regional, or state habitat conservation plan?**

**No Impact.** The proposed Project would not be located within an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under California's Natural Community Conservation Planning Act, is administered by the CDFW and is a cooperative effort between resource agencies and developers that takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. There is only one NCCP approved near the Port, and it was designed to protect coastal scrub habitat (Palos Verdes Peninsula Sub-Regional Plan).

HCPs are administered by the USFWS and are designed to identify how impacts would be mitigated when a project would impact endangered species or designated critical habitat. There are no HCPs in place for the Port. A Memorandum of Understanding (MOU) is in place for the LAHD, CDFW, USFWS, and USACE to protect the California least tern, and requires a 15-acre nesting site to be protected during the annual proposed Project nesting season (May to October). The site is on Pier 400 and is being considered for designation as a Significant Ecological Area (SEA) by the County of Los Angeles (County of Los Angeles, Department of Regional Planning, 2013).

The proposed Project would have no impact on HCPs, NCCPs, the MOU, or the proposed SEA for California least tern. The Project site is located approximately 1.7 miles from the California least tern nesting site and does not contain nesting habitat or foraging habitat. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.



		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b>	Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	X			
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	X			
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d.	Disturb any human remains, including those interred outside of formal cemeteries?			X	

**Discussion:**

**a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines §15064.5?**

**Potentially Significant Impact.** The new cranes, pile installation and dredging, and backland development of the 1.5 acre area under the proposed Project do not include demolition of any building or structure. However, the 22-acre area located between Terminal Way, Earle Street, Cannery Street, and Seaside Avenue contains buildings/structures that would be demolished. A majority of the existing buildings/structures located within the 22-acre area are older than 50 years of age. The various structures include buildings associated with the former StarKist Tuna Plant and the former Canner's Steam Company Plant, as well as an electrical substation. The proposed Project includes the demolition of the two former plants but the maintaining of the electrical substation. Both of the former plants have been subject to past historic resource evaluations, which will be updated as part of the EIS/EIR analysis. Therefore, the potential for the proposed Project to result in significant impacts to historic structures will be evaluated in the EIS/EIR.

**b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?**

**Potentially Significant Impact.** Terminal Island is composed of both natural land mass and dredged material (man-made engineered fill). The proposed Project would result in dredging and ground-disturbing activities associated with the improvement of the 1.5-acre and the 22-acre areas, and possible utility connections. Due to the location of the proposed improvements being on an area of Terminal Island that is made up of man-made engineered fill and previously developed, no prehistoric archaeological sites are expected to be associated with the Project site. Although prehistoric archaeological resources are not expected to be encountered during Project construction, the proposed

Project would result in ground-disturbing activities that could potentially uncover historical archaeological resources. Impacts are considered potentially significant, and this issue will be discussed in the EIS/EIR.

**c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Potentially Significant Impact.** Terminal Island is composed of both natural land mass and dredged material (fill), and the proposed Project would result in ground-disturbing activities that could potentially uncover unique paleontological resources. Impacts are potentially significant, and this issue will be discussed in the EIS/EIR.

**d. Disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impact.** No known cemeteries or burials are known to have occurred at the Project site and the Project area is composed of both disturbed natural areas and man-made engineered material constructed in the early 20th century. The proposed Project includes dredging to -55 MLLW (-53 feet plus two feet overdepth tolerance) within harbor waters (from the current depth of -45 feet MLLW) that have been previously disturbed. Additionally, the proposed Project includes excavation within the backlands expansion area of the terminal and possible minor ground disturbance associated with any required utility relocations and street improvements. Should any unanticipated human remains be discovered, California Health and Safety Code Section 7050.5 declares that in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbances must cease and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. Sections 5097.94 and 5097.98 of the Public Resources Code specify a protocol to be followed when the Native American Heritage Commission receives notification of a discovery of Native American human remains from a county coroner. No significant impact would occur, and this issue will not be addressed in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS.</b>	Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
	ii.) Strong seismic ground shaking?			X	
	iii.) Seismic-related ground failure, including liquefaction?			X	
	iv.) Landslides?				X
b.	Result in substantial soil erosion or the loss of topsoil?			X	
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				X

**Discussion:**

- a. **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- (i.) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** Southern California is one of the most seismically active areas in the U.S. Numerous active faults and fault zones are located within the general region, including the active Palos Verdes Fault that traverses the harbor area, as well as the Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults within 25-miles. The harbor area, as with the southern California region as a whole, cannot avoid earthquake-related hazards, such as liquefaction, ground rupture, ground acceleration, and ground shaking. Although no faults within the Port area are currently zoned under the Alquist-Priolo Act, potential hazards exist due to seismic activities associated with the Palos Verdes Fault Zone and the presence of man-made engineered fill. The exposure of people to seismic ground shaking is a potential risk with or without the proposed Project.

The City of Los Angeles Building Code, Section 91.000 et seq. of the Los Angeles Municipal Code (LAMC), regulates construction. These building codes and criteria provide requirements for construction, grading, excavations, use of fill, and foundation work, including type of materials, design, procedures, etc. These codes are intended to limit the probability of occurrence and the severity of consequences from geological hazards, such as earthquakes. Necessary permits, plan checks, and inspections are also specified. The LAMC also incorporates structural seismic requirements of the California Building Code (CBC). LAHD's and City of Los Angeles' Department of Building and Safety engineers would review the proposed Project plans for compliance with the appropriate standards in the building codes, including seismic requirements. Emergency planning and coordination would also contribute to reducing injuries on-site in the event of a seismic event.

The proposed Project features would not cause or accelerate geologic hazards. Wharf and terminal improvements would be conducted in accordance with LAHD seismic design and engineering criteria, including recommendations in a geotechnical report prepared as part of the design process, to minimize potential damage risks in the event of seismically-induced geologic hazards. Such design and construction practices would include, but not be limited to, completion of a site-specific geotechnical investigation regarding construction and engineering. The design would incorporate measures pertaining to temporary construction conditions, such as maximum temporary slope gradient.

With compliance with appropriate engineering standards and building codes, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

Potential impacts associated with seismically generated tsunamis are addressed under Section IX, Hydrology and Water Quality, Checklist Item IX(j) below.

**(ii.) Strong seismic ground shaking?**

**Less Than Significant Impact.** As discussed above, the Los Angeles Basin, including the harbor, is an area of known seismic activity. The risk of seismic hazards such as ground shaking cannot be avoided. Building and construction design codes are meant to minimize structural damage resulting from a seismic event. The proposed Project would comply with the applicable engineering standards and building codes discussed under Checklist Item VI(a)(i) above, including the Los Angeles Building Code, LAHD seismic design and engineering criteria and recommendations of geotechnical investigations. Emergency planning and coordination would also contribute to reducing injuries to on-site personnel during seismic activity. With incorporation of emergency planning and compliance with current building regulations and standard engineering practices, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

**(iii.) Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.** The harbor area, including the Project site, is identified as an area susceptible to liquefaction in the City of Los Angeles General Plan, Safety Element because of the presence of recent alluvial deposits and groundwater less than 30 feet below ground surface (City of Los Angeles, 1996). However, the proposed Project would be completed in compliance with established building codes and LAHD design criteria, as described above under Checklist Item VI(a)(i). With incorporation of modern construction engineering and safety standards and compliance with current building regulations, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

**(iv.) Landslides?**

**No Impact.** The proposed Project would be constructed and operated on Terminal Island, which is relatively flat with no significant natural or graded slopes. The proposed Project is not located near any landslide hazard areas. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

**b. Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** The proposed improvements include developing backlands on 23.5 acres of vacant and developed land. This could result in the temporary exposure of soils or the loss of topsoil. Erosion and sediment controls would be used during construction to reduce the amount of soils disturbed and to prevent disturbed soils from entering runoff. Construction projects resulting in the disturbance of one-acre or more are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board (RWQCB) to control soil erosion due to stormwater. Prior to the start of construction activities for the proposed Project, the contractor would prepare a Storm Water Pollution Prevention

Plan (SWPPP) that specifies logistics and schedule for construction activities that would minimize potential for erosion and sedimentation. It will identify standard practices that include implementation of BMPs for the installation, monitoring, and maintenance of control measures. The SWPPP would be prepared and submitted prior to the start of construction and control measures would be installed at the construction sites prior to ground disturbance. After construction is completed, the entire Project site would be covered by pavement and no large areas of exposed soil that could be exposed to erosion effects of wind or water would remain. Therefore, the proposed Project would not result in substantial soil erosion or the loss of topsoil. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**c. Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?**

**Less Than Significant Impact.** The Project site is constructed partially on man-made landfill areas, which could be subject to lateral spreading, subsidence, liquefaction, or collapse. However, the proposed Project features would not cause or accelerate geologic hazards and would be constructed in accordance with design and engineering criteria, including recommendations in a geotechnical report prepared as part of the design process, and applicable building and safety requirements (such as the building standards contained in the most recent edition of the LAMC and CBC) as discussed under Checklist Item VI(a)(i) above. With incorporation of modern construction engineering and safety standards and compliance with current building regulations, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

**d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),<sup>5</sup> creating substantial risks to life or property?**

**Less Than Significant Impact.** Expansive soils generally result from specific clay minerals that expand when saturated and shrink in volume when dry. These expansive clay minerals are common in the geologic deposits in the adjacent Palos Verdes Peninsula. Clay minerals in geologic deposits within the Project area could be expansive, and previously imported fill soils could be expansive as well. However, the proposed Project features would not cause or accelerate risks associated being located on expansive soils and would be constructed in accordance with design and engineering criteria, including recommendations in a geotechnical report prepared as part of the design process and applicable building and safety requirements (such as the building standards contained in the most recent edition of the LAMC and CBC) as discussed under Checklist Item VI(a)(i) above. With incorporation of modern construction engineering and safety standards and compliance with current building regulations, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

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<sup>5</sup> The State of California provides minimum standards for building design through the California Building Code (CBC). The CBC is based on the International Building Code (formerly known as the Uniform Building Code), established by the International Code Council (formerly known as the International Council of Building Officials), which is used widely throughout the U.S. (generally adopted on a state-by-state or agency-by-agency basis), and has been modified for conditions within California. Therefore, this Initial Study assumes compliance with the CBC.

- e. **Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** The proposed Project does not involve the use of septic tanks or alternative waste water disposal systems. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII.</b>	<b>GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b.	Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

**Discussion;**

**a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Potentially Significant Impact.** Greenhouse gases (GHGs) are gases that trap heat in the atmosphere. These emissions occur from natural processes and human activities. Accumulating scientific evidence indicates a correlation between the worldwide proliferation of GHG emissions by mankind over the past century and increasing global temperatures (Intergovernmental Panel on Climate Change, 2007; U.S. Global Change Research Program, 2009; and, California Energy Commission, 2009). The climate change associated with this global warming is predicted to produce negative economic and social consequences across the globe.

The most common GHGs emitted into the atmosphere from natural processes and human activities include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated gases (hydrofluorocarbons and perfluorocarbons). Each GHG is assigned a global warming potential (GWP), which is the ability of a gas or aerosol to trap heat in the atmosphere. The GWP rating system is standardized to CO<sub>2</sub>, which has a value of one. For example, CH<sub>4</sub> has a GWP of 21, which means that it has a global warming effect 21 times greater than CO<sub>2</sub> on an equal-mass basis. Total GHG emissions from a source are often reported as a CO<sub>2</sub> equivalent (CO<sub>2</sub>e). The CO<sub>2</sub>e is calculated by multiplying the emission of each GHG by its GWP and adding the results together to produce a single, combined emission rate representing all GHGs.

Greenhouse gas emissions would be released from a variety of fossil fuel-powered sources associated with the proposed Project during both construction and operation. These sources would have the potential to generate a substantial amount of GHGs and to produce an adverse impact on the environment. Therefore, the EIS/EIR will evaluate the potential for the proposed Project to generate GHG emissions that may have a significant impact on the environment.



**b. Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less Than Significant Impact.** Assembly Bill (AB) 32, signed by Governor Arnold Schwarzenegger in 2006, directs the State of California to reduce statewide GHG emissions to 1990 levels by the year 2020. In accordance with AB 32, the California Air Resources Board (CARB) developed the Climate Change Scoping Plan (Scoping Plan), which outlines how the state will achieve the necessary GHG emission reductions to achieve this goal (CARB, 2008). The Scoping Plan includes 39 recommended actions that would reduce GHG emissions with the use of direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. Two of these actions would apply to Port operations: 1) ship electrification at ports (AMP) and 2) goods movement efficiency measures. ARB is currently in process of updating the Scoping Plan. A draft updated Scoping Plan released in October 2013 supports reducing emissions associated with freight movement, including emissions associated with transport of intermodal containers from marine ports to near-dock rail yards (CARB, 2013).

In May 2007, the City of Los Angeles Mayor's Office released the Green LA initiative, which presents a citywide framework to confront global climate change and create a cleaner, greener, sustainable Los Angeles (City of Los Angeles, 2007). The Green LA plan is a voluntary program that sets a goal of reducing the City's 18 greenhouse gas emissions to 35 percent below 1990 level by 2030. The plan includes various actions that have a GHG co-benefit and which have been incorporated into CAAP, including

- Trucks calling at the ports meeting or exceeding EPA's 2007 heavy-duty vehicle on-road emissions standards for particulate matter, and
- Cargo handling yard tractors meeting the EPA 2007 on-road or Tier IV engine emission standards.

The proposed Project would use stationary and mobile equipment that would be compliant with state and federal emissions requirements and adhere to control measures adopted by the State of California during construction and operation. Furthermore, the proposed Project would include AMP infrastructure. The proposed Project would therefore not conflict with the goals of AB 32 or regulations adopted since AB 32.

Regarding adaptation to climate change effects, the Rand Corporation recently completed a study (Lempert et al. 2012) focusing on the cost versus benefit of hardening or improving Port terminals in advance of future sea level rise. The study focused on four areas within the Port at different elevations and their potential exposure to sea level rise, given various time and sea level rise assumptions. The four areas studied are the low side of the container ship terminals (where electrical conduits are located), the upper side (or top side) of the terminals, Berths 206–209, and the Alameda and Harry Bridges crossing. The study goes beyond the theoretical sea level rise inundation scenarios that have been generated (and are available online) from the upper ranges of sea level rise in studies conducted by the Pacific Institute and the California Sea Level Rise Task Force of the Coastal and Ocean Working Group of the California

Climate Action Team (Co-CAT) in the State of California Sea Level Rise Interim Guidance Document (2010 and 2013 update).

The Rand study takes into account the range of the sea level rise estimates in the Co-CAT document (up to 55 inches by 2100) and expands the range by another 12 inches to allow for uncertainty related to a broad circulation shift in the Pacific Ocean resulting from climate change later in the 21st century. The Rand study assigns probabilities to the sea level rise ranges (with an approximately equal distribution of probabilities) and then evaluates whether investments (sea armoring at the four facility areas within the Port) are likely to provide benefits (relative to costs). It should be noted that the cost benefit analysis assumed that hardening terminals would cost less than cost estimates provided by the Port. Upgrades to sea armoring means the addition of physical structures intended to protect infrastructure or shoreline against anticipated sea level rise. The study found that of the four areas evaluated, only sea armoring at the next decision point for upgrade (i.e., when a new project is being constructed) for the lower lying Alameda and Harry Bridges crossing area, which is 6.13 feet above mean sea level, would likely result in cost-benefits.

The higher elevation areas reviewed in the study include Berths 206–209 (7.62 feet above MSL), lower terminal (9.20 feet above MSL), and upper terminal (12.14 feet above MSL). The study determined that early hardening is not likely to be beneficial (from a cost standpoint) at these higher areas for either terminal upgrades with less than 50-year lifespan, or for armoring improvements that could cost substantially more than the assumed upgrade costs in the study.

It should be noted that the study provides a potential cost-benefit methodology or tool which the Port can use in evaluating whether or not providing early sea level rise armoring improvements can be cost effective over the long term when major terminal upgrades are being proposed or considered. The Rand study, when applied to the proposed project, indicates that additional protective measures from sea level rise are not warranted at this time given the current state of scientific understanding of sea level rise and related climate variables. Further, the proposed Project would operate for less than 50 years, which indicates that protective measures at this time would not prove to be cost effective.

Construction and operational activities associated with the proposed Project would comply and/or be consistent with all of the above plans, policies, and regulations adopted to reduce emissions of GHGs or adapt to climate change. As a result, the proposed Project is not expected to conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and adapting to climate change. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII.</b>	<b>HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?			X	
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?				X
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

**Discussion:**

- a. **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** Small amounts of hazardous material and/or hazardous wastes are used and stored on the Project site. At the Everport Container Terminal these hazardous material and hazardous wastes are primarily associated with vehicle and equipment maintenance (i.e., motor oil, used oils, lubricant, diesel, gasoline, and propane) and reefer operations (i.e., refrigerant, hydrochloric acid, and foam cleaner). Decommissioning and demolition of buildings/structures within the 22-acre area (i.e., former StarKist Tuna Plant and former Canner's Stream Company Plant) would involve the disposal of hazardous materials.

It is unlikely that construction activities would involve the use of substantial quantities of hazardous materials and the most likely source of these materials would be from vehicles at the site. There could be small amounts of hazardous materials, including solvents and lubricants used to maintain equipment for pile installation, dredging operations, and backlands development; however, these materials would be confined and located on a barge (associated with dredging) or on land (associated with backlands development). Additionally, construction activities would be conducted using BMPs in accordance with City guidelines, as detailed in the Development Best Management Practices Handbook (City of Los Angeles, 2002), and the Los Angeles Municipal Code regulations (Chapter 5, Section 57, Division 4 and 5; Chapter 6, Article 4). Federal and state regulations that govern the storage of hazardous materials in containers (i.e., the types of materials and the size of packages containing hazardous materials), secondary confinement requirements, and the separation of containers holding hazardous materials, would limit the potential adverse impacts of contamination to a relatively small area. In compliance with the State General Permit for Storm Water Discharges Associated with Construction Activity and a Project-specific SWPPP, standard BMPs would be used during construction activities to minimize runoff of contaminants and clean-up any spills. Applicable BMPs include, but are not limited to: vehicle and equipment fueling and maintenance; material delivery, storage, and use; spill prevention and control; solid and hazardous waste management; and contaminated soil management. Decommissioning and demolition of buildings/structures within the 22-acre area (i.e., former StarKist Tuna Plant and former Canner's Stream Company Plant) would involve the disposal of hazardous materials in accordance with local, county, and state laws that protect public safety and minimizes the potential for hazardous materials impacts to the environment. Therefore, implementation of construction standards would minimize the potential for an accidental release of petroleum products, hazardous materials, and/or explosion during construction activities at the Project site. Therefore, construction would not create a significant hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials.

Operation of the proposed Project would require compliance with all existing hazardous material and waste laws and regulations, including but not limited to regulations and requirements under LAHD, U.S. Coast Guard [USCG], Los Angeles Fire Department [LAFD], Department of Toxic Substances Control, U.S. Department of Transportation [USDOT] and USEPA. The proposed Project would comply with these laws and

regulations, which would ensure that potential hazardous materials handling would occur in an acceptable manner. These safety regulations that govern the shipping, transport, storage, and handling of hazardous materials would limit the severity and frequency of potential releases of hazardous materials resulting in increased exposure of people to health hazards.

During operation, terminal maintenance activities would continue to use small amounts of hazardous materials such as petroleum products, solvents, paints, and cleaners. Use of such materials could increase under the proposed Project; however, use and storage of such materials would continue to comply with applicable regulations governing use, storage, transport, and disposal of such materials, which would limit the potential for exposure to health hazards. Quantities of hazardous materials that exceed the thresholds provided in Chapter 6.95 of the California Health and Safety Code would be subject to a Release Response Plan (RRP) and a Hazardous Materials Inventory (HMI). Implementation of increased inventory accountability and spill prevention controls associated with this RRP and HMI would limit both the frequency and severity of potential releases of hazardous materials. Limited quantities of hazardous materials used at the Project site that are below the thresholds of Chapter 6.95 are not expected to result in a substantial spillage into the environment.

In addition, operation associated with the proposed Project would continue to include the import and export of containers that potentially contain hazardous materials. This would consist of similar containerized hazardous materials that are currently handled at the Project site; however, the volume of hazardous materials under the proposed Project could increase proportionally with the increase in TEU throughput (relative to baseline conditions). The containerized hazardous materials that may be handled on-site fall into the following classes: corrosive material, explosive materials, oxidizing materials, unstable materials, toxic materials, unstable materials, radioactive materials, and/or water reactive materials.

Table Haz-1 lists container-related spills in the Port of Los Angeles for 2013 through October. As can be seen, none of the spill incidents affected members of the general public.

**Table Haz-1: Container Terminal Related Spills at Ports of Los Angeles 2013**

Date	Substance	Amount Released	Entered Water	Injuries	Fatalities	Evacuations
1-9-13	Oil	Unknown	Yes	0	0	0
1/21/13	Hydraulic Oil	Unknown	Yes	0	0	0
3/26/13	Hydraulic Fluid	1 Ounce	Yes	0	0	0
4/1/13	Hydraulic Oil	1 Ounce	No	0	0	0
4/6/13	Petroleum	55 Gal	Yes	0	0	0
4/6/13	Unknown	Unknown	Yes	0	0	0
4/11/13	Oil	Unknown	Yes	0	0	0
4/19/13	Oil	2 Gallons	Yes	0	0	0
5/7/13	Hydraulic Oil	Unknown	No	0	0	0
6/26/13	Unknown	Unknown	No	0	0	0
7/1/13 <sup>1</sup>	Diesel	30 Gallons	Yes	0	0	0
7/2/13	Diesel	10 Gallons	No	0	0	0
7/17/13	Hydraulic Oil	Unknown	No	0	0	0
8/7/13	Petroleum	2 Liters	Yes	0	0	0
8/31/13	Oil	Unknown	Yes	0	0	0
10/10/13	Hydraulic Fluid	8 Ounces	No	0	0	0
10/15/13	Hydraulic Fluid	0.8 Ounces	No	0	0	0
10/17/13	Hydraulic Fluid	0.1 Quarts	No	0	0	0
10/29/13	Unknown	Unknown	Yes	0	0	0
11/1/13	Hydraulic Oil	Unknown	No	0	0	0
11/27/13	Unknown	Unknown	Yes	0	0	0
11/27/13	Hydraulic Fluid	Unknown	Yes	0	0	0
12/10/13	Hydraulic Oil	4 Gallons	No	0	0	0
12/27/13	Oil	Unknown	Yes	0	0	0

Source: Hazmat Spill Report, 2013; California Emergency Management Agency

<sup>1</sup> On July 1, 2013, a driver of a yard tractor at the Evergreen Terminal was fatally injured when his tractor fell into the water and he became trapped. Source: Transport Workers Solidarity Committee. 2013.

Hazardous materials that are transported in containers are stored in individual containers specifically manufactured for storing and transporting the material. Additionally, hazardous material shipments must be prepared, packaged, and labeled in accordance with federal requirements (49 CFR Parts 170 – 179) to facilitate transport of the containers. Hazardous materials are required to be properly manifested. The manifests for inbound containerized hazardous materials are reviewed and approved by the Port Security and the LAFD before they can be unloaded. The Port Police issue permits for hazardous materials transported in containers. For 2013, 24,478 permits

were issued and the total weight of the hazardous materials transported was 464,111,469 pounds. Compliance with applicable federal, state, and local laws and regulations governing the transport of hazardous materials and emergency response to hazardous material spills would minimize the potential for adverse public health impacts.

Based on the Federal Motor Carrier Safety Administration (FMCSA, 2013), of the estimated 273,000 truck crashes in 2011 (causing fatalities, injuries, or property damage), an estimated 1.2 percent (3,341 of the total 273,000 truck crashes) produced fatalities and 21.9 percent (60,000 of the total 273,000 truck crashes) produced injuries. In addition, according to an FMCSA detailed analysis (FMCSA, 2001), the estimated non-hazardous materials truck accident rate is more than twice the hazardous materials truck accident rate. The non-hazardous materials truck accident rate was estimated to be 0.73 accidents per million vehicle miles, and the average hazardous materials truck accident rate was estimated to be 0.32 accidents per million vehicle miles. In addition, a 2004 evaluation of crashed involving trucks carrying hazardous materials conducted by the FMCSA concluded that of the 412,558 people killed on the nation's highways in the years from 1991 through 2000, only 730 died in large truck crashes involving a spill of hazardous materials - 0.2 percent of the total fatalities. Data from Research and Special Programs Administration of the U.S. Department of Transportation attribute only 117 of the deaths to exposure to hazardous materials during the crashes, only 0.03 percent of the total fatalities. Furthermore, Research and Special Programs Administration attributes fewer than 100 injuries each year to exposure to hazmat in highway crashes, less than 0.1 percent of all injuries in large truck crashes. Although the proposed Project would result in increased throughput, which would in turn result in some increased handling of containers carrying hazardous materials, injuries and fatalities resulting from hazardous materials from truck crashes are not considered to be substantial. Furthermore, the transportation, storage, and use of hazardous materials are extensively regulated. The primary purpose of the existing regulations is to prevent releases and accidents, and ensure the capability to respond in the event of an accident. With these stipulations in place, operation of the proposed Project is not expected to present a significant risk to the public through the routine transport, use, or disposal of hazardous materials. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**b. Would the project create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?**

**Potentially Significant Impact.** The Project site potentially contains unknown contamination related to past uses and other uses in the Project vicinity. Project construction would include demolition of existing structures on the 22-acre area bounded by Terminal Way, Earle Street, Cannery Street, and Seaside Avenue, and ground disturbances associated with backland development and infrastructure installation. Due to the known presence of existing contamination on the 22-acre area of the Project site, the potential for the proposed Project to create a significant hazard to the public or the environment through the release of hazardous materials associated with existing contamination into the environment will be evaluated in the EIS/EIR.

- c. **Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school?**

**Less Than Significant Impact.** The nearest schools to the site include World Tots Los Angeles Preschool (approximately 0.29-mile west of the Project site) and Port of Los Angeles High School (approximately 0.44-mile west of the Project site). Both are located across the Main Channel in the community of San Pedro and are not within 0.25-mile of the Project site. Therefore, the potential impact for the proposed Project to emit hazardous emissions within 0.25-mile of an existing school is less than significant and will not be addressed further in the EIS/EIR. However, air pollutant emissions from the proposed Project would be addressed in the air quality section of the EIS/EIR as noted under Checklist Item III(d) above.

- d. **Is the project located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Potentially Significant Impact.** The State Water Resources Control Board (SWRCB) GeoTracker data management system lists the Project site as a historical Waste Discharge Requirement (WDR) site. The case (WDR100000929), which pertains to maintenance dredging at Berth 226 – 231, was opened in 1981 with no following actions reported (SWRCB, 2013).

Within the southern portion of the Project site (within the 22-acre area), the former Canner’s Steam Company Plant, located at 249 Cannery Avenue, is a WDR site. There is also an open site assessment at the former Canner’s Steam Company Plant site and contaminated groundwater is currently being remediated at the Canner’s site.

A historic WDR site is also identified at the Refiners Marketing Company, 100 Seaside Avenue, located to the east of the Project site. Other sites in the vicinity of the proposed Project that are identified on the GeoTracker data management system include a cleanup program site at BP Oil Company, 100 South Seaside Avenue, immediately to the south of the Project site. The cleanup action was closed as of 1999 (SWRCB, 2013).

There is an open remediation site at the ExxonMobil liquid bulk terminal to the south of the Project site. The LARWQCB, issued a Cleanup and Abatement Order for the site in 1999 (No. 99-003) related to the presence of free hydrocarbon product in the groundwater surface under a portion of the site and petroleum hydrocarbons present in near-surface soil throughout the site. Investigations conducted in 1999 determined that free hydrocarbon product is also present at the southern end of the Project site. A full-scale free hydrocarbon product recovery system and vapor extraction system has been in operation at the ExxonMobil site beginning in 1996. The system remains operation and continues to remove free hydrocarbon product from the ExxonMobil site and Project site (ExxonMobil, 2013).

Current actions occurring at the ExxonMobil site include implementation of a fluid migration barrier extension approved in August 2013 as a preventative measure to limit any potential for future free product migration, quarterly groundwater and surface water monitoring and sampling, and free hydrocarbon product monitoring and recovery of light non-aqueous phase liquids in on-site wells (California Regional Water Quality Control



Board Los Angeles Region, 2013). As discussed under Checklist Item VIII(b) above, monitoring wells located on the southern portion of the Project site would be protected in place and STS would continue to coordinate with ExxonMobil in regards to monitoring activities.

The Department of Toxic Substances Control's (DTSC) EnviroStor database, which identifies sites that have known contamination or sites for which there are reasons to investigate further, lists one active cleanup site in the vicinity of the proposed Project. This is the Southwest Marine Terminal Island Facility, a site used for ship building or ship repair until 2006, at 985 Seaside Avenue approximately 0.20-mile south of the Project site. This is an active cleanup site for hazards found on-site, including 1,4 dioxane, furan, metals, petroleum and polychlorinated biphenyls (DTSC, 2013).

EnviroStor also lists several inactive Military Evaluations needing further evaluation in the vicinity, including a site on Terminal Way, southwest of Earle Street and adjacent to the Project site, which is a Formerly Used Defense Site (FUDS), and the U.S. Coast Guard base located approximately 0.5-mile south of the Project site which is also identified in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). The US Coast Guard Base is identified in CERCLIS as a non-National Priorities List (NPL) site (USEPA, 2013b).

As discussed under Checklist Item VIII(b) above, the potential for the proposed Project to create a significant hazard to the public or the environment, as well as the potential for the proposed Project to be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, will be evaluated in the EIS/EIR.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The proposed Project is not located within an airport land use plan or within two miles of a public airport or a public use airport. The closest airport is Torrance Municipal Airport, which is approximately five miles from the Project site. The Long Beach Airport and Los Angeles Airport are approximately nine miles and 16 miles, respectively, from the Project site. Thus, the Project site is not within an airport land use plan or within two miles of a public airport. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

- f. **For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** A helicopter-landing pad for Island Express is located at Berth 95 approximately 0.2-mile west of the site opposite the Main Channel. Only small helicopters operate from this location and transit primarily via the Main Channel. The proximity of the heliport would not result in a safety hazard for people working in the Project area. The proposed Project would have no effect related to private airstrips. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

**g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** The Project site is currently used for the handling and transport of cargo. Project construction would occur within the Project site boundaries. The proposed Project would close Terminal Way and reroute through-traffic on Terminal Way to Cannery Street, which would maintain emergency access to Seaside Avenue and the adjacent uses. Cannery Street would continue to provide access to uses adjacent to Fish Harbor for emergency service providers. In addition, Tuna Street, Ways Street, and Barracuda Street north of Cannery Street, which provide access to parcels between Terminal Way and Cannery Street, would be closed. However, the parcels these streets serve would be converted to terminal backlands, and access would be provided through the terminal's relocated main gate (extended from west-bound Terminal Way). Because through traffic would be maintained on Cannery Street, emergency access to Seaside Avenue and Fish Harbor would be maintained. Therefore, the street closures under the proposed Project are not expected to adversely affect emergency response or evacuations. As part of standard procedure for activities occurring on Port property, as well as within the Port area, the contractor would coordinate with the Port and fire protection/service providers, as appropriate, on traffic management issues and any Port improvement plans occurring in the vicinity. Traffic control equipment would be in place to direct local traffic around the work area if necessary.

During proposed Project operation, STS, USCG, Port Police and Fire emergency response plans are employed as necessary in accordance with the Port's Risk Management Plan. Operations would not interfere with the existing plans, because the proposed improvements would be confined to the Project site, and because current activities are consistent with existing plans and the proposed Project would not add any additional activities that would be inconsistent with these plans.

Additionally, proposed Project operations would also be subject to emergency response and evacuation systems implemented by the LAFD, which would review all plans to ensure that adequate access in the proposed Project vicinity is maintained. All proposed Project contractors would be required to adhere to plan requirements. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**h. Would the project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** There are no wildlands at or near the Project site. The majority of the site and surrounding area is industrial in nature and paved, and no increased wildland fire hazard is expected as a result of the proposed Project. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX.</b>	<b>HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	X			
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?				X
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?			X	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?			X	
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f.	Otherwise substantially degrade water quality?	X			
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?				X

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			X	
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j.	Contribute to inundation by seiche, tsunami, or mudflow?			X	

**Discussion:**

**a. Would the project violate any water quality standards or waste discharge requirements?**

**Potentially Significant Impact.** The proposed Project would include an on-site drainage system (that would connect with the existing storm drainage system at a suitable point) at the 1.5-acre and 22-acre areas that would be developed as backlands. The storm drain system would comply with the National Pollutant Discharge Elimination System (NPDES) requirements regarding discharges, including complying with City Standard Urban Storm water Mitigation Plan (SUSMP) requirements. Construction of waterside improvements may result in discharges to harbor waters. BMPs would be implemented during construction in accordance with the USACE and the LARWQCB related to dredge, disposal, and construction requirements. The proposed Project would result in dredging in the Main Channel, which would entail temporary water quality impacts such as turbidity and resuspension of sediments.

Project operations would result in increased annual ship calls. Ocean-going vessels utilize hull coatings to prevent algal growth, which can result in leaching of contaminants to harbor waters. Proposed Project operations also have the potential to result in accidental discharges to harbor waters, which could be significant. However, the proposed Project operations will adhere to the NPDES-General Industrial Activities Stormwater Permit to reduce the potential of accidental or incidental discharges to the storm drain and harbor waters.

Although the proposed Project would comply with applicable regulations during construction and operation, the EIS/EIR will evaluate whether the proposed Project will violate water quality standards.

- b. **Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

**No Impact.** Groundwater in the harbor area is generally impacted by saltwater intrusion (salinity), and is therefore unsuitable for use as drinking water. In addition, the Project site is primarily paved and does not support surface recharge of groundwater. Thus, the proposed Project would not affect the existing groundwater supplies, drinking water supplies, groundwater recharge facilities, or aquifers. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

- c. **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?**

**Less Than Significant Impact.** The majority of the Project site is currently paved and impervious, with the exception of the 1.5-acre parcel to be developed as backlands, and portions of the 22-acre expansion area that are vacant. The 1.5-acre vacant parcel is a flat site consisting of ruderal vegetation, soils, and rubble (i.e., stones and shells). The 1.5-acre parcel is surrounded by paved surfaces and there are no streams or rivers located on-site or in the vicinity. The 22-acre area south of Terminal Way is primarily covered with impermeable surfaces (buildings and pavement, although some areas remain unpaved [approximately 3.2 acres]). The vacant areas of the Project site would be paved, which would increase the impervious surface area and associated surface runoff. However, the flat topography of the site would not change. Additionally, current site runoff is captured and conveyed via a stormwater control system into the harbor. It is anticipated that the existing storm drain system would have adequate capacity to handle the runoff from the 23.5-acre expansion because the stormwater system currently handles runoff from these areas; however, should it be required, local drainage lines within the Project site would be installed and, as a standard practice, connected with the existing storm drain system at a suitable point to ensure adequate capacity is maintained. The backlands development would comply with the SUSMP requirements in the NPDES Permit, which would minimize the amount of runoff from the site and potential for substantial erosion or siltation to occur. Additionally, the proposed Project must comply with the City of Los Angeles Low Impact Development (LID) ordinance. LID refers to the method of developing or redeveloping urban areas that serves to both reduce the quantity and improve the quality of stormwater discharge through implementation of BMPs to provide for infiltration, evapotranspiration, capture and use; and/or treatment through high removal efficiency biofiltration/biotreatment systems.

Although the proposed Project would result in some new impermeable surfaces (approximately 4.7 acres), with drainage infrastructure that outlets to the existing storm drain system, the existing system would continue to convey stormwater runoff after the proposed Project is complete. The existing drainage pattern of the site would not be substantially altered and substantial erosion or siltation would not occur on-site or off-site. Therefore, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

- d. **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?**

**Less Than Significant Impact.** The majority of the Project site is paved and impervious, with the exception of the 1.5-acre area and about 3.2 acres of the 22-acre area south of Terminal Way. Site runoff is captured and conveyed via a stormwater control system into the harbor. As discussed under Checklist Item IX(c) above, both new backland areas have flat topography and are surrounded by paved surfaces. There are no streams or rivers located on-site or in the vicinity. The vacant areas (approximately 4.7 acres) of the expansion areas would be paved, which would slightly increase the impervious surface area and associated surface runoff, however this would not substantially change the topography or otherwise substantially alter the drainage pattern of the site, and the rate and amount of surface runoff would not substantially increase, such that flooding on or off-site would occur.

Although the proposed Project would result in a minor amount of new impermeable surfaces, with an on-site drainage system that connects with the existing stormdrain system at a suitable point, the existing stormdrain system would continue to convey stormwater runoff for discharge into the harbor after the proposed Project is complete. The on-site drainage system would comply with the NPDES requirements regarding discharges, including complying with applicable SUSMP and LID requirements. The proposed Project would not substantively alter the existing drainage pattern and would not result in a substantial increase in surface runoff resulting in flooding. Therefore, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

- e. **Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** The proposed Project would increase paved areas on the Project site by approximately 4.7 acres, which is associated with the 1.5 acre expansion site and the area of vacant land within the 22 acre expansion site. The entire 23.5 acres would be designed to have adequate stormwater drainage capacity through addition of on-site drainage pipelines, as needed, and their connection to the existing storm drainage system at a suitable location. The existing system, which has adequate capacity, discharges into the harbor. Therefore, the proposed Project would provide adequate drainage capacity on the new backlands, and would not exceed the capacity of the existing stormwater drainage systems. The storm drain system would comply with the NPDES requirements regarding discharges, including complying with SUSMP. Additionally, development of the vacant parcel would be required to adhere to the City's LID ordinance designed to improve quality and reduce quantity of runoff. Therefore, runoff would not exceed the capacity of the stormwater drainage system or provide an additional source of polluted runoff. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**f. Would the project otherwise substantially degrade water quality?**

**Potentially Significant Impact.** Dredging, in-water pile driving necessary to install the sheet and king piles, increased vessel operation, and disposal of dredged material in waters of the U.S. could potentially affect harbor waters. Construction permits would be required from the LARWQCB and the USACE to perform these activities. In addition, a NPDES General Construction Permit is required for all construction projects disturbing an area greater than one acre. Terminal operations are not expected to affect or otherwise degrade the water quality beyond the issues discussed in Checklist Item IX(a) above. The EIS/EIR will evaluate the potential for dredging and pile installation under the proposed Project to substantially degrade water quality.

**g. Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** No housing is proposed under the proposed Project. Therefore, there would be no impact and this will not be addressed further in the EIS/EIR.

**h. Would the project place within a 100-year floodplain structures that would impede or redirect flood flows?**

**Less Than Significant Impact.** According to Flood Hazard Map 06037C2032F, the Project site is located primarily in Zone X, which consists of areas of 0.2 percent annual chance of flood; areas of one percent annual chance flood (100-year flood) with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood.

Several areas of the site are within Zone AE which is identified as Special Flood Hazard Area subject to inundation by the one percent annual chance flood, also known as the base flood, which has a one percent chance of being equaled or exceeded in any given year. The areas within Zone AE are as follows: 1) the length of the site adjacent to the wharf; 2) a portion of the site extending west to northwest from Berths 226–229 to approximately 0.11-mile inland; and 3) portion of the site extending west to northwest from Berths 230–232 to approximately 0.11-mile inland. The portion of the site beyond approximately 0.11-mile inland is outside the 0.2 percent annual flood plain (Federal Emergency Management Agency [FEMA], 2008).

The proposed Project would include relocation of the main gate complex, which may result in the construction of minor structures; however, these structures would consist of small “pedestals” to facilitate entry, exit and queuing of trucks at the site. With the installation of on-site storm drains within the backland improvement areas as part of the proposed Project, these minor structures would not impede or redirect flood flows because they would not increase the potential for flooding compared to the existing conditions. Operation of the proposed Project would result in an increase in containers stored at the site compared to existing conditions; however, the increase in containers on-site would not impede or redirect flood flows such that significant impacts would occur. The Project site is relatively flat, is located along the water’s edge (which would allow excess runoff to flow off-site), and would be graded to direct runoff to the drainage system. Additionally site elevations and the flat site topography would remain generally the same subsequent to construction, and because the site is located adjacent to the

harbor's edge (which would allow any excess runoff to flow off-site), and would be graded to direct runoff to the drainage system, flood water on the Project site from a large storm event is not expected to be deep enough to cause employees to be harmed or to cause substantial damage to property within stored containers on-site.

Therefore, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

**i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Less Than Significant Impact.** The Project site is not within a potential dam or levee inundation area as identified in the Los Angeles General Plan Safety Element (City of Los Angeles, 1996).

The wharves and a small portion of the waterside improvements are within the 100-year flood zone as identified by FEMA as described under Checklist Item IX(h) above (FEMA, 2008). Under the proposed Project, no new structures would be constructed. The number of employees on site would slightly increase, thereby potentially exposing a greater number of people to risk associated with flooding. However, the proposed Project construction and operation would not increase the potential for flooding to occur on-site. Further, site elevations and the flat site topography would remain the same subsequent to construction. The Project site is located adjacent to the harbor's edge (which would allow any excess runoff to flow off-site), and the new 1.5 acre and 22-acre areas would be graded and runoff routed to the existing drainage system (as currently occurs). Therefore, flood water on the Project site from a large storm event is not expected to be deep enough to cause employees to be harmed or to cause substantial damage to property within stored containers on-site.

As described under Checklist Item IX(h) above, the proposed Project would not increase flood risk and is not expected to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**j. Would the project contribute to inundation by seiche, tsunami, or mudflow?**

**Less Than Significant Impact.** The proposed Project would not increase impacts associated with seiche, tsunami, or mudflow. The Project site and surrounding areas are primarily paved, with relatively minor grade elevation differences and thus mudflows would not occur. Seiches are seismically induced water waves that surge back and forth in an enclosed basin and could occur in the harbor as a result of earthquakes. A Port Complex (Port of Los Angeles and Port of Long Beach) model that assessed tsunami and seiche scenarios determined that in each case modeled impacts from a tsunami were equal to or more severe than those from a seiche (Moffatt & Nichol, 2007). As a result, the discussion below refers to tsunamis as the worst case of potential impacts. Potential impacts related to seiches would be the same or less as identified below.

Construction and operation of the proposed Project would not increase the potential for tsunami damage to occur. Although small pedestals would be constructed as part of the relocation and reconfiguration of the main gate complex, no new structures would be



constructed as part of the Project site that would contribute to inundation by tsunami. However, the number of employees on-site would slightly increase, thereby potentially exposing a greater number of people to risks associated with a tsunami.

According to the City of Los Angeles Safety Element of the General Plan (City of Los Angeles, 1996), the Project site is within an area susceptible to impacts from a tsunami and subject to possible inundation. However, in the period since publication of the Safety Element a detailed *Tsunami Hazard Assessment for the Ports of Los Angeles and Long Beach* was prepared by Moffatt & Nichol (Moffatt and Nichol, 2007) utilizing a model developed specifically for the Port Complex. Conclusions of the study indicate that under various tsunami scenarios the Project area would not experience inundations or flooding.

The Port Complex model indicates that a reasonable maximum source for future tsunami events within the harbor area would either be a magnitude (M) 7 earthquake on the Santa Catalina Fault or a submarine landslide along the nearby Palos Verdes Peninsula. It should be noted that large earthquakes (M~7.5) are very infrequent and have not occurred in the offshore area of California within historical times. Furthermore, not every large earthquake is expected to generate a tsunami based on historical occurrences. Based on the seismicity, geodetics, and geology, a large locally generated tsunami from either local seismic activity or a local submarine landslide would likely not occur more than once every 10,000 years.

Under the maximum future tsunami scenarios, the Port Complex model predicts tsunami wave heights within the harbor area in excess of 23 feet above MSL at the western and southern faces of Pier 400. However, in more protected areas, such as West Basin, the model predicts tsunami wave heights of 1.3 to 5.3 feet above MSL (Moffatt and Nichol, 2007). For the scenarios modeled in the report, the only overtopping expected to occur is along the face of Pier 400 and the Navy Mole in the Port of Long Beach. The report expects a maximum wave height of 2.20 meters (7.22 feet) along the Main Channel (including the Project site), which would not overtop the lowest deck elevation at 3.71 meters (12.17 feet) (Moffatt and Nichol, 2007, Table 4-1).

In addition, the March 2013 Update to State of California Sea-Level Rise Guidance Document prepared in 2010 by the Sea Level Rise Task Force of the Coastal and Ocean Working Group of the California Climate Action Team suggests that for the period of 2000-2050, the sea level can rise by up to 2 feet by 2050. A maximum tsunami wave height of 2.2 meters (7.22 feet) along the Main Channel on top of a 2-foot sea level rise would result in a combined potential wave height of 9.22 feet above MSL in the vicinity of the Project site, which would still be less than the lowest deck elevation (Coastal and Ocean Working Group of the California Climate Action Team, 2013).

Therefore, no overtopping at the Project site is anticipated as a result of a tsunami. Measures to minimize impacts from seiches or tsunamis, such as the breakwater and constructing facilities at adequate elevation, are in place and incorporation of emergency planning in accordance with current state and City regulations would minimize damage to structures and injury to personnel from tsunami inundation.

Further, a recently published Sea Level Rise Vulnerability Report for the City of Los Angeles presents initial research on the potential impacts of sea level rise and associated flooding from storms in City of Los Angeles coastal communities based on

sea level rise scenarios of 1.6 feet (0.5 meter) between 2000 - 2050 and 4.6 feet (1.4 meters) between 2000 – 2100 (University of Southern California Sea Grant Program, 2014). These sea level scenarios were added to the tide, wave, and wind conditions of a large storm event to determine risk levels for various locations along coastal Los Angeles. The Report determined that the Port infrastructure is vulnerable to flooding during high tide events and severe storms, which is expected to worsen as sea levels rise. However, the Port has a high capacity to adapt by building future infrastructure at a higher elevation and therefore reducing the potential that the Port will be adversely affected by sea level rise. In addition, there is a Portwide emergency notification system in place that provides phone/text/email notification of tsunami warnings or other emergency situations. The existing terminal also has a tsunami evacuation plan to be followed in the event of a tsunami. The tsunami evacuation plan would be update based on the proposed Project elements and remain in effect under the implementation of the proposed Project.

As described above, no overtopping at the proposed Project is expected should a tsunami occur and the proposed Project would not contribute to inundation by seiche, tsunami, or mudflow. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X.</b>	<b>LAND USE AND PLANNING.</b> Would the project:				
a.	Physically divide an established community?				X
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

**Discussion:**

**a. Would the project physically divide an established community?**

**No Impact.** The proposed Project is located in a heavy industrial area on Terminal Island that does not contain any established communities. Although the proposed Project would include some street closures, through traffic to and from the southwestern portion of Terminal island (along Seaside Avenue) would be rerouted from Terminal Way to Cannery Street. In addition, uses around Fish Harbor would continue to be served by Cannery Street, Barracuda Street, and Earle Street. The proposed Project would maintain access to Seaside Avenue and Fish Harbor and would not result in physical barriers within an established community. Further, because proposed Project improvements would be confined to the terminal and adjacent 23.5 acres of new backland area, it would not physically divide an existing community. In addition, the transportation of containers would occur along established roads and rail lines, and no new transportation right-of-way would be required. Therefore, the proposed Project would not divide an established community. There would be no impact and this issue will not be addressed further in the EIS/EIR.

**b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** The Project site is located on Terminal Island in the Port of Los Angeles Community Plan area; the community of San Pedro is located to the west and the community of Wilmington is located to the north.

The Project site is a container terminal consisting of a cargo ship unloading area, a large container storage yard, and appurtenant container terminal buildings. It also includes an adjacent 1.5-acre vacant parcel and 22-acre area that would be developed as

backlands. The 1.5 acre vacant parcel was formerly a part of the General Petroleum liquid bulk terminal (now ExxonMobil). The site was fenced and graded to stock pile soil in 2009 for improvements occurring on the ExxonMobil site to the south. The 22-acre area includes both vacant and developed parcels, as well as local streets (Terminal Way, Barracuda Street, Ways Street, and Tuna Street). The local streets would be closed (vacated) and through-traffic along Terminal Way (west of Earle Street) would be rerouted to Cannery Street. Development of the 23.5 acres as backlands would be consistent with zoning (M3-1), and the local street closures would occur through the City's street vacation process.

Land uses in the vicinity of the Project site support a variety of cargo handling operations (including container, liquid bulk, dry bulk) commercial fishing, seafood processing, maritime support, and ship repair. Adjacent to the proposed Project are the Main Channel to the west; State Route 47 and YTI Container Terminal to the north; LAXT and ExxonMobil SA Inland Tanks tank storage yard to the east; and the ExxonMobil liquid bulk terminal, Terminal Way, TriMarine Seafood, and both vacant and developed land south of Cannery Street.

The Port of Los Angeles Master Plan serves as a long-range plan that establishes policies and guidelines for future development of the Port. The Port Master Plan was originally adopted and certified in 1980 by the California Coastal Commission in conformance with the California Coastal Act. The Port Master Plan was updated in August 2013 to better promote and accommodate commerce, navigation, and fisheries in the national, state, and local public interests, as well as provide for recreation facilities and visitor serving uses. The update was approved by the Board of Harbor Commissioners in August, 2013 and certified by the California Coastal Commission in March 2014. The Project site is designed for container terminal uses under both the 1980 Port Master Plan and the updated Master Plan (POLA, 1979 and 2013a).

The updated Port Master Plan is divided into the five planning areas. The Project site is located within the 1,940-acre Planning Area 3, which includes all of Terminal Island except Fish Harbor. The primary land use and focus in Planning Area 3 is container operations (1,565 acres). Other uses include liquid bulk (99 acres), institutional (26 acres), commercial fisheries (one-acre), maritime support (100 acres), open space (34 acres) and a mix of container, breakbulk, dry bulk, and or liquid bulk uses (117 acres) (POLA, 2013b).

The Port of Los Angeles Plan is part of the City of Los Angeles General Plan Land Use Element, which serves as the guide for the continued development and operation of the Port (City of Los Angeles, 1982). The site has a Non-Hazard Industrial and Commercial land use designation under the Port of Los Angeles Plan. The Project site is zoned [Q]M3 (Qualified Heavy Industrial) by the City of Los Angeles Zoning Ordinance. The [Q] designation restricts uses to General Cargo, limited Port-related commercial, industrial, and support uses. The proposed Project would provide for the continuation and limited expansion of the existing use, which is consistent with the [Q]M3 zoning of the site.

The proposed Project would continue the existing use of the site as a container terminal, with an additional 23.5 acres of backlands on land that is partially developed and partially vacant. The proposed lease amendment would extend the lease duration for an additional ten years, from 2028 to 2038. The continuation of the site as a container

terminal would be consistent with the surrounding uses, which include other port and maritime support uses, such as the YTI Container Terminal and the Exxon Mobil liquid bulk facility. The proposed Project would be subject to a coastal development permit per the policies established in the Port Master Plan update, which would ensure consistency with the Port Master Plan.

As described above, the continuation of the container terminal use would be consistent with applicable land use plans and land use designations, including the Port Master Plan, Port of Los Angeles Plan, and zoning code. Therefore, the proposed Project would not conflict with any applicable land use plan, policy, or regulation. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

**c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?**

**No Impact.** The proposed Project would improve operations at the existing container terminal. The Project site does not fall within an area covered by a habitat conservation plan or natural communities conservation plan. There is a proposed SEA on Terminal Island (Pier 400) for California least tern nesting. The SEA is located approximately 1.7 miles from the Project site and would not be impacted by the proposed Project. The proposed Project would not conflict with any habitat conservation plan or natural communities conservation plan. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES.</b>	Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

**Discussion:**

**a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** The proposed Project is located on Terminal Island, which was constructed mostly of man-made engineered fill. No known mineral resources would be impacted by the proposed Project. According to the California Department of Conservation Division of Mines and Geology, the nearest mineral resource area is located in the San Gabriel Valley Production-Consumption Region (California Department of Conservation, 2013b). According to the City of Los Angeles General Plan Safety Element and the California Department of Conservation, Division of Oil, Gas, and Geothermic Resources, the Project site is located approximately 1,900 feet southwest of the Wilmington Oil Field (City of Los Angeles, 1996; California Department of Conservation, 2001). Because the proposed Project would not be located within the oil field and because construction would be at the surface or shallow depths relative to the oil field, no impacts are anticipated. The proposed Project would not result in the loss of availability of a known mineral resource. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

**b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

**No Impact.** As discussed under Checklist Item XI(a) above, no known locally-important mineral resources or mineral resource recovery site would be impacted by the proposed Project. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. NOISE.</b>	Would the project:				
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	X			
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	X			
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?				X
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?				X

**Discussion:**

- a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?**

**Potentially Significant Impact.** The Project site is located in an area zoned for heavy industrial uses that is characterized by periodic increases in noise levels associated with container terminal operations and industrial uses.

The nearest sensitive receptors to the proposed Project are liveaboards along the Main Channel (San Pedro Marina) approximately 0.20-mile from the Project site and in Fish Harbor at the Al Larson Marina approximately 0.35-mile from the Project site, and residential development in San Pedro opposite the Main Channel, along Beacon Street and the west side of Harbor Boulevard, approximately 0.3-mile from the Project site.

Construction activities could generate substantial noise levels which people would be exposed to on a periodic basis. Expanded operational activities (e.g., vessel traffic, cargo operations, and truck traffic) could also result in increased noise levels above existing conditions. Therefore, the EIS/EIR will evaluate whether the proposed Project would result in exposure of persons to or generation of noise levels in excess of standards.

**b. Expose persons to or generate excessive groundborne vibration or groundborne noise?**

**Potentially Significant Impact.** The Project site is in an area that is zoned for heavy industrial uses, which is characterized by periodic groundborne vibration and noise associated with adjacent container terminal operations and industrial uses. Construction activities (dredging, dredged material disposal, sheet pile driving) associated with the proposed Project may result in a temporary generation of groundborne vibration and underwater noise. The EIS/EIR will evaluate whether the proposed Project would result in exposure of persons to or generation of excessive groundborne noise or vibration.

**c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** Expanded terminal operations (e.g., vessel traffic, cargo operations, and truck traffic) could result in increased noise above ambient conditions. Therefore, the EIS/EIR will evaluate whether the proposed Project would result in a substantial permanent increase in ambient noise levels in the Project vicinity above existing levels.

**d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** Construction activities may generate temporary or periodic increases in ambient noise levels. In addition, operational activities (e.g., vessel traffic, cargo operations, and truck traffic) may be audible above ambient noise levels. The EIS/EIR will evaluate whether the proposed Project would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above existing levels.

**e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The proposed Project is not located within two miles of a public airport. The closest airport, Torrance Municipal Airport, is located approximately five miles to the northwest of the Project site. Long Beach Airport is located approximately nine miles to the northeast of the Project site. Therefore, the proposed Project is not located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport. The proposed Project will not expose people residing or working in at the Project site to excessive noise related to a public airport. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.



- f. **For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The proposed Project is not located within the vicinity of a private airstrip. The closest private facility to the proposed Project is a helipad located at Berth 95 (Island Express), approximately 0.2-mile west from the Project site across the Main Channel. Only small helicopters operate from this location and transit primarily via the Main Channel of the Port. Operations associated with the heliport would not expose persons at the Project site to excessive noise levels associated with a private airstrip. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII.</b>	<b>POPULATION AND HOUSING.</b> Would the project:				
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?				X
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?				X
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?				X

**Discussion:**

- a. Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?**

**No Impact.** The proposed Project involves marine terminal improvements designed to accommodate projected increases in cargo throughput volumes. The proposed Project would not establish new residential uses within the Port, require extension of roads or other rail infrastructure sufficient to induce substantial population growth, or result in the relocation of substantial numbers of people from outside of the region. The proposed Project would involve a small increase in employment opportunities but given the proposed Project's location within a well-established urban community with a large population base and an existing housing stock and established infrastructure, it would not induce population growth in the area. Therefore, the proposed Project would not induce substantial population growth either directly or indirectly. No impact is anticipated. However, the socio-economics section of the EIS/EIR will evaluate the potential for the proposed Project to induce population growth through increased employment opportunities.

- b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** There is no housing within the Project boundaries that would be displaced as a result of the proposed Project. There is no formal housing within the Port, although there are liveboard boat owners in some marinas within the Port. The proposed Project would not displace liveboards located at these marinas. No replacement housing would be needed or required associated with the implementation of the proposed Project. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

- c. **Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** There is no housing within the proposed Project boundaries that would be displaced as a result of the proposed Project. The proposed Project would not result in the displacement of any persons and the need for replacement housing. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV.</b>	<b>PUBLIC SERVICES.</b> Would the project:				
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
	i.) Fire protection?			X	
	ii.) Police protection?			X	
	iii.) Schools?				X
	iv.) Parks?				X
	v.) Other public facilities?			X	

**Discussion:**

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

**i.) Fire Protection**

**Less Than Significant Impact.** The LAFD currently provides fire protection and emergency services to the Project site and surrounding area. LAFD facilities in the Port include land-based fire stations and fireboat companies. The nearest is Fire Station 40 (land based), located immediately to the east, across Ferry Street from the Project site. Fire Boats 1, 2, 4 and 5 are located throughout the harbor area between 0.3 and 1.5 miles from the Project site. All of these facilities could respond to dispatches from the Project site quickly.

The proposed terminal improvements and increase in container operations may require additional fire protection. However, the potential increase in demand for LAFD personnel, equipment, facilities, or firefighting capabilities is expected to be minimal as the site is already served by LAFD and multiple land stations and fireboat companies serving the harbor area are located in the vicinity. As a result of a minor increase in fire services demand, no new fire stations or expansion of existing fire stations are anticipated.

The proposed improvements would be designed with adequate fire protection infrastructure, including fire suppression and emergency response systems, as required by the LAFD. In addition, the proposed Project improvements would, as a standard practice, be reviewed by the LAFD, and any recommendations would be incorporated into proposed Project design.

Although the proposed Project would require the closure of Terminal Way and short sections of Tuna Street, Ways Street, and Barracuda Street (between Terminal Way and Cannery Street), through traffic would be rerouted to Cannery Street, which would also be improved under the proposed Project. Since Cannery Street provides parallel access to Terminal Way between Earle Street and Seaside Avenue, the rerouting of through traffic from Terminal Way to Cannery Street is not expected to result in increases in emergency response travel times to uses along Seaside Avenue and Fish Harbor. Further, proposed Project operations would not affect emergency response times because the site would have the same land use, similar layout and improved (more direct) access due to the relocated main gate complex, compared to existing conditions. In addition, no existing fire lanes or hydrants would be removed or relocated.

As described above, the proposed Project would not increase the demand for additional LAFD staff and/or facilities such that LAFD would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**ii.) Police Protection**

**Less Than Significant Impact.** The Los Angeles Harbor Department Port Police (Port Police) and the Los Angeles Police Department (LAPD) both provide police services to the Port. The Port Police is the primary responding agency to terminals and facilities throughout the Port (for operations within the Port’s property boundaries). Specifically, the Port Police is responsible for patrol and surveillance within the Port property boundaries, including Port-owned properties within the communities of Wilmington, San Pedro, and Harbor City. The Port Police maintains 24-hour land and water patrols and enforces federal, state, and local public safety statutes, Port tariff regulations, as well as environmental and maritime safety regulations. The Port Police headquarters is located at 330 Centre Street in San Pedro.

Although the Port Police are first responders in an emergency, since the Port is part of the City of Los Angeles the LAPD holds primary responsibility for police services in the Project vicinity. The LAPD Harbor Division is located at 2175 John S. Gibson Boulevard in San Pedro. The Harbor Division Station is responsible for patrols throughout San Pedro, Harbor City, and Wilmington.

During construction activities, additional demands on police personnel for traffic control services may be required if roadway operations are impacted, such as if utility connections need to be made with mainlines in the nearby streets. However, the contractor would be required per the Port’s standard contract specifications to coordinate with LAPD and the Port Police to allow for the identification of alternative response routes if necessary during construction activities, thereby preventing the temporary interruption and/or delays for law enforcement responses. Although construction of the proposed Project would require staging equipment and materials on-site, this area would

be secured from public access. Therefore, Project construction would not affect demand for law enforcement such that new facilities would be required.

Although increased container terminal operations could result in a minimal increase in calls to the Port Police and/or LAPD, provisions for security features (including terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and additional security features mandated by the Maritime Transportation Security Act [MTSA]) currently exist and would reduce the incremental (and minor) increase in demand for law enforcement associated with the proposed Project. The MTSA requires Port authorities and facility operators to designate and train company, vessel, and facility security officers and develop security plans for facilities and vessels based on security assessments and surveys and guide implementation of security measures specific to the operations of each facility and compliance with maritime security levels.

The proposed Project would be located within the same operating distance as the existing container terminal and therefore, would not increase emergency response times. In addition, for the same reasons as discussed for fire protection emergency response, the street closures under the proposed Project are not expected to result in increases in emergency response travel times to uses along Seaside Avenue and Fish Harbor. Additionally, the increased container operations would not reduce available Port Police or LAPD resources or increase response times due to adequate staffing levels. Accordingly, the proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the Port Police or LAPD would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects. Therefore, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

**iii) Schools**

**No Impact.** The demand for new schools is generally associated with increases in the school-aged population or decreases in the accessibility and availability of existing schools. The proposed Project consists of industrial Port-related uses and would not include residential uses that could increase school age population or modify school facilities in the area. The proposed Project could result in a small increase in the number of regional employees, but this is not expected to increase demand on schools beyond that which currently exists. Therefore, the proposed Project would not result in a demand on schools. No impact on schools would occur and this issue will not be addressed further in the EIS/EIR.

**iv) Parks**

**No Impact.** The proposed Project does not include the creation of additional recreational facilities or parks or reduction in park facilities and other amenities. In addition, proposed Project improvements would be confined to the Project site on Terminal Island. The proposed Project could result in a small increase in the number of regional employees, but this is not expected to increase demand on parks beyond that which currently exists. Therefore, there would be no impact on parks and this issue will not be addressed further in the EIS/EIR.

**v) Other Public Facilities**

**Less Than Significant Impact.** The U.S. Coast Guard (USCG) is a federal agency responsible for a broad range of regulatory, law-enforcement, humanitarian, and emergency-response duties. The USCG mission includes maritime safety, maritime law enforcement, protection of natural resources, maritime mobility, national defense, and homeland security. The USCG's primary responsibility is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District maintains a post on Terminal Island, south of the Project site. In cooperation with the Marine Exchange, the USCG also operates Vessel Traffic Information Systems, which is intended to enhance vessel safety in the main approaches to the Port.

The USCG determines response times based on the distance that is required to travel to the various Port facilities. Proposed development would not affect USCG response times because the proposed Project would be located within the same operating distance as other existing on-site facilities and within the jurisdiction of Sector Los Angeles and Long Beach; therefore, response times would not increase due to the proposed Project. Further, the street closures under the proposed Project are not expected to result in increases in USCG response travel times to other locations in the Port because through traffic between uses along Seaside Avenue (including the USCG station) would be maintained via an improved Cannery Street. The proposed Project would result in an increase in annual vessel calls; however, this increase would not diminish the resources or response times provided by the USCG due to adequate staffing levels. Accordingly, the proposed Project would not increase the demand for additional staff and/or facilities such that the USCG would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects. Therefore, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV.</b>	<b>RECREATION.</b> Would the project:				
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

**Discussion:**

- a. **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** There is expected to be some minor increase in the number of employees but this is not expected to increase demand for parks or other recreational facilities beyond what currently exists. Demand for parks would not likely occur as a result of the proposed Project because such demand is generally associated with the increase of housing or population in an area. The proposed Project consists of improvements to an existing container terminal and would not include residential uses and, therefore, no increase in the use of parks and other recreational facilities would occur. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

- b. **Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

**No Impact.** The proposed Project does not include the creation of additional recreational facilities or require the expansion of recreational facilities. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.



		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC.</b>	Would the project:				
a.	Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c.	Result in a change in marine vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X			
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
e.	Result in inadequate emergency access?			X	
f.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

**Discussion:**

- a. **Would the project exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**Potentially Significant Impact.** The proposed Project would result in an increase in vehicle trips during construction and operations. Some increased vehicular movement

would occur during construction due to both heavy-truck vehicles and private worker vehicles. However, these increases would be temporary and less than substantial in comparison to existing traffic. Operation of the improved container terminal could increase the number of cargo truck trips. In addition, the expansion of the terminal would close Terminal Way between Earle Street and Seaside Avenue, as well as portions of Tuna Street, Ways Street, and Barracuda Street. In addition, through traffic on Terminal Way (west of Earle Street to Seaside Avenue) would be rerouted to Cannery Street. The EIS/EIR will evaluate the potential effects of the proposed Project on the transportation system including the street closures, rerouting and any increase in truck trips that may exceed the capacity of the circulation system.

- b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Potentially Significant Impact.** Operation of the proposed Project would result in increased cargo throughput and associated truck traffic. The increased traffic in the Project vicinity may conflict with the levels of service and/or traffic congestion along roads and highways listed under the Congestion Management Program (CMP) for Los Angeles County. Therefore, the EIS/EIR will evaluate whether the proposed Project would result in a conflict with the congestion management plan or adversely affect CMP roadways.

- c. Would the project result in a change in marine vessel traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**Potentially Significant Impact.** Increased marine vessel movement along the Main Channel of Los Angeles Harbor would occur as a result of the proposed Project, which could result in significant impacts related to marine traffic. The improvements along the existing berths may potentially create a safety risk for other vessels by increasing the number and size of berthing vessels along the Main Channel. Therefore, the EIS/EIR will evaluate whether the proposed Project would result in a change in marine vessel patterns that results in substantial safety risks.

- d. Would the project substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Potentially Significant Impact.** The proposed Project would result in the closure of Terminal Way and portions of Tuna Street, Ways Street, and Barracuda Street; and would reroute through traffic on Terminal Way (west of Earle Street) to Cannery Street. In addition, the proposed Project would develop the 22-acre area as backlands to site a relocated main gate complex. No other improvements under the proposed Project would affect roadway design or use or include modification of any roadways or access roads to or within the Project site or Terminal Island. Because local roadways would be closed and through-traffic on Terminal Way (west of Earle Street to Seaside Avenue) would be rerouted to Cannery Street, the street closures and rerouting have the potential to increase road or traffic hazards. Therefore, the potential for the proposed Project to increase roadway hazards will be evaluated in the EIS/EIR.

**e. Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** The LAFD, Port Police and LAPD provide emergency response to the Project site and would review and approve the plans to ensure the compliance with applicable access requirements. Project construction would occur within the Project site boundaries and is not expected to affect emergency response or evacuations. However, the proposed Project includes the closure and rerouting of through-traffic on Terminal Way (west of Earle Street) to Cannery Street. As described in Checklist Item XVI(d) above, the street closures/rerouting associated with the proposed Project have to the potential to increase road or traffic hazards. During construction traffic control measures and equipment (such as traffic zone delineation and signage as necessary) would be required to ensure adequate emergency access. In addition, as part of standard procedure for activities occurring on Port property, as well as within the Port area, the contractor would coordinate with the Port and fire protection/service providers, as appropriate, on traffic management issues.

Although Terminal Way would be closed, through traffic between Seaside Avenue and Earle Street would be rerouted to an improved Cannery Street, which would ensure that emergency access to the southwestern portion of Terminal Island and the uses around Fish Harbor are maintained. Further, as discussed under Checklist Items XIV(a)(i) and XIV(a)(ii), the proposed Project is not expected to result in increases in emergency response travel times between uses along Seaside Avenue and Fish Harbor and elsewhere in the Port area. During Project construction, including the street closures and street improvements, work would be coordinated with emergency response providers as a standard practice, which would ensure that emergency access is maintained.

Additionally, operation of the proposed Project would also be subject to emergency response and evacuation systems and emergency access requirements. LAFD, Port Police and LAPD would review the plans and any recommendations would be incorporated into Project design to ensure that adequate access in the proposed Project vicinity is maintained. Compliance would ensure that emergency access to, from, and within the Project site is adequate.

Therefore, the proposed Project would maintain adequate emergency access during construction and operation. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**f. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**No Impact.** The Project site is located on Terminal Island within the Port, an area which supports industrial uses related to the transfer of containers from ocean-going vessels to land-based modes of transportation (e.g., trucks, rail). The proposed Project would include the closure of several local streets (Terminal Way and portions of Tuna Street, Ways Street, and Barracuda Street); however, none of these streets support current or future bike lanes or bus stops. The proposed Project would also not include construction of new pedestrian facilities associated with commercial and visitor-serving uses and amenities that would benefit from alternative modes of transportation. The proposed Project is therefore expected to not impact alternative transportation policies or facilities. Therefore, there would be no impact and this issue will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS.</b>	Would the project:				
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?			X	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?			X	
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			X	

**Discussion:**

**a. Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?**

**Less Than Significant Impact.** The proposed Project would result in minimal increases in wastewater generation. A small increase in staffing levels associated with proposed construction and operation would generate minor increases in wastewater flows. Aside from the minor increase in wastewater generation, wastewater treatment requirements would not change, as no changes in use would occur.

Existing sewer and wastewater infrastructure exists within the proposed Project area, and wastewater would continue to flow to the Terminal Island Treatment Plant, which is operated by the City's Department of Public Works Bureau of Sanitation, and which is required to comply with all applicable wastewater standards set forth by the LARWQCB. Therefore, this impact is considered less than significant and will not be addressed further in the EIS/EIR.

**b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.** The proposed Project would not substantially increase the demand for potable water and/or increase wastewater generation and would not result in the need for development of new water or wastewater treatment facilities, or the expansion of existing facilities.

The Terminal Island Wastewater Reclamation Plant (TIWRP) has a capacity of 30 million gallons per day (mgd) and currently operates at 58 percent capacity. The City projects that by 2020, wastewater flows in the TIWRP service area will grow from the current 17.5 mgd to 19.9 mgd (City of Los Angeles Department of Public Works, Bureau of Sanitation and LADWP, 2006). Therefore, approximately 10 mgd in daily capacity at TIWRP would remain unused and available for future years. Thus, at current growth rates of wastewater flow levels, TIWRP will have adequate capacity to serve Project flows. Although it is anticipated that a negligible increase in wastewater flows from the proposed Project construction and operation associated with a small increase in staffing levels and container throughput would occur, this negligible increase would not exceed the daily capacity of the TIWRP or conveyance system (e.g., sewer trunk lines in the Project vicinity or other off-site infrastructure or facilities) over the long term and therefore, the proposed Project would not result in a need for development of new wastewater treatment facilities.

The Los Angeles Department of Water and Power (LADWP) provides water service to the Project site. The water supply facilities that exist in the area are currently adequate and no new or expanded water supply facilities are anticipated to be required due to the construction and operation of the proposed Project. Water usage during construction would be temporary and insubstantial for various purposes, such as dust suppression, mixing and pouring concrete, and other construction-related activities and would be supplied by the existing water supply system and water trucks.

Water demand at the Project site in 2013 averaged 319 hundred cubic feet (hcf) (238,612 gallons) per month. The Los Angeles Urban Water Management Plan (UWMP) estimates that demand in 2035 will be 710,800 acre-feet, for which LADWP forecasts sufficient water supplies (LADWP, 2010). The UWMP is required to be updated every 5 years, thus future water demand and supply planning for the City, including the Port of Los Angeles, would occur at regular intervals. The small increase in water demand that would occur under the proposed Project could be accommodated under the water demand and supply planning that occurs through the UWMP process and would not result in the need for new water facilities.

Furthermore, as part of the redevelopment of the 22-acre area as backlands, existing buildings that have been, or are currently being, supplied by the local wastewater and water service facilities would be demolished/eliminated, which could provide an off-set for the negligible increase due to the proposed Project. As discussed above, the proposed Project would result in a small increase in wastewater generation and water demand, however existing facilities can accommodate this small increase and no construction or expansion of water or wastewater treatment facilities would be required. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.** The Project site is currently served by an existing on-site storm drainage system that collects and routes stormwater from the terminal to outfalls along the wharf. Storm drains are also located throughout Terminal Island and the harbor area and are maintained by the LAHD, City, and Los Angeles County. Storm drainage on Terminal Island consists of surface runoff catch basins along Seaside Avenue near Navy Way and a 96-inch-diameter outfall line. This system collects the water and discharges it in the East Basin Channel. An additional system runs parallel to Ferry Street near Seaside Avenue and consists of a 78-inch-diameter outfall line. This outfall also terminates at the East Basin Channel. Storm drains within the proposed Project vicinity discharge into the harbor and sufficiently accommodates current demands.

The proposed Project would include conversion of a vacant 1.5-acre parcel to backlands and a separate 22-acre area (south of Terminal Way) developed as backlands and the relocation of the main gate complex. An increase in impervious surface area (approximately 4.7 acres comprised of the vacant 1.5 acres and about 3.2 vacant acres within the 22-acre expansion area) would result in a small increase in the amount of stormwater runoff, which would be routed to and through the existing on-site storm drain system. Drainage lines within the Project site would be installed as necessary, and as a standard practice, would be connected with the existing storm drain system at a suitable point for conveyance and discharge it into the harbor.

The Project area is paved with a majority of the rainfall and runoff being discharged off-site (into the harbor) as allowed under the existing Municipal Separate Storm Sewers System (MS4) Permit, which requires compliance with NPDES Permit/Waste Discharge Requirements. Discharges also comply with General Industrial Permit requirements. Future discharges from the Project site would also meet the applicable requirements. The proposed Project would not result in runoff that exceeds the capacity of existing or planned stormwater drainage systems because the storm drain system currently accommodates runoff from all areas that comprise the Project site. Further, on-site storm drain infrastructure would be added as necessary and would connect with the local storm drain system at an appropriate point. Stormwater discharges would comply with the NPDES and applicable local stormwater and runoff discharge requirements. Potential impacts to the existing stormwater drainage system are considered less than significant and will not be addressed further in the EIS/EIR.

- d. **Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less Than Significant Impact.** Construction of the proposed Project would use water for various purposes, such as dust suppression, mixing and pouring concrete, and other construction-related activities. Typically, the majority of water use during construction is associated with dust suppression during grading or trenching, which is generally performed by water trucks. Water usage during construction would be temporary and insubstantial and would not exceed the existing supply.

Water demand at the Project site in 2013 averaged 319 hcf (238,612 gallons) per month. There would be a minor increase in water demand associated primarily with an increase in the number of workers on-site (domestic uses) and increase in TEUs (washing containers). The proposed Project would not include major water-consuming industrial or commercial processes; therefore, would not require substantial quantities of water. The UWMP estimates that demand in 2035 will be 710,800 acre-feet, for which LADWP forecasts sufficient water supplies (LADWP, 2010). The UWMP is required to be updated every five years, thus future water demand and supply planning for the City, including the Port of Los Angeles, would occur at regular intervals to ensure sufficient water supply is available.

In addition, the Port Leasing Policy requires all new leases to include applicable Port environmental requirements including, but not limited to: water, stormwater and sediment quality; trash management and recycling. The City's Green Building Standards Code (LA Green Code) also requires materials reuse, and water/energy efficiency design and material use. Water conservation devices and systems would be incorporated into the proposed Project designs such as those required by the State of California Department of Water Resources and the water efficiency requirements per the Los Angeles Municipal Code, including pursuing reclaimed/recycled water from the TIWRP for use in operations and for seawater for fire suppression, if determined feasible and appropriate.

The proposed Project would not substantially increase the demand for potable water or require additional water supply or entitlements to serve the proposed facilities. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

- e. **Has the wastewater treatment provider that serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less than Significant Impact.** The City of Los Angeles Department of Public Works, Bureau of Sanitation, provides sewer service to all areas within its jurisdiction, including the Project site. Wastewater would flow through existing sewer and wastewater infrastructure within the Project site to TIWRP, which is maintained by the Bureau of Sanitation. As described under Checklist Item XVII(b) above, the proposed Project would result in a small increase in wastewater generation and the TIWRP has adequate capacity available to accommodate this increase. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

f. **Is the project served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?**

**Less Than Significant Impact.** Solid waste generated by existing terminal operations consists primarily of nonhazardous materials, such as food and beverage containers, paper products, and other miscellaneous personal trash disposed of by on-site staff. There would be a minor increase in solid waste generation under the proposed Project as the number of employees on-site would increase. This increase would be nominal and not anticipated to generate solid waste that would exceed permitted landfill capacity at Chiquita Canyon Landfill, Sunshine Canyon Landfill, El Sobrante Landfill, or other local or regional disposal facility. The landfills would be able to accommodate the negligible increase in solid waste generated by Project operations through their closure dates, estimated to be approximately 2019 for Chiquita Canyon, 2037 for Sunshine Canyon, and 2045 for El Sobrante. It should be noted that the City is pursuing Zero-Waste solutions in the City, and if achieved, substantial reductions in solid waste could occur over an extended time period. In addition, solid waste generated by terminal operations complies with federal, state, and local regulations and codes pertaining to solid waste disposal, including Chapter VI Article 6 Garbage, Refuse Collection of the City of Los Angeles Municipal Code, Part 13, Title 42-Public Health and Welfare of the California Health and Safety Code, and Chapter 39 U.S. Solid Waste Disposal Code.

Construction of the proposed Project would generate a small amount of construction debris, including dredged material from the harbor, soils and debris removed from the 1.5 vacant parcel, and demolition debris from the 22-acre backlands expansion area, that would require disposal. The generation of landfill waste would be reduced by maximizing recycling of demolition debris. Any hazardous building material in the existing buildings such as ACM or LBP would be removed and disposed of (prior to demolition) in accordance with all applicable laws and regulations. A small amount of asphalt/concrete waste may be generated during construction activities. The LAHD maintains an asphalt/concrete recycling facility at the intersection of E. Grant Street and Foote Avenue in east Wilmington. Any asphalt/concrete debris from demolition activities will be crushed at the facility for reuse construction purposes within the Port.

The dredged material may be beneficially reused within the Port, (such as at the approved CDF at Berths 243-245), disposed of at an ocean disposal site (i.e., LA-2, which is closer to the Project site than LA-3), or a combination of these disposal methods. A portion of the dredged material may also be used on-site for fill at the 1.5-acre vacant parcel and the 22-acre expansion site.

Contaminated soils could be encountered within the 23.5 acre areas that would be developed as backlands, which could require the treatment, removal, and/or disposal of the material. However, substantial amounts of hazardous materials are not expected to be encountered due to the limited amount excavation anticipated. If contaminated soils are encountered, the LAHD will consider the type and extent of contamination and explore the variety of options available for remediation, which could include in situ, on-site, and off-site treatment (incineration, soil vapor extraction [SVE], bioremediation) and disposal options. In the event that the material would still require disposal after treatment, Kettleman Hills Landfill, Buttonwillow, or another Class I landfill in the United States would be utilized, based on facility and hazardous material requirements.



The City has initiated the Recovering Energy, Natural Resources, and Economic Benefit from Waste for Los Angeles Plan (referred to as RENEW LA) as a guide for solid waste and resource management in the future, which is a comprehensive plan for the recovery and beneficial use of materials currently being disposed of in landfills. The City has prepared a draft Solid Waste Integrated Resources Plan, which is a long range master plan for the City's solid waste needs through 2030 (City of Los Angeles Bureau of Sanitation, 2013). The plan identifies programs, policies, and facilities to reach the City's goal of diverting 90 percent of solid waste from landfills by 2025.

The Port also requires standard conditions of approval to require recycling of construction materials and use of materials with recycled content to minimize impacts to solid waste. Since construction and operation are anticipated to generate relatively small amount of waste requiring disposal in a landfill and the proposed Project would comply with applicable waste reduction requirements, impacts to landfill capacity would not be significant. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

**g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

**Less Than Significant Impact.** The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. More specifically, the proposed Project would be compliant with all applicable codes pertaining to solid waste disposal. These codes include, Chapter VI Article 6 Garbage, Refuse Collection of the City of Los Angeles Municipal Code, Part 13 Title 42 - Public Health and Welfare of the California Health and Safety Code, and Chapter 39 Solid Waste Disposal - of the United States Code. The proposed Project would also be compliant with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. Most construction/demolition debris is crushed and/or reused for other construction projects in the Port. Therefore, the proposed Project would implement and be consistent with the procedures and policies detailed in these codes, the City's recycling and solid waste diversion efforts, and related to laws pertaining to solid waste disposal. This impact is considered less than significant and will not be addressed further in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII.</b>	<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	X			
b.	Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	X			
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X			

**Discussion:**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

**Potentially Significant Impact.** As set forth above, the proposed Project has the potential to degrade the quality of the environment with regard to several resource areas, which include: air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, noise, and transportation/traffic. The EIS/EIR will evaluate the potential for the proposed Project to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

- b. **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

**Potentially Significant Impact.** The proposed Project, in conjunction with other past, present, and reasonably foreseeable future related projects, has the potential to result in significant cumulative impacts when the independent impacts of the proposed Project and the impacts of related projects combine to create impacts greater than those of the proposed Project alone. A list of the related projects will be developed for the EIS/EIR and used to evaluate the potential for the proposed Project to contribute to cumulatively considerable impacts. The cumulative impacts addressed in the EIS/EIR will be the same as the individual resource areas to be evaluated in the EIS/EIR, which include Checklist Items associated with: air quality (criteria b, c and d), biological resources (criteria a and b), cultural resources (criteria a, b and d), greenhouse gas emissions (criterion a), hazards and hazardous materials (criteria a and d), hydrology/water quality (criteria a and f), noise (criteria a, b, c, and d), and transportation/traffic (criteria a, b, c, and d).

The proposed Project would not contribute to cumulative impacts for those environmental issues that were demonstrated by this Initial Study to be less than significant or to have no impact, as follows:

*Aesthetics (Criteria a through d)*

The Project site is an existing container terminal and vacant and developed parcel adjacent to other active port uses and operations. Views of the highly industrialized area within the Port from surrounding view points, including scenic routes and scenic vantage points, are often fleeting, distant, and/or obstructed by intervening topography and development. The space within the Port has already been graded and developed and related projects visible at the Port (including the already approved replacement of three (3) existing cranes at the Project site, would generally be built on previously developed land within the existing Port boundaries, and would be consistent with the surrounding operations and uses. Further, while the past, present, and reasonably foreseeable future projects and proposed Project would increase the level of development visible within the Port, the visual changes would be consistent with the overall Port setting (the working port environment) and they would not obstruct or detract from scenic vista’s (such as the Main Channel, San Pedro Waterfront, San Pedro Bluffs Residential Area, and Lookout Point Park), available views of the working port and horizon beyond nor would they block views of scenic resources and thus no significant cumulative impacts would occur.

The proposed Project would be located within the visual backdrop of the working port. It would be visually consistent with existing on-site and surrounding uses. It would not degrade the existing visual character or views from a scenic viewpoint, nor would it remove or obstruct scenic resources, thus the proposed Project would not contribute to cumulatively considerable impact relative to visual resources.

Past, present, and reasonably foreseeable future projects would contribute new sources of light to highly lit working Port environment. As with the proposed Project, related projects within the Port would be required to meet the standards of the Port of Los Angeles Terminal Lighting Design Guidelines (POLA, 2006b) which would reduce potential offsite lighting spillage.

The proposed Project would have minimal new lighting in relation to the existing lighting on-site and harbor area as a whole. The new lighting would be directional and designed to avoid light spillage off-site. The cranes would not be illuminated when in a stowed position (except for non-intrusive aircraft beacon lights), thereby minimizing the potential for glare to affect motorists and residents with views of the site. The proposed Project would not make a distinguishable contribution to ambient lighting and thus would not contribute to a cumulatively considerable impact relative to lighting.

As described above, the proposed Project would not have a significant impact and would not contribute to a cumulatively considerable impact on Aesthetics.

*Agriculture and Forest Resources (Criteria a through e)*

The Project site is in a highly urbanized area with no agriculture and forest land or uses in the vicinity. Like the proposed Project, other developments occurring within the Project vicinity would largely occur on previously disturbed land and would not have an impact associated with these resources. The proposed Project would have no impact on agricultural or forest resources and thus would not contribute to a cumulatively considerable impact relative to Agriculture and Forest Resources.

*Air Quality (Criteria a and e)*

Implementation of the proposed Project, as well as past, present, and reasonably foreseeable future projects, would be required to be consistent with the CAAP, applicable control measures and rules, and growth forecasts in the 2012 AQMP; therefore, the proposed Project would not have a significant impact and would not contribute to a cumulatively considerable impact regarding a conflict or obstruction with the implementation of the applicable air quality plan.

The Project site is in a highly urbanized area which is an existing industrial setting with an already complex odor environment. The proposed Project would not likely result in changes to the overall odor environment in the vicinity of the Project site. In addition, the distance between proposed Project emission sources and the nearest sensitive receptor is expected to be far enough to allow for adequate dispersion of these emissions to below objectionable odor levels. Like the proposed Project, past, present, and reasonably foreseeable projects would largely occur within the highly urbanized and industrial Port; however, some past, present, and reasonably foreseeable projects may be closer to sensitive receptors. The proposed Project would not result in a significant impact and thus would not contribute to a cumulatively considerable impact related to the creation of objectionable odors affecting a substantial number of people.

*Biological Resources (Criteria c, d, e, and f)*

The proposed Project would not affect federally protected wetlands (as defined by Section 404 of the Clean Water Act [CWA]), the Project site does not contain any known or protected biological resources, and is not located within an adopted habitat conservation plan, natural community conservation plan, or any other approved local, regional, or state habitat conservation plan habitat and conservation plan or natural community conservation plan. Therefore, the proposed Project would have no impact and would not contribute to a cumulatively considerable impact relative to federally protected wetlands, would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and would have no impact and would not contribute to a cumulatively considerable impact relative to an adopted habitat conservation plan, natural community conservation plan, or any other approved local, regional, or state habitat conservation plan habitat and conservation plan or natural community conservation plan.

There are no terrestrial or aquatic migration corridors within the Port Complex, including the Project site, and thus, the proposed Project is not expected to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Like the proposed Project, past, present, and reasonably foreseeable projects would largely occur within the highly urbanized and industrial Port and thus no cumulative impacts related to migration corridors is expected to occur.

*Cultural Resources (Criterion d)*

The potential impacts on human remains from ground disturbance associated with past, present and reasonably foreseeable future projects would depend on whether such activities occur within artificial fill materials (low likelihood of impact) or intact soil deposits (higher likelihood of impact). The geologic formation within the Project site consists of man-made engineered fill, engineered fill over natural landforms, and disturbed natural landforms constructed in the early 20th century. Any soil excavation under the proposed Project would disturb imported soils in a previously disturbed area, or previously disturbed landforms, and therefore would not be expected to disturb human remains interred outside of formal cemeteries. If, however, unanticipated human remains are encountered during Project construction, all ground disturbances will cease and the county coroner will be notified, as required by California Health and Safety Code Section 7050.5. Sections 5097.94 and 5097.98 of the Public Resources Code specify a protocol to be followed when the Native American Heritage Commission receives notification of a discovery of Native American human remains from a county coroner. Should unanticipated human remains be encountered by a related project, the same laws and procedures would apply. The activities associated with the proposed Project would not result in a significant impact and would not contribute to a cumulatively considerable impact related to the unanticipated discovery of human remains during Project construction.

*Geology/Soils (Criteria a through e)*

All of the present and reasonably foreseeable future projects that would result in increased infrastructure, structures, and numbers of people working on site in the

cumulative geographic scope would potentially contribute to geological impacts as those projects would expose workers to seismic or other geological hazards. However, as with the proposed Project, with incorporation of modern construction engineering and safety standards and compliance with building codes adopted by the local regulatory bodies, would minimize impacts associated with geological hazards and combined impacts would not result in significant cumulative impacts relative to Geology/Soils.

The proposed Project features would not cause or accelerate geologic hazards, including landslides. Further, given compliance with engineering standards, building codes, and other requirements, including emergency planning and tsunami preparedness, the proposed Project would not result in significant impacts, nor would it contribute to a cumulatively considerable impact relative to Geology/Soils.

*Greenhouse Gas Emissions (Criterion b)*

Implementation of the proposed Project, as well as past, present, and reasonably foreseeable future projects, would be required to comply and/or be consistent with all of the applicable plans, policies, and regulations adopted to reduce emissions of greenhouse gas emissions and/or to adapt to climate change (i.e., CARB's Climate Change Scoping Plan, the CAAP, and the applicable Green LA goals and policies). As a result, the proposed Project would not contribute to a cumulatively considerable impact regarding a conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

*Hazards and Hazardous Materials (Criteria a, c, e, f, g, and h)*

The proposed Project would not be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area, be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area, nor would it expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Therefore, the proposed Project would have no impacts nor contribute to a cumulatively considerable impact relative to hazards near airports, airstrips, or wildland fires.

All past, present, and reasonably foreseeable projects that would involve the handling of hazardous materials would be subject to the same regulations regarding waste handling, removal, transport, and storage as the proposed Project. Implementation of these preventative measures would minimize the potential for risks associated with hazardous materials, including routine handling and risk of upset, emitting of potential hazardous emissions within 0.25-mile of a school, as well as maintain implementation of an adopted emergency response plan or emergency evacuation plan, such that no significant cumulative impacts would occur. The proposed Project would not result in significant impacts, nor would it contribute to a cumulatively considerable impact relative to the handling, removal, transport and storage of hazardous materials.

*Hydrology and Water Quality (Criteria b, c, d, e, g, h, i, and j)*

No groundwater extraction occurs within or adjacent to the Project site and no substantial change in impervious surface area would occur that could affect groundwater recharge. In addition, the proposed Project would not place housing within a 100-year flood hazard area. Therefore, the proposed Project would not contribute to a cumulatively considerable impact regarding groundwater recharge or the placement of housing within a 100-year flood hazard area.

The potential impacts of the proposed Project, past, present and reasonably foreseeable projects on existing drainage patterns, increase in runoff water that exceeds stormwater drainage systems, impeding flood flows within a 100-year flood hazard area, exposure of people and structures to significant loss, injury or death involving flooding, and contributing to inundation by seiche, tsunami or mudflow, would depend on whether such activities would substantially alter existing drainage and stormwater systems associated with that site or area. The proposed Project would not result in a significant impact and, therefore, would not contribute to a cumulative considerable impact relative to Hydrology.

*Land Use and Planning (Criteria a through c)*

All past, present, and reasonably foreseeable projects are subject to the land use regulations and density designations stipulated in the Port Master Plan, the Port of Los Angeles Plan, and the zoning code, thereby ensuring compatibility and minimizing impacts on surrounding areas. Thus no significant cumulative impacts relative to land use would occur.

The proposed Project would not result in a change in the existing land use and it would comply with the Port Master Plan and other relevant land use plans, policies, and regulations. The proposed Project would not result in a significant impact and would not contribute to a cumulative considerable impact relative to Land Use and Planning.

*Mineral Resources (Criteria a and b)*

The Project site is in a highly urbanized area with no mineral resources or mineral resource extraction occurring in the vicinity with the exception of the Wilmington Oil Field, which is not likely to be affected by present and reasonably foreseeable future projects. Like the proposed Project, past, present, and reasonably foreseeable projects would largely occur on previously disturbed land that is not appropriate or available for mineral extraction and thus no cumulative impacts would occur. The proposed Project would not impact mineral resources or mineral resource extraction and would not contribute to a cumulative considerable impact relative on Mineral Resources.

*Noise (Criteria e, f)*

The proposed Project is not located within an airport land use plan or within the vicinity of an airport or airstrip. The proposed Project would have no impact and

would not contribute to a cumulatively considerable impact relative to an airport land use plan, or being located in the vicinity of an airport or airstrip.

*Population and Housing (Criteria a through c)*

The majority of past, present, and reasonably foreseeable projects within the vicinity of the Project site would occur within the working Port and would not result in a direct effect on population or housing. However, past, present, and reasonably foreseeable projects could increase the employment opportunities at the Port and possibly within the greater Los Angeles County region as a whole. This growth in employment opportunities would occur within an existing urbanized area that has established infrastructure, well-developed transportation network, and existing public services. Given that the area is part of a well-established urban community connected by an existing transportation network and large labor pool and housing market, the combined related projects is not expected to significantly impact population growth, resulting in the need for new housing in the Port area or the region.

The proposed Project would not remove housing or support new construction of housing. It would involve a small increase in employment opportunities but given that it is located within a well-established urban community with an existing housing stock and established infrastructure, it would not result in the need for construction of new housing. The proposed Project would not result in an impact related to population and housing and would not contribute to a cumulatively considerable impact on Population and Housing.

*Public Services (Criteria a(i) through a(v))*

The past, present, and reasonably foreseeable projects are all located in a highly urbanized area within a well-developed network of existing public service providers and facilities, including police, fire, schools and parks. The past, present, and reasonably foreseeable projects could increase demand for public services. Service providers continuously evaluate levels of services and funding sources to meet demand, typically based on development and population growth projections. Service providers would continue to consider existing service requirements and reasonably foreseeable development in their long-range planning in order to ensure that adequate service would be provided to all existing and future project sites within their service area. Therefore, the combined related projects are not expected to significantly impact Public Services.

The proposed Project could slightly increase the demand for police and fire services due to a slight increase in terminal acreage; however, given that there would be no change in the type of use associated with the proposed Project and that the site is served by existing service providers and facilities, the proposed Project would not result in substantive demand for public services that could require construction of new public facilities. In addition, the street closures under the proposed Project are not expected to adversely affect emergency response times because adequate alternative routing would be provided via Cannery Street.

Further, the proposed Project would be designed and constructed to meet all applicable state and local codes and ordinances pertaining to fire protection,



emergency access and safety and security. The proposed Project would not increase the demand for public services to a degree that would require the addition of a new, expanded, or relocated facility to maintain service. The proposed Project would not result in a significant impact and would not contribute to a cumulatively considerable impact on Public Services.

*Recreation (Criteria a and b)*

The majority of related projects within the vicinity of the Project site would occur within the working Port and would either not result in substantial demand for recreational facilities or services in the Port or result in additional available recreational opportunities. Thus, past, present, and reasonably foreseeable projects would not result in a significant cumulative impact to recreational resources.

The proposed Project would not directly or indirectly result in substantial increases in population growth that could increase demand for recreational facilities. Additionally, construction activities and operations would not remove or otherwise interfere with existing recreational opportunities, such as watercraft activities, within the Port. The proposed Project would not result in an impact and would not contribute to a cumulatively considerable impact on Recreation.

*Transportation/Traffic (Criteria e, f)*

The proposed Project would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks); therefore, the proposed Project would have no impact and would not contribute to a cumulatively considerable impact relative to transportation policies, plans and programs.

The proposed Project would close Terminal Way, but would reroute through-traffic to Cannery Street (parallels Terminal Way). As discussed under Checklist Item XVI(e) above, the street closures would not result in inadequate emergency access or adverse impacts to emergency response times. Further, past, present, and reasonably foreseeable projects are subject to review and approval of their plans by the LAFD, Port Police and LAPD, as applicable, to ensure compliance with applicable access requirements. Compliance with these requirements would minimize the potential for inadequate emergency access. The proposed Project would not result in inadequate emergency access and would not contribute to a cumulatively considerable impact on emergency access.

*Utilities and Service Systems (Criteria a through g)*

The past, present, and reasonably foreseeable projects are all located in a highly urbanized area within a well-developed network of existing utility service providers and facilities, including water, wastewater, stormwater management, and solid waste. The past, present, and reasonably foreseeable projects could increase demand for utility services. Utility service providers continuously evaluate levels of services and funding sources to meet demand, typically based on development and population growth projections. Service providers will continue to consider existing utility service level requirements and reasonably foreseeable development in their long-range planning in order to ensure that adequate service would be provided to all existing and future project sites within their service area. Therefore, the combined

related projects are not expected to significantly impact Utilities and Service Systems.

The proposed Project would result in a minimal increase in water demand, wastewater generation, storm runoff, and solid waste generation. This increase would not exceed the capacity of existing facilities; however, construction and expansion of on-site storm drain lines may be required to support new terminal development on the 1.5-acre vacant parcel. All infrastructure improvements would comply with the City municipal code and would be performed under permit by the City's Building Department, Bureau of Engineering and/or LADWP. The proposed Project impact would not result in a significant impact and would not contribute to a cumulatively considerable impact on Utilities and Service Systems.

Therefore, cumulative impacts associated with these resource areas and criteria will not be addressed further in the EIS/EIR.

**c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?**

**Potentially Significant Impact.** The proposed Project could result in adverse impacts on human beings, either directly or indirectly. This issue will be addressed in the EIS/EIR.

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